



## NOTICE OF MEETING OF THE CARSON AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)

**Day:** Tuesday  
**Date:** August 16, 2016  
**Time:** Beginning at 4:30 pm  
**Location:** Community Center, Sierra Room, 851 East William Street, Carson City, Nevada

### AGENDA

**AGENDA NOTES:** The Carson Area Metropolitan Planning Organization (CAMPO) is pleased to make reasonable accommodations for members of the public who are disabled and wish to attend the meeting. If special arrangements for the meeting are necessary, please notify Carson Area Metropolitan Planning Organization staff in writing at 3505 Butti Way, Carson City, Nevada, 89701, or [Comments@CarsonAreaMPO.com](mailto:Comments@CarsonAreaMPO.com), or call Patrick Pittenger at (775) 887-2355 as soon as possible (requests are required prior to 12:00 p.m. on August 12, 2016).

For more information or for copies of the supporting material regarding any of the items listed on the agenda, please contact Patrick Pittenger, Transportation Manager, at (775) 887-2355. Additionally, the agenda with all supporting material is posted on the CAMPO website at [www.carson.org/agendas](http://www.carson.org/agendas), or is available upon request at 3505 Butti Way, Carson City, Nevada, 89701.

**AGENDA MANAGEMENT NOTICE:** The Chair may take items on the agenda out of order; combine two or more agenda items for consideration; and/or remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

**DISCLOSURES:** Any member of the CAMPO Board may inform the Chair of his or her intent to make a disclosure of a conflict of interest on any item appearing on the agenda or on any matter relating to the CAMPO's official business. Such disclosures may also be made at such time the specific agenda item is introduced.

#### 1. ROLL CALL AND DETERMINATION OF A QUORUM

#### 2. PUBLIC COMMENT:

Members of the public who wish to address the CAMPO Board may approach the podium and speak on any matter relevant to or within the authority of CAMPO. Comments are limited to three minutes per person per topic. If your item requires extended discussion, please request the Chair to calendar the matter for a future CAMPO meeting. No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an Agenda as an item upon which action may be taken.

### 3. APPROVAL OF MINUTES:

3.A (For Possible Action) July 13, 2016 Draft Minutes

### 4. PUBLIC MEETING ITEM(S):

**4.A (For Possible Action)** For the Carson Area Metropolitan Planning Commission to prioritize three Transportation Alternatives Program (TAP) grant applications located within the Carson Area Metropolitan Planning Area.

**Staff Summary:** Per the TAP submission guidelines, CAMPO is able to prioritize TAP applications within the metropolitan planning area.

**4.B (For Possible Action)** To determine the selection of Carson City RTC's Federal Transit Administration (FTA) 5310 grant application to be submitted for funding in the CAMPO planning area.

**Staff Summary:** CAMPO has received one application requesting FTA 5310 funding. CAMPO will determine whether the application will be selected for funding and the amount of funds to be awarded out of the total available.

**4.C (For Possible Action)** To determine the selection of Carson City RTC's Federal Transit Administration (FTA) 5339 grant application to be submitted for funding in the CAMPO planning area.

**Staff Summary:** CAMPO has received one application requesting FTA 5339 funding. CAMPO will determine whether the application will be selected for funding and the amount of funds to be awarded out of the total available.

**4.D (Information only)** To notify the CAMPO board of potential changes in service to Tahoe Transportation District's Lake & Valley Express routes, including elimination of the 21x bus route between Carson City and South Lake Tahoe, in accordance with CAMPO's transit service change policy.

**Staff Summary:** As a result of language included in Fixing American's Surface Transportation Act (FAST Act) which makes Tahoe an urbanized area, the Tahoe Transportation District (TTD) is no longer able to use federal rural transit funding from the Nevada Department of Transportation (NDOT) to support the express bus service between Carson City and South Lake Tahoe. With the loss of funds from NDOT, TTD would not be in a position to replace the funding needed to operate the route. TTD is currently exploring alternative funding options in an attempt to maintain current funding and service levels of the route.

**4.E (For Possible Action)** To approve the 2040 Regional Transportation Plan.

**Staff Summary:** The Regional Transportation Plan (RTP) is a long-term planning document that evaluates the regional transportation system. The plan identifies present and future needs to maintain an efficient, sustainable, and safe regional transportation system. The RTP is intended for the Carson Area Metropolitan Planning Organization (CAMPO), which is comprised of Carson City, western Lyon County, and northern Douglas County.

**5. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (Non-Action Items):**

**5.A** Future Agenda Items

**6. BOARD COMMENTS (Information only):**

**6.A** Status reports and comments from the members of the CAMPO Board.

**7. PUBLIC COMMENT:**

Members of the public who wish to address the CAMPO Board may approach the podium and speak on any matter relevant to or within the authority of CAMPO. Comments are limited to three minutes per person per topic. If your item requires extended discussion, please request the Chair to calendar the matter for a future CAMPO meeting. No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an Agenda as an item upon which action may be taken.

**8. ADJOURNMENT: For Possible Action**

**The next meeting is tentatively scheduled for 4:30 p.m., Wednesday, September 14, 2016, at the Sierra Room - Community Center, 851 East William Street.**

This agenda has been posted at the following locations on Wednesday, August 10, 2016, before 5:00 p.m.:

City Hall, 201 North Carson Street

Carson City Library, 900 North Roop Street

Community Center, Sierra Room, 851 East William Street

Carson City Public Works, 3505 Butti Way

Carson City Planning Division, 108 E. Proctor Street

Douglas County Executive Offices, 1594 Esmeralda Avenue, Minden

Lyon County Manager's Office, 27 South Main Street, Yerington

Nevada Department of Transportation, 1263 S. Stewart Street, Carson City

City Website: [www.carson.org/agendas](http://www.carson.org/agendas)

State Website: <https://notice.nv.gov>

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**DRAFT**

A regular meeting of the Carson Area Metropolitan Planning Organization was scheduled for 4:30 p.m. on Wednesday, July 13, 2016 in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

**PRESENT:** Chairperson Ray Fierro  
Vice Chairperson Jon Erb  
Member Brad Bonkowski  
Member Robert Crowell  
Member Mark Kimbrough  
Member Jim Smolenski  
Ex-Officio Member Sondra Rosenberg

**STAFF:** Darren Schulz, Public Works Department Director  
Patrick Pittenger, Transportation Manager  
Dirk Goering, Senior Transportation Planner  
Graham Dollarhide, Transit Coordinator  
Hailey Lang, Transportation Planner  
Dan Yu, Deputy District Attorney  
Kathleen King, Chief Deputy Clerk

**NOTE:** A recording of these proceedings, the CAMPO's agenda materials, and any written comments or documentation provided to the Clerk, during the meeting, are part of the public record. These materials are available for review, in the Clerk's Office, during regular business hours.

**1. CALL TO ORDER AND DETERMINATION OF A QUORUM (4:30:21)** - Chairperson Fierro called the meeting to order at 4:30 p.m. Ms. King called the roll; a quorum was present. Member Zenteno was absent.

**2. PUBLIC COMMENT (4:32:29)** - Chairperson Fierro entertained public comment; however, none was forthcoming.

**3. POSSIBLE ACTION ON APPROVAL OF MINUTES - June 8, 2016 (4:33:02)** - Chairperson Fierro entertained suggested revisions and, when none were forthcoming, a motion. **Member Bonkowski moved to approve the minutes, as presented. Member Crowell seconded the motion. Motion carried 7-0.**

**4. PUBLIC MEETING ITEMS:**

**4(A) POSSIBLE ACTION TO ACCEPT THE PROPOSED FY 2017 NEVADA DEPARTMENT OF TRANSPORTATION WORK PROGRAM (4:33:35)** - Chairperson Fierro introduced this item, and Nevada Department of Transportation Director Rudy Malfabon presented the work program in conjunction with displayed slides. Mr. Malfabon responded to questions of clarification, and discussion ensued. Chairperson Fierro entertained additional questions or comments and, when none were forthcoming, a motion. **Member Kimbrough moved to accept the proposed FY 2017 Nevada Department of Transportation Work Program. Member Bonkowski seconded the motion.** Chairperson Fierro entertained public comment. (5:17:23) In response to a previous question, NDOT District Engineer Thor Dyson advised that NDOT is coordinating with Storey County to resolve drainage

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issues on State Route 342. In response to a previous comment, Mr. Dyson explained that the underground earth mover at the south end of the freeway “avoided 60,000 loads” of dirt which would have had to be hauled away by trucks. “It would have been a horrible impact to the public. It would have tracked out dirt and material onto 395. It was just a classic, innovative, creative effort on the contractor's part to convey all that dirt.” Chairperson Fierro called for a vote on the pending motion.

<b>RESULT:</b>	Approved [6 - 0 - 1]
<b>MOVER:</b>	Member Mark Kimbrough
<b>SECOND:</b>	Member Brad Bonkowski
<b>AYES:</b>	Members Kimbrough, Bonkowski, Crowell, Smolenski, Vice Chair Erb, Chair Fierro
<b>NAYS:</b>	None
<b>ABSENT:</b>	Member Jack Zenteno
<b>ABSTAIN:</b>	None

Chairperson Fierro thanked Mr. Malfabon for his presentation, and the NDOT staff for their attendance and participation.

**4(B) POSSIBLE ACTION TO APPROVE THE PROPOSED DISADVANTAGED BUSINESS ENTERPRISE (“DBE”) GOAL AND GOAL-SETTING METHODOLOGY FOR FEDERAL FISCAL YEARS 2017 - 19 (OCTOBER 1, 2016 - SEPTEMBER 30, 2019); AND DIRECT STAFF TO SUBMIT THE GOAL TO THE FEDERAL TRANSIT ADMINISTRATION FOR REVIEW AND APPROVAL BY THE AUGUST 1, 2016 DEADLINE (5:19:25)** - Chairperson Fierro introduced this item, Mr. Dollarhide reviewed the agenda materials. Chairperson Fierro entertained questions or comments of the CAMPO members and, when none were forthcoming, a motion. **Member Bonkowski moved to approve the proposed disadvantage business enterprise goal and goal-setting methodology for federal fiscal years 2017 through 2019, dates being October 1, 2016 through September 30, 2019, and to direct staff to submit the goal to the Federal Transit Administration for review and approval by August 1, 2016. Member Crowell seconded the motion.** Chairperson Fierro entertained public comment and, when none was forthcoming, called for a vote on the pending motion.

<b>RESULT:</b>	Approved [6 - 0- 1]
<b>MOVER:</b>	Member Brad Bonkowski
<b>SECOND:</b>	Member Robert Crowell
<b>AYES:</b>	Members Bonkowski, Crowell, Kimbrough, Smolenski, Vice Chair Erb, Chair Fierro
<b>NAYS:</b>	None
<b>ABSENT:</b>	Member Jack Zenteno
<b>ABSTAIN:</b>	None

**4(C) INFORMATION ONLY ON THE TRANSPORTATION ALTERNATIVE PROGRAM CALL FOR PROJECTS FOR FY 2016 - 18 (5:22:12)** - Chairperson Fierro introduced this item, and Mr. Pittenger reviewed the agenda materials. Chairperson Fierro entertained questions or comments of the CAMPO members; however, none were forthcoming.

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**4(D) POSSIBLE ACTION TO APPROVE CONTRACT NO. 1617-027, FOR A SOUTH CARSON STREET COMPLETE STREETS STUDY, TO KIMLEY - HORN FOR A NOT-TO-EXCEED AMOUNT OF \$75,000, TO BE FUNDED FROM THE CAMPO / UNIFIED PLANNING WORK PROGRAM ACCOUNT IN THE CAMPO FUND; THIS IS A PROFESSIONAL SERVICES CONTRACT AND, THEREFORE, NOT SUITABLE FOR PUBLIC BIDDING, PURSUANT TO NRS 332.115(1)(b) (5:24:03)** - Chairperson Fierro introduced this item. Mr. Pittenger reviewed the agenda materials and responded to questions of clarification. Chairperson Fierro entertained additional questions or comments and, when none were forthcoming, a motion. **Member Smolenski moved to approve Contract No. 1617-027 for a South Carson Street Complete Streets Study, to Kimley-Horn, for a not-to-exceed amount of \$75,000, to be funded from the CAMPO / Unified Planning Work Program. Member Kimbrough seconded the motion.** Chairperson Fierro entertained public comment. (5:31:41) Ward 2 Supervisor Candidate Maurice White inquired as to whether the study would address “what might take place in regards to the hazardous spill that is at South Carson Street.” Mr. Pittenger explained that the funding is limited. “If the City does design, at a future date, that has to do with right-of-way issues; that's a far more detailed level of work that'll be required to be conducted by the City with other funds.” Chairperson Fierro entertained additional public comment and, when none was forthcoming, called for a vote on the pending motion.

<b>RESULT:</b>	Approved [6 - 0-1]
<b>MOVER:</b>	Member Jim Smolenski
<b>SECOND:</b>	Member Mark Kimbrough
<b>AYES:</b>	Members Smolenski, Kimbrough, Bonkowski, Crowell, Vice Chair Erb, Chair Fierro
<b>NAYS:</b>	None
<b>ABSENT:</b>	Member Jack Zenteno
<b>ABSTAIN:</b>	None

**4(E) INFORMATIONAL PRESENTATION ON THE DRAFT 2040 REGIONAL TRANSPORTATION PLAN (5:32:34)** - Chairperson Fierro introduced this item. Mr. Goering reviewed the agenda materials in conjunction with a PowerPoint presentation, and responded to questions of clarification. Discussion followed. Chairperson Fierro entertained additional questions or comments and, when none were forthcoming, thanked Mr. Goering for his presentation.

**5. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS; FUTURE AGENDA ITEMS (5:47:58)** - Chairperson Fierro introduced this item, and Mr. Pittenger reviewed the tentative agenda for the August CAMPO meeting.

**6. CAMPO MEMBER COMMENTS (5:49:16)** - Chairperson Fierro entertained CAMPO member comments. Vice Chairperson Erb reported that the first phase of the Jacks Valley Reconstruction Project started this week. He reviewed details of the project, and advised of expected delays along the construction route. Ex-Officio Member Rosenberg reported that NDOT recently approved an agreement with Wood-Rodgers to develop the statewide long-range plan. She reviewed details to be included, and advised that the statewide travel demand model will be updated at the same time. Ex-Officio Member Rosenberg further reported that NDOT continues to work with CAMPO on the surface transportation block grant suballocation. “The agreement is circulating internally ... We hope to get a draft to CAMPO in the next few weeks and finalize ... in August.”

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**7. PUBLIC COMMENT (5:53:03)** - Chairperson Fierro entertained public comment; however, none was forthcoming.

**8. ACTION ON ADJOURNMENT (5:53:11)** - A motion was made, seconded and carried unanimously to adjourn the meeting at 5:53 p.m.

The Minutes of the July 13, 2016 Carson Area Metropolitan Planning Organization meeting are so approved this \_\_\_\_\_ day of August, 2016.

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RAY FIERRO, Chair



## STAFF REPORT

**Report To:** The Carson Area Metropolitan Planning Organization (CAMPO)

**Meeting Date:** August 16, 2016

**Staff Contact:** Patrick Pittenger, Transportation Manager

**Agenda Title: (For Possible Action)** For the Carson Area Metropolitan Planning Commission to prioritize three Transportation Alternatives Program (TAP) grant applications located within the Carson Area Metropolitan Planning Area.

**Staff Summary:** Per the TAP submission guidelines, CAMPO is able to prioritize TAP applications within the metropolitan planning area.

**Agenda Action:** Formal Action/Motion

**Time Requested:** 5 minutes

### **Proposed Motion**

I move to prioritize three Transportation Alternatives Program (TAP) grant applications located within the Carson Area Metropolitan Planning Area.

### **Background/Issues & Analysis**

Based on the applications received by NDOT, the Carson Area MPO will identify project priorities. There have been three separate TAP grant application submissions:

- Application Name: Carson City Freeway Multi-Use Path**  
 This application is requesting \$750,000 in TAP funding to design and construct a multi-use path along I-580 from Colorado Street to just north of Fairview Drive. The project includes traffic signs and markings to improve safety when the path interfaces with roadways. The project will expand an existing network of multi-use paths that improve regional connectivity and accessibility for non-motorized users. The path is identified in the City's Unified Master Path Way Plan, the City's Master Plan, and CAMPO's 2040 Regional Transportation Plan (currently in draft form).
- Application Name: Carson City South Carson Street Safety and Mobility Improvements**  
 This application is requesting \$750,000 in TAP funding to construct safety and mobility improvements, such as raised intersections and crossings, median refuges, safety lighting, sidewalks, bicycle lane improvements, and pavement markings, along South Carson Street from Fairview Drive to Appion Way. The project intends to improve safety, mobility, connectivity, and accessibility for non-motorized and motorized users through complete street enhancements. The existing condition of South Carson Street is a vehicle dominated design with little access to bicycle and pedestrian users. The project has been discussed in the 2040 Regional Transportation Plan (currently in draft form) and in CAMPO's Unified Planning Work Program. Potential design improvements will be evaluated and identified through a corridor study.

• **Application Name: Dayton Rail Museum**

This application is requesting \$424,928.62 in TAP funding to continue historic preservation and rehabilitation efforts of Dayton’s 1881 Carson & Colorado Railroad Depot including eliminating current unsafe automobile access and providing ADA access to bring the project close to restoration completion. The depot is listed as a contributing element to the Comstock Historic District and is considered to be on the National Register of Historic Places as part of the district. The project meets all requirements of the National Historic Preservation Act. The project builds on continued, but limited, state funding to provide a phased approach to ongoing rehabilitation. Exterior restoration will be initiated, including the purchase and installation of custom-made historic windows and doors, installing a new "historic" roof to meet building code, reconstructing the freight docks, providing ADA access to depot with lift, restoring an existing narrow-gauge boxcar and aligning it next to the depot with an ADA restroom, and initiating interior restoration, as funds become available.

**Applicable Statute, Code, Policy, Rule or Regulation**

N/A

**Financial Information**

Is there a fiscal impact?  Yes  No

If yes, account name/number:

Is it currently budgeted?  Yes  No

Explanation of Fiscal Impact:

**Alternatives**

N/A

**Supporting Material**

-Letter of Support

**Board Action Taken:**

Motion: \_\_\_\_\_

1) \_\_\_\_\_

2) \_\_\_\_\_

Aye/Nay

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
(Vote Recorded By)



**To:** Carson Area Metropolitan Planning Organization  
**From:** Muscle Powered, Citizens for a Bikeable and Walkable Carson City  
**Re:** Support for Carson City Freeway Multi-Use Trail and South Carson Street Project  
**Date:** July 15, 2016

**Dear CAMPO members:**

Muscle Powered, Citizens for a Walkable and Bikeable Carson City, is a non-profit organization committed to enhancing pedestrian and cyclist infrastructure and safety in the Capitol City. We were formed in 1998 in response to development of the Carson City Bypass. At that time, we were working to support inclusion of a multi-use trail adjacent to the freeway. Since then we have worked to improve infrastructure, support safety legislation and education programs for walking and biking, and to build multi-use trails to improve the quality of life in Carson City.

We are writing you today in support of grant applications for two TAP funded projects presently before the CAMPO. One is the Carson City Freeway Multi-Use Path, to design and construct a multi-use path along I-580 from Colorado Street to connect to the existing Linear Ditch Path. The project includes traffic signs and markings to improve safety when the path interfaces with roadways. The project will expand an existing network of multi-use paths that improve regional connectivity and accessibility for non-motorized users. The path is identified in the City's Unified Pathways Master Plan, the City's Master Plan, and CAMPO's 2040 Regional Transportation Plan.

The project will continue the path of the current multi-use trail, which provides access from a busy area adjacent to Fremont School, a major casino area for workers on east Highway 50, a low-income neighborhood, the Eagle Valley Middle School and the Silver Saddle Ranch area which provides multi-use trails for walking and biking. These trail systems are frequently used by families, walkers, state and city workers commuting to work, bird watchers, casino workers, and dog walkers. Continuation of the trail southward from its current terminus to Colorado Street is essential to effectively connect the north end of town to the south end of Carson City. This project is the top priority for Muscle Powered.

Secondly, we support Carson City's application for TAP funding to construct safety and mobility improvements, such as raised intersections and crossings, median refuges, safety lighting, sidewalks, bicycle lane improvements, and pavement markings, as part of a Complete Streets Project along South Carson Street from Fairview Drive to south of Appion Way. This project will continue the improvement efforts currently under way in downtown

Carson City which will make the city more walkable and bikeable. It will support pedestrian improvements that we hope will rectify the current situation, which is nearly impassable for pedestrians for many long blocks. Two pedestrian fatalities have occurred there in recent years, and these improvements will enhance safety for the seniors who live in the apartment complex at Fairview and Carson Street, as well as the residents in the mobile home areas and apartments adjacent to Carson Street.

However, while we strongly support both projects, due to the timeline for the Carson Street Project, we believe it is a lower priority than the Multi-Use Trail. Since the Carson Street improvements are not planned to be constructed for a couple of years, we would encourage CAMPO to set a top priority for the Freeway Multi-Use Trail. Timing would allow Carson City (if unsuccessful with both current applications) to make a second TAP application next year for the Carson Street Project.

We thank you for consideration of these comments.

Sincerely,

A handwritten signature in cursive script that reads "Kelly Clark". The signature is written in black ink and is positioned to the right of the word "Sincerely,".

Kelly Clark

Muscle Powered President



## STAFF REPORT

**Report To:** The Carson Area Metropolitan Planning Organization      **Meeting Date:** August 16, 2016

**Staff Contact:** Graham Dollarhide, Transit Coordinator

**Agenda Title: (For Possible Action)** To determine the selection of Carson City RTC's Federal Transit Administration (FTA) 5310 grant application to be submitted for funding in the CAMPO planning area.

**Staff Summary:** CAMPO has received one application requesting FTA 5310 funding. CAMPO will determine whether the application will be selected for funding and the amount of funds to be awarded out of the total available.

**Agenda Action:** Formal Action/Motion

**Time Requested:** 10 minutes

**Proposed Motion** – I move to determine the selection of Carson City RTC's Federal Transit Administration (FTA) 5310 grant application to be submitted for funding in the CAMPO planning area.

**Background/Issues & Analysis** – A notice of the availability of funds was published by CAMPO in the June 26, 2016, edition of the Nevada Appeal with a deadline date of July 26, 2016. CAMPO has received one eligible application for FTA 5310 funds. The application is from the Carson City Regional Transportation Commission (RTC) to be used for capitalized operating funding to continue to provide Americans with Disabilities Act (ADA)-compliant fixed route and paratransit services. The amount of funding being requested by the RTC is \$106,956.

The total amount of FTA 5310 funding available to CAMPO is \$106,956. The total amount of funding being requested is equal to what is available. However, the CAMPO Board may choose to allocate funds to the applicant (or to none at all) in an amount that is less than requested. The applicant is required to provide a 20% local match to any Federal funds awarded.

**Applicable Statute, Code, Policy, Rule or Regulation** - 49 U.S.C. 5310

### **Financial Information**

Is there a fiscal impact?  Yes     No

If yes, account name/number: 225-0000-331.80-02

Is it currently budgeted?  Yes     No

Explanation of Fiscal Impact: Increase in the amount of award to the appropriate Carson City FTA transit account

**Alternatives** – N/A

**Supporting Material** – Carson City Regional Transportation Commission application

**Board Action Taken:**

Motion: \_\_\_\_\_

1) \_\_\_\_\_

2) \_\_\_\_\_

Aye/Nay

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
(Vote Recorded By)



## **PUBLIC NOTICE**

### **CARSON AREA METROPOLITAN PLANNING ORGANIZATION FEDERAL GRANT APPLICATION FOR SECTIONS 5310 & 5339 PROGRAM FUNDS FEDERAL FISCAL YEAR 2016 APPORTIONMENT**

Separate applications are required for each Federal Transit Administration Program applied for.  
For further information or assistance, please contact the Transit Coordinator at  
**775-283-7583**

**Applications must be received no more than 30 days after notice of availability of funds:**  
Carson Area Metropolitan Planning Organization  
3505 Butti Way  
Carson City, NV 89701

**All documents must be signed by persons with signature authority and their legal counsel.**

# CARSON AREA METROPOLITAN PLANNING ORGANIZATION

## COMPETITIVE TRANSPORTATION SELECTION PROCESS FOR FEDERAL TRANSIT ADMINISTRATION (FTA)

### \*\*\*SECTION 5310 GRANT FUNDS\*\*\*

#### PROGRAM INFORMATION

Congress establishes the funding for Federal Transit Administration (FTA) programs through authorizing legislation that amends Chapter 53 of Title 49 of the U.S. Code. On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed, reauthorizing surface transportation programs through Fiscal Year 2020. Previously, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) authorized new Federal Transit Administration (FTA) Programs and made changes to existing FTA Programs, including New Freedom programs, which were authorized under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Under MAP-21, the former SAFETEA-LU New Freedom project activities became eligible under the Section 5310 Formula Grants for the Enhanced Mobility for Seniors and Individuals with Disabilities program. Pursuant to the FTA Notice of Program Changes, Authorized Funding Levels and Implementation of MAP-21 (Federal Register/Vol 77, No. 200, dated October 16, 2012), "this program provides funds to (1) Serve the special needs of transit-dependent populations beyond traditional public transportation service, where public transportation is insufficient, inappropriate, or unavailable; (2) projects that exceed the requirements of the Americans with Disabilities Act (ADA); (3) projects that improve access to fixed route service and decrease reliance on complementary paratransit; and (4) projects that are alternatives to public transportation. The State of Nevada (Nevada Governor's Office) has designated the Nevada Department of Transportation (NDOT) as the designated recipient for 5310 grant funds apportioned to small urban and rural areas. Under the FAST Act, small urban transit operators can now apply directly to the FTA for 5310 funds with designated recipient approval. NDOT has granted this approval to the Carson Area Metropolitan Planning Organization (CAMPO), which will conduct a competitive selection process and award successful applications at its discretion. The award of grant funds will be made to eligible applicants for permitted projects and services under this program as a subrecipient to CAMPO.

#### FUNDING

General – As determined by the transportation bill in effect, currently the FAST Act, annual apportionments for the various formula grants are released sometime after the start of the Federal Fiscal Year, which begins on October 1<sup>st</sup>. The Federal Fiscal Year funding amount that is available for Section 5310 projects in the CAMPO area will be published in the solicitation for projects. This amount is formula based and is a not to exceed amount that will be made available for distribution under the competitive selection process outlined below.

Match Requirement – There is no cap on the amount of federal funding for which Applicants may apply, as long as it is within the available amount of funds and the local match can be provided. The required local match is 50% for operating projects and 20% for capital projects. Operating costs associated with contracted service is an eligible capital expense. The acquisition of such service occurs in the course of a procurement action resulting in a contract. Generally speaking, a contractor provides service at the request and direction of the designated recipient or subrecipient. The designated recipient or subrecipient establishes the requirements of the transportation service to be performed, such as days, hours, routes, geographic coverage, etc.

The required local match must be provided by subrecipients, and may not come from federal sources, with few exceptions. Potential sources for local match include foundation grants, donations, and State and local funds. Fare revenue or user fees generated by the project may not be used as local matching funds. Subrecipients must be able to fund project costs, including both the federal and local matching shares, prior to seeking reimbursement and payment of federal grant funds from CAMPO for eligible project costs.

## **APPLICATION**

Eligible Applicants – In order to be eligible for Section 5310 funding, an Applicant must be either: (1) a State or local governmental entity; (2) an operator of public transportation services, including private operators of public transportation services; or (3) a private non-profit organization. Applicants must be able to meet all applicable federal requirements.

Application Process – Each year a competitive grant process will be administered and application materials for solicitation of projects made available, with notification of the open solicitation period. A public announcement will, at a minimum, be posted in the Nevada Appeal indicating the date of the CAMPO meeting that applications will be reviewed and considered. The application process will be open for a minimum of 30 days following the announcement of availability of funds. Grant applications submitted to CAMPO staff for review must meet the federal requirement of project involvement in a locally developed, coordinated public transit-human services transportation plan, as developed by the State of Nevada and available through NDOT.

## **SELECTION OF PROJECTS**

Applications submitted to CAMPO staff will be forwarded to the CAMPO Board for consideration at a public CAMPO meeting. Applicants will have the opportunity to present their applications to the CAMPO Board. The Board will review and consider all applications, regardless of whether a presentation was made, and make a decision on which project(s) shall be awarded funding. Following action by CAMPO to select the successful Applicant(s), CAMPO will issue a Notice of Selection to that Applicant or Applicants. CAMPO reserves the right to deny any or all projects.

# CARSON AREA METROPOLITAN PLANNING ORGANIZATION

## COMPETITIVE SELECTION PROCESS FOR FEDERAL TRANSIT ADMINISTRATION (FTA)

### \*\*\*SECTION 5339 GRANT FUNDS\*\*\*

#### PROGRAM INFORMATION

Congress establishes the funding for Federal Transit Administration (FTA) programs through authorizing legislation that amends Chapter 53 of Title 49 of the U.S. Code. On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed, reauthorizing surface transportation programs through Fiscal Year 2020. Previously, Moving Ahead for Progress in the 21st Century (MAP-21) authorized new Federal Transit Administration (FTA) Programs and made changes to existing FTA Programs, including New Freedom programs, which were authorized under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Under MAP-21, some of the former SAFETEA-LU project activities became eligible under the Section 5339 Formula Grants for the Bus and Bus Facilities program. Pursuant to the FTA Notice of Program Changes, Authorized Funding Levels and Implementation of the MAP-21 (Federal Register/Vol 77, No. 200, dated October 16, 2012), "the program provides funding to replace, rehabilitate, and purchase buses and related equipment as well as construct bus-related facilities." The State of Nevada (Nevada Governor's Office) has designated the Nevada Department of Transportation (NDOT) as the designated recipient for 5339 grant funds apportioned to small urban and rural areas. Under the FAST Act, small urban transit operators can now apply directly to the FTA for 5310 funds with designated recipient approval. NDOT has granted this approval to the Carson Area Metropolitan Planning Organization (CAMPO), which will conduct a competitive selection process and award successful applications at its discretion. The award of grant funds will be made to eligible applicants for permitted projects and services under this program as a subrecipient to CAMPO.

#### FUNDING

General – As determined by the transportation bill in effect, currently the FAST Act, annual apportionments for the various formula grants are released sometime after the start of the Federal Fiscal Year, which begins on October 1<sup>st</sup>. The Federal Fiscal Year funding amount that is available for Section 5339 projects in the CAMPO area will be published in the solicitation for projects. This amount is formula based and is not to exceed amount that will be made available for distribution under the competitive selection process outlined below.

Match Requirement – There is no cap on the amount of federal funding for which Applicants may apply, as long as it is within the available amount of funds and the local match can be provided. The required local match is 20% of the net cost of capital projects. The required local match must be provided by subrecipients, and may not come from federal sources, with few exceptions. Potential sources for local match include

foundation grants, donations, and State and local funds. Fare revenue or user fees generated by the project may not be used as local matching funds. Subrecipients must be able to fund project costs, including both the federal and local matching shares, prior to seeking reimbursement and payment of federal grant funds from CAMPO for eligible project costs.

## **APPLICATION**

Eligible Applicants – In order to be eligible for Section 5339 funding, an Applicant must be either a public agency or a private nonprofit organization engaged in public transportation, including those providing service open to a segment of the general public, as defined by age, disability, or low income. Applicants must be able to meet all applicable federal requirements.

Application Process – Each year a competitive grant process will be administered and application materials for solicitation of projects made available, with notification of the open solicitation period. A public announcement will, at a minimum, be posted in the Nevada Appeal indicating the date of the CAMPO meeting that applications will be reviewed and considered. The application process will be open for a minimum of 30 days following the announcement of availability of funds.

## **SELECTION OF PROJECTS**

Applications submitted to CAMPO staff will be forwarded to the CAMPO Board for consideration at a public CAMPO meeting. Applicants will have the opportunity to present their applications to the CAMPO Board. The Board will review and consider all applications, regardless of whether a presentation was made, and make a decision on which project(s) to submit for funding. Following action by CAMPO to select the successful Applicant(s), CAMPO will issue a Notice of Selection to that Applicant or Applicants. CAMPO reserves the right to deny any or all projects.

**Carson Area Metropolitan Planning Organization**  
**Application for the Determination of Eligibility for the Federal Transit Administration's**  
**5310 & 5339 Federal Grant Programs – Federal Fiscal Year 2016 Apportionment**

Name of Organization: Carson City Regional Transportation Commission (RTC)

Area(s) Served: Carson City, Douglas County

Funding Amount Requested: \$106,956

Project Description: The Carson City RTC is seeking 5310 grant funds in order to be able to continue to provide transportation service at the system's current levels. The Carson City RTC provides bus service in two forms: JAC fixed route, and JAC Assist complementary paratransit. Both services include buses that are ADA compliant, providing easy access to transportation for seniors and disabled individuals. The grant funds would be used as capitalized operating funding, as opposed to being used for capital projects such as a vehicle purchase or improvements in access to fixed route service.

Project Relation to the State of Nevada Coordinated Human Services Transportation Plan: As  
indicated by the most recent Coordinated Human Services Transportation Plan for the State of Nevada, the two most common unmet needs are weekend service and out-of-area travel. Currently, JAC provides service on Saturdays, but does not provide service on Sundays. Additionally, the Carson City RTC works to coordinate intercity bus service between JAC and other service providers such as RTC Washoe, Tahoe Transportation District, and Douglas Area Rural Transit. Specific to Carson City, better access to wheelchair lifts and "door-to-door" escort service were needs identified by the Coordinated Plan. All JAC and JAC Assist buses are ADA compliant and allow access to transportation services for wheelchair users. Additionally, JAC Assist drivers do provide assistance to passengers between the bus and the front door of their pick-up and drop-off locations.

**Categories and Criteria** — Below are the categories which will be used to rank all submitted applications for Federal Transit Administration (FTA) funding. It is important to address each category as it pertains to your organization. Funding allocation will be based on how your application ranks among all submitted applications.

**Mission Statement/Vision (Page 12 of the application)**

Applicant's mission statement/vision: Include the organization's mission statement or vision which clearly states the use of the proposed project funds. It needs to be clear how this funding enhances the organization's objective.

**Project Justification (Page 13)**

Please complete page 13 detailing your agency and its purpose in order to ensure proper ranking of your application.

Access type: Discuss equal access to your program and use of this service by all persons eligible. This includes, but is not limited to, the Federal Civil Rights Compliance and Activity issues involving Title VI nondiscrimination, Equal Employment Opportunity, Disadvantaged Business Enterprises and Americans with Disabilities Act; and state and local access and disability statutes, policies and guidelines.

Service area: List anticipated/proposed routes, schedules, trip priorities, etc. Describe the geographic service area including scheduled and non-scheduled trips to adjoining areas. Please do not include brochures.

**Vehicle (Page 14 and 15 of the application)**

(Page 14) Identify vehicle(s) requested, providing a description of the desired vehicle. It should be noted whether the vehicle(s) is a replacement or an expansion of the existing vehicle fleet. Additionally, any special vehicle(s) options to be requested, (i.e. 4-wheel drive, bike racks, etc.) should be noted.

(Page 15) Existing vehicle inventory: Describe the existing vehicle fleet. Please list all vehicles in your inventory whether obtained through CAMPO or another source.

Insurance: A Certificate of Insurance will need to be provided. The state requires minimum liability coverage and Carson City/CAMPO requires full coverage for the vehicle as long as Carson City/CAMPO holds lien. (The standard insurance for a paratransit vehicle under this program is Liability and Property Damage Insurance with a limit of \$1,000,000 for each occurrence, for bodily injury, and property damage, naming Carson City/CAMPO as an additional insured. This shall be maintained through the useful life of the vehicle and until Carson City/CAMPO releases lien of the title.)

**Budget (Pages 16 & 17)**

All applicants must complete Page 16 for Capitalized Operating, Operating and Capital purchase funds they are requesting. If you are requesting both 5310 and 5339 funds, a separate application will need to be submitted for each. Page 17 is a summary of the budget to be completed for 5339

and 5310 capital funds separately. If you are unsure of which funds are most appropriate for your agency, please contact CAMPO staff prior to the application deadline.

**Revenue:** This section is distinguished from the match source in that this funding source offsets the overall budget, reducing the total project cost. It can be in the form of farebox contributions/revenue, donations, or agency financial assistance from service groups, businesses, charities, etc.

**Match source documentation:** This section includes the source of funding that provides the required non-federal share of the project cost. The source of the matching funds must be verifiable. A letter, or other documentation, stating the monetary commitment from the contributing agency/entity must be included within the submitted application packet.

### **Maintenance and Safety**

A maintenance plan is required whether there is an existing plan or if a new plan will be developed. This plan should include documented vehicle maintenance/accident repairs and ensure oversight for routine scheduled or non-scheduled maintenance activities.

### **Training Policy**

A training policy is required: At a minimum the policy should contain the frequency, the type and who will be trained in safety, substance abuse awareness, passenger sensitivity, and customer service.

### **Drug and Alcohol Policy (5339 only)**

Sub-recipients of 5339 FTA funds are required to comply with regulations issued by the FTA on drug and alcohol testing, 49 C.F.R. Part 655. Among other requirements, these regulations require that all safety sensitive employees be tested for drug and alcohol use, pre-employment (drug only), random, reasonable suspicion and post-accident, that certifications be made and reports submitted. There are limited exceptions to the testing requirements for contract maintenance workers under Section 5339 and for volunteers. Annual reporting of the testing results must be submitted to CAMPO by subrecipients on Management Information System (MIS) forms. Applications for 5310 funds do not need to include a drug and alcohol policy.

### **Customer Satisfaction and Community Support**

**Letters of Support:** Provide any current (within the past 12 months) letters of support, if available, for the services.

**Survey Reports:** Include a summary of informal survey results and on-board rider satisfaction if available.

**Other:** Include any other indications of community support for the program. This can include considerations for funding from groups, strong rider interest, or documentation of high levels of interest by client groups.

## FTA Funding Sources

**For your application to be considered complete, please only check one funding source. If multiple funding sources are desired please submit a separate application for each.**

**5310 (Capital/Vehicle) Funds  (20% match required)**

**5310 (Operating) Funds  (50% match required)**

This program (49 U.S.C. 5310) provides formula funding to metropolitan planning organizations (MPOs) for the purpose of assisting private nonprofit organizations or Governmental entities in meeting the transportation needs of the elderly and persons with disabilities. Eligible subrecipients are private non-profit organizations, governmental authorities where no non-profit organizations are available to provide service, and governmental authorities approved to coordinate services.

**5339 (Capital) Funds  (20% match required)**

This program (49 U.S.C. 5339) provides funding to replace, rehabilitate, and purchase buses and related equipment as well as construct bus-related facilities. This includes the acquisition of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transport centers, intermodal terminals, park-and-ride stations, passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, fare boxes, computers, shop and garage equipment. Eligible subrecipients include public agencies or private non-profit organizations engaged in fixed-route public transportation, including those providing services open to a segment of the general public as defined by age, disability, or low income.

**For more information on the programs above please refer to FTA's website:**  
<https://www.transit.dot.gov/grants>

**If you have questions regarding which funding source is appropriate for your service please feel free to contact the CAMPO Transit Coordinator at (775) 283-7583.**

**Project funding from the programs listed above is subject to the availability of grant funding and the amount of project funding requests received, which will be determined by the CAMPO Board during a regularly scheduled meeting occurring on the second Wednesday of each month.**

Carson City RTC

APPLICANT'S NAME \_\_\_\_\_

<b>APPLICATION CHECKLIST</b>				
<b>***** INCOMPLETE APPLICATIONS WILL NOT BE APPROVED *****</b>				
NEW APPLICANT REVIEW	PAST APPLICANT REVIEW	PAGE	APPLICATION CHECKLIST WITH ITEMS REQUIRED	STAFF REVIEW
<input type="checkbox"/>	<input checked="" type="checkbox"/>	6	DETERMINATION OF ELIGIBILITY	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9	FTA FUNDING SOURCES	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	12	FEDERAL GRANT APPLICATION	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	13	PROJECT JUSTIFICATION	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	15	VEHICLE INVENTORY	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	17	BUDGET SUMMARY	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	18	AUTHORIZING RESOLUTION	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	APPENDIX A	<a href="#">FEDERAL FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES</a>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	following certs & assurances	MATCH SOURCE DOCUMENTATION	<input type="checkbox"/>
<input type="checkbox"/>	N/A	new applicants include in application packet	ADA POLICY (vehicle/passengers information)	<input type="checkbox"/>
<input type="checkbox"/>	N/A	new applicants include in application packet	EEO PLAN	<input type="checkbox"/>
<input type="checkbox"/>	N/A	new applicants include in application packet	DRUG AND ALCOHOL POLICY (5339 Only)	<input type="checkbox"/>
<input type="checkbox"/>	N/A	new applicants include in application packet	VEHICLE/FACILITY MAINTENANCE POLICY	<input type="checkbox"/>
<input type="checkbox"/>	N/A	new applicants include in application packet	TRAINING POLICY	<input type="checkbox"/>
<input type="checkbox"/>	N/A	new applicants include in application packet	VEHICLE POLICY (driver/rider information)	<input type="checkbox"/>
<input type="checkbox"/>	N/A	new applicants include in application packet	COMPLAINT RESOLUTION POLICY	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	include in application packet	COPY OF VEHICLE INSURANCE POLICY (Evidencing Commercial Liability, General Liability, Collision, and Comprehensive Liability Insurance, with a limit of not less than One Million and no/100 Dollars (\$1,000,000.00) per occurrence.)	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	include in application packet	PUBLIC NOTICE- (Please review Appendix A *Certifications and Assurances - Private Sector Protections*)	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	include in application packet	CURRENT LETTERS OF SUPPORT (From previous 12 month period of service)	<input type="checkbox"/>
<b>*Please provide 1 original application and 1 copy</b>				

\_\_\_\_\_  
APPLICANT SIGNATURE

\_\_\_\_\_  
CAMPO STAFF SIGNATURE

**PLEASE BE ADVISED THAT UPON ACCEPTANCE OF THIS APPLICATION FOR FTA FUNDING THERE MAY BE ADDITIONAL OBLIGATORY REQUIREMENTS UPON ENTERING INTO AN EXECUTED AGREEMENT INCLUDING BUT NO LIMITED TO THE FOLLOWING:**

**Quarterly Ridership Report (CAMPO approved form)**

**Quarterly Vehicle Performance Measurement Report (CAMPO approved form)**

**Quarterly written copies of current routes, schedules, and fares of the Transportation System**

**Quarterly written Progress Report (detailing any changes or additions to the System)**

**Insurance policy certificates, declaration pages and endorsements designating the Carson Area Metropolitan Planning Organization as an additional insured evidencing Commercial Liability, General Liability, Collision, and Comprehensive Liability Insurance, with a limit of not less than One Million and no/100 Dollars (\$1,000,000.00) per occurrence.**

**Annual U.S. Department of Transportation Drug and Alcohol Testing Management Information System (MIS) Data Collection Form**

**Follow the Federal Transit Administration (FTA) of the U.S. Department of Transportation 49 CFR Part 655, as amended, that mandates urine drug testing and breath alcohol testing for safety-sensitive positions, and prohibits performance of safety-sensitive functions when there is a positive test result. The U. S. Department of Transportation (USDOT) has published 49 CFR Part 40, as amended, that sets standards for the collection and testing of urine and breath specimens.**

**CARSON AREA METROPOLITAN PLANNING ORGANIZATION  
FEDERAL GRANT APPLICATION  
FEDERAL FISCAL YEAR 2016 APPORTIONMENT**

Please fill out a separate application for each Grant Program you are applying for. Attach the original signed documents along with 1 complete copy of your application package and send to the Carson Area Metropolitan Planning Organization (CAMPO) 3505 Butti Way Carson City NV, 89701. Please retain 1 complete copy for your records.

**Applicant** Carson City Regional Transportation Commission (RTC)

\*If you are a County applying on behalf of a transit system, please provide names and addresses for both the County and the transit system.

**Physical Address** 3505 Butti Way Carson City, NV 89701

**Mailing Address** 3505 Butti Way Carson City, NV 89701

**Contact Person/Official** Patrick Pittenger

**Title** Transportation Manager

**Telephone** 775-283-7396

**Fax** 775-887-2112

**E-mail address** ppittenger@carson.org

**Federal Tax ID#** \_\_\_\_\_

**DUNS #** \_\_\_\_\_

**Type of Agency**

<input type="checkbox"/>
<input type="checkbox"/>
<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

- Private Non-Profit
- Private For-Profit
- Governmental Agency
- Tribal Agency (Sovereign Nation)
- Other (describe)

**Type of Service**

<input type="checkbox"/>
<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input checked="" type="checkbox"/>
<input type="checkbox"/>

- Senior Center/Disabled Workshop
- Demand-Response (Dial-a-Ride, Door to Door)
- Deviated Fixed-Route
- Fixed route
- Other (describe)

**Mission/Vision Statement:** Keeping Carson City running smoothly

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## PROJECT JUSTIFICATION

### **1. Please describe in detail your transportation program and how this funding will enhance the services offered.**

The Carson City Regional Transportation Commission (RTC) operates the Jump Around Carson (JAC) public transportation system. JAC serves much of the urbanized area of Carson City, and is currently in its 11th year of service to the community. The service is open to the general public, and all persons--including seniors and disabled individuals--who present appropriate fare media (e.g. cash, bus pass, transfer) are provided with service. In addition to the JAC fixed route service, the RTC also provides complementary paratransit service known as JAC Assist. This door-to-door transportation service is for persons with disabilities who cannot use the regular bus service. Seniors over the age of 80 also qualify for this service. Grant funds from the 5310 Program will provide valuable funding for the JAC and JAC Assist transportation systems, allowing each to continue to operate at current capacity levels. Without these funds, the RTC runs the risk of facing funding shortfalls which could potentially result in a slight reduction in service.

### **2. Describe the transportation services currently being provided by your organization and/or others in the same region.**

JAC operates a fixed route system, with four buses on four distinct routes. JAC Assist operates as a complementary paratransit service, providing door-to-door transportation service. These services operate from 6:30 a.m. to 7:30 p.m. Monday through Friday; and 8:30 a.m. to 4:30 p.m. on Saturday. The base fare for a one-way trip on fixed route buses is \$1.00 for adults, ages 19-59. Youth, (5-18), seniors (60+), and individuals with disabilities pay a \$0.50 discounted fare. One-way JAC Assist fares are \$2.00 for those seniors and individuals with disabilities who qualify to use the service. Personal care attendants assisting JAC Assist passengers may ride at no extra charge. While the Carson City RTC is the primary provider of public transportation service within Carson City, other public transportation services are available to lesser extent. The Regional Transportation Commission of Washoe County, the Tahoe Transportation District, Amador Stage Lines, and Silverado Stages each operate an express intercity commuter bus service with limited stops in Carson City. Additionally, the Rural Senior Volunteer Program (RSVP) provides free rides to the low income elderly for whom no other appropriate transportation is available, including service to rural areas where no other options may be available.

### **3. Provide a detailed description of your organization. Provide information regarding how your organization came to be. Include the future vision for the organization.**

In 2002, the Carson City urbanized area received the designation of metropolitan planning organization. As a result, the newly created Carson Area Metropolitan Planning Organization became eligible to receive additional transportation-related funding. In 2005, the existing transportation service, the Carson City Community Transportation system, was expanded as a fixed route bus service; the demand response service was also adjusted in order to act as a complementary paratransit service. Together, these services form the JAC transit system. In 2014, JAC's first service expansion was implemented, which included an additional hour of fixed route service during weekday evenings, as well as a specialty service geared toward college students taking night courses. The paratransit service was also expanded to mirror these changes in operating hours.

### **4. Describe any (proposed or currently in use) connectivity/coordination efforts with surrounding area transit providers.**

The Carson City RTC currently coordinates, to varying extent, with all of the other public transportation providers in Carson City mentioned above. The Carson City RTC works with the RTC of Washoe County to provide for the intercity bus service--funding for the service is provided by each entity based on the proportion of service provided within the respective entity's jurisdiction. Additionally, the intercity buses share the transfer plaza with the JAC fixed route buses in order to create more seamless transfers for passengers. The Carson City RTC also works with the Tahoe Transportation District (which operates the BlueGo bus service) to create better connections between Carson City, Lake Tahoe, and Minden/Gardnerville. In addition to sharing the transfer plaza with BlueGo buses, JAC also shares other facilities with BlueGo including bus stops and bus shelters. These shared facilities (including signs and benches) are installed and maintained by Carson City. Finally, the Carson City RTC coordinates, wherever possible, with the RSVP Transportation Program. Each entity works continuously to facilitate the provision of transportation services to those in need. More specifically, the Carson City RTC works with RSVP to identify and solve shortfalls of public transportation within Carson City.

The following information is required by the Federal Transit Administration. The economic/racial/ethnic composition of your governing body will not be considered as a factor in awarding this grant.

Our governing body (board of director, city council, etc.) is made up predominantly of minority and/or low income individuals.

Yes  No

**SERVICE**

- |                         |   |  |
|-------------------------|---|--|
| <b>Clientele Served</b> | <input checked="" type="checkbox"/> Elderly (60+ years old)   | <input checked="" type="checkbox"/> General Public (18-59 years old) |
|                         | <input checked="" type="checkbox"/> Persons with disabilities | <input checked="" type="checkbox"/> Children (under age 5)           |
|                         | <input checked="" type="checkbox"/> Low Income/Welfare        | <input checked="" type="checkbox"/> Children (5-7 years old)         |
|                         | <input checked="" type="checkbox"/> Minorities                | <input checked="" type="checkbox"/> Children (8-17 years old)        |
|                         | <input checked="" type="checkbox"/> Commuters                 |  |

**Location (check all that apply)**

- Non-Urban Area (Rural under 50,000 population)
- Small Urban Area (50,000 - 200,000 population)
- Douglas County
- Lyon County
- Carson City

**Areas Served**

- Carson City \_\_\_\_\_
- Northern Douglas County \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

**DESCRIPTION OF VEHICLE(S)/BUS(ES) REQUESTED\***

Quantity	VEHICLE DESCRIPTION (including size, capacity, wheelchair positions, etc.)	Estimated Cost
<b>TOTAL QUANTITY</b>	<b>0</b>	<b>TOTAL ESTIMATED COST \$0.00</b>

\*CAMPO staff will procure requested vehicle(s). Actual price will be based on bids received

Agency Name **Carson City RTC** Vehicle Inventory - FFY 2016

Vehicle Identification Number	License #	Condition Poor/Good/ Excellent	Year & Vehicle Mode (BU=Bus, CU=Cutaway, VN=Van, MV=Minivan)	Vehicle Length	Seating Capacity	ADA Accessible Vehicle Yes/No ; # of ADA Seats	Mileage	Funding Source*	Vehicle to be Replaced Yes/No	Lein-holder- see title
1GBDV13157D176563	EX54263	GOOD	2007 MV	17'	8	YES	50,749	FTA	NO	NONE
1FD4E45P08DB59410	EX58366	GOOD	2009 CU	24'	21/15+2	YES	107,696	FTA	NO	NONE
1FD4E45P78DB59498	EX58365	GOOD	2009 CU	24'	21/15+2	YES	101,148	FTA	NO	NONE
1GBJ5C1919F403214	EX59736	GOOD	2009 BU	34'	32/24+2	YES	200,238	FTA	NO	NONE
1GBJ5C19X9F403292	EX59737	GOOD	2009 BU	34'	32/24+2	YES	189,780	FTA	NO	NONE
1GBJ5C1979F403525	EX59733	GOOD	2009 BU	34'	32/24+2	YES	160,186	FTA	NO	NONE
1GBJ5C1939F403070	EX59734	GOOD	2009 BU	34'	32/24+2	YES	189,434	FTA	NO	NONE
1GBJ5V1919F412619	EX59765	GOOD	2010 BU	34'	32/24+2	YES	173,364	FTA	NO	NONE
5WEASSKN9CJ586552	EX61631	GOOD	2011 BU	35'	32/21+3	YES	100,551	FTA	NO	NONE
1GB3G3BG1C1197428	EX62237	GOOD	2012 CU	21'	8+1/4+3	YES	46,484	FTA	NO	NONE
1GB3G3BG9C1195992	EX62249	GOOD	2012 CU	21'	8+1/4+3	YES	62,387	FTA	NO	NONE
1GB3G3BG7C1196882	EX62200	GOOD	2012 CU	21'	8+1/4+3	YES	59,344	FTA	NO	NONE
5WEASSKN8EH766597	EX63595	GOOD	2013 BU	35'	32/21+3	YES	61,943	FTA	NO	NONE
1GB6G5BGXF1130341	EX66603	EXC	2015 CU	23'	17/13+2	YES	13,071	FTA	NO	NONE
1GB6G5BG4F1130139	EX66602	EXC	2015 CU	23'	17/13+2	YES	15,130	FTA	NO	NONE

\*Funding Source - Please provide the largest funding source used to purchase the vehicle. Please be specific. (i.e. FTA, other federal funds, private or other--describe).

## FTA BUDGET (1 of 2) ALL APPLICANTS 5310 or 5339

<b><u>CAPITALIZED OPERATING EXPENSES 5310</u></b>	
<b>Contract Operator Expenses</b>	\$ 133,699
(Defined as acquisition of transportation services under a contract, lease, or other arrangement)	
<b>(A) TOTAL CAPITAL EXPENSES</b> \$ 133,699	

<b><u>OPERATING EXPENSES 5310</u></b>	
<b>Operator Expenses</b>	\$
(Defined as the incremental cost of providing same day service or door-to-door service)	
<b>Fuel/Oil Fluids</b>	\$
<b>Driver/Dispatcher Salaries</b>	\$
<b>Other (Specify)</b>	\$
<b>(B) TOTAL OPERATING EXPENSES</b> \$	

<b><u>CAPITAL PURCHASES (5339 or 5310)</u></b>	
<b>Buses/Van/Paratransit Vehicle</b>	\$
<b>Radios/Comm Equipment</b>	\$
<b>Bus Facilities (Shelters, Signs)</b>	\$
<b>Vehicle Overhaul/Rehab/etc.</b>	\$
<b>Other (Specify)</b>	\$
<b>(C) TOTAL CAPITAL PURCHASES</b> \$	

<b><u>REVENUE</u></b>	
(MUST INCLUDE PROJECTED FAREBOX REVENUE)	
Source	Dollar Amount
\$ _____	\$ _____
\$ _____	\$ _____
\$ _____	\$ _____
<b>(D) TOTAL REVENUE</b> \$	

<b><u>MATCH</u></b>	
Source	Dollar Amount
\$ Carson City Transit Fund	\$ 26,743
\$ _____	\$ _____
\$ _____	\$ _____
\$ _____	\$ _____
<b>(E) TOTAL MATCH</b> \$	

### 5310 Enhanced Mobility for Seniors & Individuals with Disabilities

This program provides funds to 1) serve the special needs of transit-dependent populations beyond traditional public transportat service, where public transportation is insufficient, inappropriate, or unavailable; 2) projects that exceed the requirements of the Americans with Disabilities Act (ADA); 3) projects that improve access to fixed route service and decreased reliance on complementary paratransit; and 4) project that are alternatives to public transportation.

### 5339 Bus and Bus Facilities

This program provides funding to replace, rehabilitate, and purchase buses and related equipment as well as construct bus-related facilities. This includes the acquisition of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transport centers, intermodal terminals, park-and-ride stations, passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, fare boxes, computers, and shop and garage equipment.

**5310 / 5339 BUDGET (2 of 2)**

TOTAL CAPITALIZED OPERATING EXPENSES	133,699	(A) On Budget Page 1 of 2
TOTAL FAREBOX REVENUE		(D) On Budget Page 1 of 2
NET OPERATING EXPENSES	133,699	Total expenses minus total revenue
FTA CAPITALIZED OPERATING AMOUNT	106,956	80% of net expenses
SUB-RECIPIENT CAPITALIZED OPERATING MATCH	26,743	20% of net expenses

TOTAL OPERATING EXPENSES		(B) On Budget Page 1 of 2
TOTAL FAREBOX REVENUE		(D) On Budget Page 1 of 2
NET OPERATING EXPENSES		Total expenses minus total revenue
FTA OPERATING AMOUNT		50% of net expenses
SUB-RECIPIENT OPERATING AMOUNT		50% of net expenses

TOTAL CAPITAL PURCHASES		(C) On Budget Page 1 of 2
FTA OPERATING AMOUNT		80% of total
SUB-RECIPIENT OPERATING AMOUNT		20% of total

**PLEASE LIST FUNDING BELOW IN WHOLE DOLLARS**

<b>TOTAL FTA FUNDS REQUESTED</b>	\$106,956	(FTA CAPITALIZED OPERATING, OPERATING, & CAPITAL PURCHASES FROM ABOVE)
<b>SUBRECIPIENT MATCH</b>	\$26,743	(SUBRECIPIENT CAPITALIZED OPERATING, OPERATING, & CAPITAL PURCHASES FROM ABOVE)

AUTHORIZING RESOLUTION  
2016-RTC-R-1

APPLICANT: **CARSON CITY REGIONAL TRANSPORTATION COMMISSION**

AUTHORIZED REPRESENTATIVE: **BRAD BONKOWSKI**

Resolution authorizing the filing of an application for a Federal Transit Administration / Carson Area Metropolitan Planning Organization grant under 49 USC Chapter 53.

WHEREAS, the U S Department of Transportation (USDOT) is authorized to make grants to metropolitan planning organizations through the Federal Transit Administration (FTA) to support transportation projects under 49 USC Chapter 53; and

WHEREAS, the Carson Area Metropolitan Planning Organization (CAMPO) has been designated to administer certain transportation projects under 49 USC Chapter 53; and

WHEREAS, the contract for financial assistance will impose certain obligations upon the APPLICANT, including provisions of the local share of project costs;

NOW, THEREFORE, BE IT RESOLVED BY THE APPLICANT:

That the above named representative is authorized to execute and file an application with CAMPO on behalf of our agency to aid in the financing of capital, and / or operating costs pursuant to 49 USC Chapter 53; and

That the above named representative is authorized to furnish such additional information as CAMPO may require in connection with the application or the project.

The undersigned certifies that the foregoing is a true and correct statement.

Upon motion by Commissioner Robert Crowell, seconded by Commissioner Mark Kimbrough, the foregoing Resolution was passed and adopted this 13<sup>th</sup> day of July, 2016, by the following vote:

AYES:            Commissioner Robert Crowell  
                    Commissioner Mark Kimbrough  
                    Vice Chair Jim Smolenski  
                    Chairperson Brad Bonkowski

NAYS:            None.

ABSENT:         Commissioner Jack Zenteno

  
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BRAD BONKOWSKI, RTC Chair

  
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SUSAN MERRIWETHER, Clerk - Recorder

## REFERENCES:

Carson Area Metropolitan Planning Organization (CAMPO) FTA grant application packet

[www.carson.org](http://www.carson.org) Government → Departments G-Z → Public Works → CAMPO → Documents → Apply for Grant Funding

Federal Fiscal 2016 Certifications and Assurances

<https://www.transit.dot.gov/funding/grantee-resources/certifications-and-assurances/certifications-assurances>

Fixing America's Surface Transportation (FAST) Act

<https://www.transit.dot.gov/FAST>

United States Department of Transportation (USDOT)

[www.dot.gov](http://www.dot.gov)

Federal Transit Administration (FTA)

[www.fta.dot.gov](http://www.fta.dot.gov)

Title 49 USC Chapter 53 Grant Programs

<https://www.transit.dot.gov/grants>

Best Practices Procurement Manual

<https://www.transit.dot.gov/funding/procurement/best-practices-procurement-manual>

OMB "Super Circular" or 2 C.F.R. 200

<https://www.federalregister.gov/articles/2013/12/26/2013-30465/uniform-administrative-requirements-cost-principles-and-audit-requirements-for-federal-awards>

Americans with Disabilities Act (ADA)

[www.fta.dot.gov/civil\\_rights.html](http://www.fta.dot.gov/civil_rights.html)

Drug and Alcohol Regulations

<https://www.federalregister.gov/articles/2001/08/09/01-19234/prevention-of-alcohol-misuse-and-prohibited-drug-use-in-transit-operations>

United States of American Department of Transportation FTA Master Agreement

<https://www.transit.dot.gov/funding/grantee-resources/sample-fta-agreements/fta-master-agreement-fta-ma21-october-1-2014>

Data Universal Numbering System (DUNS) information

<http://www.dnb.com/get-a-duns-number.html>

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

### PREFACE

*Except as the Federal Transit Administration (FTA or We) determines otherwise in writing, before FTA may award federal assistance for public transportation in the form of a federal grant, cooperative agreement, loan, line of credit, or loan guarantee, certain pre-award Certifications and Assurances are required. The Applicant must authorize a representative (Authorized Representative) to select and sign its Certifications and Assurances and bind the Applicant's compliance. You, as your Applicant's Authorized Representative, must select and sign all Certifications and Assurances that your Applicant must provide to support each application it submits to FTA for federal assistance during federal fiscal year (FY) 2016.*

*We request that you read each Certification and Assurance and select those that will apply to any application for which your Applicant might seek federal assistance from FTA during FY 2016. As provided by federal laws, regulations, and requirements, only if you select adequate Certifications and Assurances on your Applicant's behalf may FTA award federal assistance.*

*We have consolidated our Certifications and Assurances into twenty-three (23) Categories. At a minimum, you must select the Assurances in Category 01. If your Applicant requests more than \$100,000 in federal assistance, you must select the "Lobbying" Certification in Category 02, except if your Applicant is an Indian tribe, Indian organization, or an Indian tribal organization. Depending on the nature of your Applicant and the Award it seeks, you may also need to select one or more Certifications and Assurances in Categories 03 through 23. Instead of selecting individual Categories of Certifications and Assurances, however, you may make a single selection that will encompass all twenty-three (23) Categories of Certifications and Assurances that apply to our various programs.*

*FTA, your Applicant, and you, as your Applicant's Authorized Representative, understand and agree that not every provision of these twenty-three (23) Categories of Certifications and Assurances will apply to every Applicant or every Award or Project included in an Award, even if you make a single selection encompassing all twenty-three (23) Categories. Nor will every provision of each Certification or Assurance within a single Category apply if that provision does not apply to your Applicant or the Award it seeks. The type of Applicant and its application will determine which Certifications and Assurances apply.*

*Your Applicant is ultimately responsible for compliance with the Certifications and Assurances selected that apply to its Award, itself, any Subrecipient, or any other Third Party Participant in its Award, except as FTA determines otherwise in writing. For this reason, we strongly encourage your Applicant to take appropriate measures, including,*

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

*but not limited to, obtaining sufficient documentation from each Subrecipient and any other Third Party Participant as necessary to assure your Applicant's compliance with the applicable Certifications and Assurances selected on its behalf.*

*Except as FTA determines otherwise in writing, if your Applicant is a team, consortium, joint venture, or partnership, it understands and agrees that you must identify the activities that each member will perform and the extent to which each member will be responsible for compliance with the Certifications and Assurances selected on its behalf. You also must identify each member's role in the Award, whether as a Recipient, Subrecipient, Third Party Contractor, or other Third Party Participant.*

*It is important that your Applicant and you also understand that these Certifications and Assurances are pre-award requirements, generally imposed by federal law or regulation, and do not include all federal requirements that may apply to it or its Award. We expect you to submit your Applicant's FY 2016 Certifications and Assurances and its applications for federal assistance in FTA's electronic award and management system, currently the Transit Award Management System (TrAMS). You must be registered in TrAMS to submit to FTA your Applicant's FY 2016 Certifications and Assurances. TrAMS contains fields for selecting among the twenty-three (23) Categories of Certifications and Assurances and a designated field for selecting all twenty-three (23) Categories of Certifications and Assurances. If FTA agrees that you are unable to submit your Applicant's FY 2016 Certifications and Assurances electronically, you must submit the Signature Pages at the end of this document, as FTA directs, marked to show the Categories of Certifications and Assurances that you are submitting.*

*Be aware that these Certifications and Assurances have been prepared in light of:*

- *The Fixing America's Surface Transportation (FAST) Act, Public Law No. 114-94, December 4, 2015,*
- *The Moving Ahead for Progress in the 21st Century Act (MAP-21), Public Law No. 112-141, July 6, 2012, as amended by the Surface Transportation and Veterans Health Care Choice Improvement Act of 2015, Public Law No. 114-41, July 31, 2015 and other authorizing legislation to be enacted,*
- *FTA's authorizing legislation in effect in FY 2012 or a previous fiscal year, except as superseded by the FAST Act cross-cutting requirements that apply, and*
- *Appropriations Acts or Continuing Resolutions funding the U.S. Department of Transportation during Fiscal Year 2016.*

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

### CATEGORY 01. REQUIRED CERTIFICATIONS AND ASSURANCES FOR EACH APPLICANT.

*Before FTA may provide federal assistance for your Applicant's Award, you must select the Certifications and Assurances in Category 01 in addition to any other Certifications and Assurances that you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications and Assurances in Category 01 that does not apply will not be enforced.*

#### **01.A. Certification and Assurance of Authority of the Applicant and Its Authorized Representative.**

You certify and affirm that in signing these Certifications, Assurances, and Agreements, both you, as your Applicant's Authorized Representative, and your Applicant's attorney who is authorized to represent your Applicant in legal matters, may undertake the following activities on your Applicant's behalf, in compliance with applicable state, local, or Indian tribal laws, regulations, and requirements and its by-laws or internal rules:

1. Execute and file its application for federal assistance,
2. Execute and file its Certifications, Assurances, Charter Service Agreement, and School Bus Agreement, as applicable, binding its compliance,
3. Execute its Grant Agreement, Cooperative Agreement, Loan, Loan Guarantee, or Line of Credit, for which the Applicant is seeking federal assistance from FTA,
4. Comply with applicable federal laws, regulations, and requirements, and
5. Follow applicable federal guidance.

#### **01.B. Standard Assurances.**

On behalf of your Applicant, you assure that it understands and agrees to the following:

1. It will comply with all applicable federal laws, regulations, and requirements in implementing its Award.
2. It is under a continuing obligation to comply with the terms and conditions of its Grant Agreement or Cooperative Agreement with FTA for each Award, including the FTA Master Agreement and other documents incorporated by reference and made part of its Grant Agreement or Cooperative Agreement, or latest amendment thereto.
3. It recognizes that federal laws, regulations, and requirements may be amended from time to time and those amendments may affect the implementation of its Award.
4. It understands that Presidential executive orders and federal guidance, including federal policies and program guidance, may be issued concerning matters affecting it or its Award.

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

5. It agrees that the most recent federal laws, regulations, requirements, and guidance will apply to its Award, except as FTA determines otherwise in writing.
6. Except as FTA determines otherwise in writing, it agrees that requirements for FTA programs may vary depending on the fiscal year for which the federal assistance for those programs was appropriated or made available.

### **01.C. Intergovernmental Review Assurance.**

*(This assurance in this Category 01.C does not apply to an Indian tribe, an Indian organization, or an Indian tribal organization that applies for federal assistance made available under 49 U.S.C. § 5311(c)(1), which authorizes FTA's Tribal Transit Programs.)*

As required by U.S. Department of Transportation (U.S. DOT) regulations, "Intergovernmental Review of Department of Transportation Programs and Activities," 49 CFR part 17, on behalf of your Applicant, you assure that it has submitted or will submit each application for federal assistance to the appropriate state and local agencies for intergovernmental review.

### **01.D. Nondiscrimination Assurance.**

On behalf of your Applicant, you assure that:

1. It will comply with the following laws, regulations, and requirements so that no person in the United States will be denied the benefits of, or otherwise be subjected to discrimination in, any U.S. DOT or FTA assisted program or activity (particularly in the level and quality of transportation services and transportation-related benefits) on the basis of race, color, national origin, religion, sex, disability, or age including:
  - a. Federal transit laws, specifically 49 U.S.C. § 5332 (prohibiting discrimination on the basis of race, color, religion, national origin, sex (including gender identity), disability, age, employment, or business opportunity),
  - b. Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000d,
  - c. The Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, *et seq.*,
  - d. The Americans with Disabilities Act of 1990, as amended, 42 U.S.C. § 12101 *et seq.*,
  - e. U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964," 49 CFR part 21,
  - f. U.S. DOT regulations, specifically 49 CFR parts 27, 37, 38, and 39, and
  - g. Any other applicable federal statutes that may be signed into law, federal regulations that may be issued, or federal requirements that may be imposed.
2. It will comply with federal guidance implementing federal nondiscrimination laws, regulations, or requirements, except as FTA determines otherwise in writing.

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3. As required by 49 CFR § 21.7:
  - a. It will comply with 49 U.S.C. § 5332, 42 U.S.C. § 2000d, and 49 CFR part 21 in the manner that:
    - (1) It implements its Award,
    - (2) It undertakes property acquisitions, and
    - (3) It operates all parts of its facilities, as well as its facilities operated in connection with its Award.
  - b. This assurance applies to its Award and to all parts of its facilities, as well as its facilities used to implement its Award.
  - c. It will promptly take the necessary actions to carry out this assurance, including the following:
    - (1) Notifying the public that discrimination complaints about transportation-related services or benefits may be filed with U.S. DOT or FTA, and
    - (2) Submitting information about its compliance with these provisions to U.S. DOT or FTA upon their request.
  - d. If it transfers U.S. DOT or FTA assisted real property, structures, or improvements to another party, any deeds and instruments recording that transfer will contain a covenant running with the land assuring nondiscrimination:
    - (1) While the property is used for the purpose that the federal assistance is extended, or
    - (2) While the property is used for another purpose involving the provision of similar services or benefits.
  - e. The United States has a right to seek judicial enforcement of any matter arising under:
    - (1) Title VI of the Civil Rights Act, 42 U.S.C. § 2000d,
    - (2) U.S. DOT regulations, 49 CFR part 21, or
    - (3) This assurance.
  - f. It will make any changes in its Title VI implementing procedures, as U.S. DOT or FTA may request, to comply with:
    - (1) Title VI of the Civil Rights Act, 42 U.S.C. § 2000d,
    - (2) U.S. DOT regulations, 49 CFR part 21, and
    - (3) Federal transit law, 49 U.S.C. § 5332.
  - g. It will comply with applicable federal guidance issued to implement federal nondiscrimination requirements, except as FTA determines otherwise in writing.
  - h. It will extend the requirements of 49 U.S.C. § 5332, 42 U.S.C. § 2000d, and 49 CFR part 21 to each Third Party Participant, including any:
    - (1) Subrecipient,
    - (2) Transferee,
    - (3) Third Party Contractor or Subcontractor at any tier,
    - (4) Successor in Interest,
    - (5) Lessee, or

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

- (6) Other Participant in its Award, except FTA and the Applicant (and later, the Recipient).
- i. It will include adequate provisions to extend the requirements of 49 U.S.C. § 5332, 42 U.S.C. § 2000d, and 49 CFR part 21 to each third party agreement, including each:
  - (1) Subagreement at any tier,
  - (2) Property transfer agreement,
  - (3) Third party contract or subcontract at any tier,
  - (4) Lease, or
  - (5) Participation agreement.
- j. The assurances you have made on your Applicant's behalf remain in effect as long as FTA determines appropriate, including, for example, as long as:
  - (1) Federal assistance is provided for its Award,
  - (2) Its property acquired or improved with federal assistance is used for a purpose for which the federal assistance is extended, or for a purpose involving similar services or benefits,
  - (3) It retains ownership or possession of its property acquired or improved with federal assistance provided for its Award, or
  - (4) FTA may otherwise determine in writing.
- 4. As required by U.S. DOT regulations, "Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance," 49 CFR part 27, specifically 49 CFR § 27.9, and consistent with 49 U.S.C. § 5332, you assure that:
  - a. It will comply with the following prohibitions against discrimination on the basis of disability listed below in subsection 4.b of this Category 01.D Assurance, of which compliance is a condition of approval or extension of any FTA assistance awarded to:
    - (1) Construct any facility,
    - (2) Obtain any rolling stock or other equipment,
    - (3) Undertake studies,
    - (4) Conduct research, or
    - (5) Participate in any benefit or obtain any benefit from any FTA administered program.
  - b. In any program or activity receiving or benefiting from federal assistance that U.S. DOT administers, no qualified individual with a disability will, because of his or her disability, be:
    - (1) Excluded from participation,
    - (2) Denied benefits, or
    - (3) Otherwise subjected to discrimination.

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### 01.E. Suspension and Debarment Certification.

On behalf of your Applicant, you certify that:

1. It will comply and facilitate compliance with U.S. DOT regulations, “Nonprocurement Suspension and Debarment,” 2 CFR part 1200, which adopts and supplements the U.S. Office of Management and Budget (U.S. OMB) “Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement),” 2 CFR part 180.
2. To the best of its knowledge and belief, that its Principals and Subrecipients at the first tier:
  - a. Are eligible to participate in covered transactions of any federal department or agency and are not presently:
    - (1) Debarred,
    - (2) Suspended,
    - (3) Proposed for debarment,
    - (4) Declared ineligible,
    - (5) Voluntarily excluded, or
    - (6) Disqualified.
  - b. Within a three-year period preceding its latest application or proposal, its management has not been convicted of or had a civil judgment rendered against any of them for:
    - (1) Commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction, or contract under a public transaction,
    - (2) Violation of any federal or state antitrust statute, or
    - (3) Commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making any false statement, or receiving stolen property.
  - c. It is not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state, or local) with commission of any of the offenses listed in the preceding subsection 2.b of this Certification.
  - d. It has not had one or more public transactions (federal, state, or local) terminated for cause or default within a three-year period preceding this Certification.
  - e. If, at a later time, it receives any information that contradicts the preceding statements of subsections 2.a – 2.d of this Category 01.E Certification, it will promptly provide that information to FTA.
  - f. It will treat each lower tier contract or subcontract under its Award as a covered lower tier contract for purposes of 2 CFR part 1200 and 2 CFR part 180 if it:
    - (1) Equals or exceeds \$25,000,
    - (2) Is for audit services, or
    - (3) Requires the consent of a federal official.

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

- g. It will require that each covered lower tier contractor and subcontractor:
  - (1) Comply and facilitate compliance with the federal requirements of 2 CFR parts 180 and 1200, and
  - (2) Assure that each lower tier participant in its Award is not presently declared by any federal department or agency to be:
    - (a) Debarred from participation in any federally assisted Award,
    - (b) Suspended from participation in any federally assisted Award,
    - (c) Proposed for debarment from participation in any federally assisted Award,
    - (d) Declared ineligible to participate in any federally assisted Award,
    - (e) Voluntarily excluded from participation in any federally assisted Award, or
    - (f) Disqualified from participation in any federally assisted Award.
- 5. It will provide a written explanation if it or any of its principals, including any of its first tier Subrecipients or its Third Party Participants at a lower tier, is unable to certify compliance with the preceding statements in this Category 01.E Certification.

### **01.F. U.S. OMB Assurances in SF-424B and SF-424D.**

*The assurances in this Category 01.F are consistent with the U.S. OMB assurances required in the U.S. OMB SF-424B and SF-424D, and updated as necessary to reflect changes in federal laws, regulations, and requirements.*

- 1. *Administrative Activities.* On behalf of your Applicant, you assure that:
  - a. For any application it submits for federal assistance, it has adequate resources to plan, manage, and complete properly the tasks to implement its Award, including:
    - (1) The legal authority to apply for federal assistance,
    - (2) The institutional capability,
    - (3) The managerial capability, and
    - (4) The financial capability (including funds sufficient to pay the non-federal share of the cost of incurred under its Award).
  - b. As required, it will give access and the right to examine materials related to its Award to the following entities or individuals, including, but not limited to:
    - (1) FTA,
    - (2) The Comptroller General of the United States, and
    - (3) The State, through an appropriate authorized representative.
  - c. It will establish a proper accounting system in accordance with generally accepted accounting standards or FTA guidance.
  - d. It will establish safeguards to prohibit employees from using their positions for a purpose that results in:
    - (1) A personal or organizational conflict of interest or personal gain, or

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- (2) An appearance of a personal or organizational conflict of interest or personal gain.
2. *Specifics of the Award.* On behalf of your Applicant, you assure that:
  - a. It will begin and complete work within the period of performance that applies following receipt of an FTA Award.
  - b. For FTA assisted construction Awards:
    - (1) It will comply with FTA provisions concerning the drafting, review, and approval of construction plans and specifications,
    - (2) It will provide and maintain competent and adequate engineering supervision at the construction site to assure that the completed work conforms to the approved plans and specifications,
    - (3) It will include a covenant to assure nondiscrimination during the useful life of the real property financed under its Award in its title to that real property,
    - (4) To the extent FTA requires, it will record the federal interest in the title to FTA assisted real property or interests in real property, and
    - (5) It will not alter the site of the FTA assisted construction or facilities without permission or instructions from FTA by:
      - (a) Disposing of the underlying real property or other interest in the site and facilities,
      - (b) Modifying the use of the underlying real property or other interest in the site and facilities, or
      - (c) Changing the terms of the underlying real property title or other interest in the site and facilities.
  - c. It will furnish progress reports and other information as FTA or the state may require.
3. *Statutory and Regulatory requirements.* On behalf of your Applicant, you assure that:
  - a. It will comply with all federal laws, regulations, and requirements relating to nondiscrimination that apply, including, but not limited to:
    - (1) The prohibitions against discrimination on the basis of race, color, or national origin, as provided in Title VI of the Civil Rights Act, 42 U.S.C. § 2000d.
    - (2) The prohibitions against discrimination on the basis of sex, as provided in:
      - (a) Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. §§ 1681 – 1683, and 1685 – 1687, and
      - (b) U.S. DOT regulations, “Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance,” 49 CFR part 25.
    - (3) The prohibitions against discrimination on the basis of age in federally assisted programs, as provided in the Age Discrimination Act of 1975, as amended, 42 U.S.C. §§ 6101 – 6107.
    - (4) The prohibitions against discrimination on the basis of disability in federally assisted programs, as provided in section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794.

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- (5) The prohibitions against discrimination on the basis of disability, as provided in the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. § 12101 *et seq.*
  - (6) The prohibitions against discrimination in the sale, rental, or financing of housing, as provided in Title VIII of the Civil Rights Act, 42 U.S.C. § 3601 *et seq.*
  - (7) The prohibitions against discrimination on the basis of drug abuse, as provided in the Drug Abuse Office and Treatment Act of 1972, as amended, 21 U.S.C. § 1101 *et seq.*
  - (8) The prohibitions against discrimination on the basis of alcohol abuse, as provided in the Comprehensive Alcohol Abuse and Alcoholism Prevention Act of 1970, as amended, 42 U.S.C. § 4541 *et seq.*
  - (9) The confidentiality requirements for records of alcohol and drug abuse patients, as provided in the Public Health Service Act, as amended, 42 U.S.C. § 290dd – 290dd-2.
  - (10) The nondiscrimination provisions of any other statute(s) that may apply to its Award.
- b. As provided by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Relocation Act), 42 U.S.C. § 4601 *et seq.*, and 49 U.S.C. § 5323(b), regardless of whether federal assistance has been provided for any real property acquired or improved for purposes of its Award:
- (1) It will provide for fair and equitable treatment of any displaced persons or any persons whose property is acquired or improved as a result of federally assisted programs.
  - (2) It has the necessary legal authority under state and local laws, regulations, and requirements to comply with:
    - (a) The Uniform Relocation Act. 42 U.S.C. § 4601 *et seq.*, as specified by 42 U.S.C. §§ 4630 and 4655, and
    - (b) U.S. DOT regulations, “Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs,” 49 CFR part 24, specifically 49 CFR § 24.4.
  - (3) It has complied with or will comply with the Uniform Relocation Act and implementing U.S. DOT regulations because:
    - (a) It will adequately inform each affected person of the benefits, policies, and procedures provided for in 49 CFR part 24.
    - (b) As provided by 42 U.S.C. §§ 4622, 4623, and 4624, and 49 CFR part 24, if its Award results in displacement, it will provide fair and reasonable relocation payments and assistance to:
      - 1 Displaced families or individuals, and
      - 2 Displaced corporations, associations, or partnerships.

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- (c) As provided by 42 U.S.C. § 4625 and 49 CFR part 24, it will provide relocation assistance programs offering the services described in the U.S. DOT regulations to such:
    - 1 Displaced families and individuals, and
    - 2 Displaced corporations, associations, or partnerships.
  - (d) As provided by 42 U.S.C. § 4625(c)(3), within a reasonable time before displacement, it will make available comparable replacement dwellings to families and individuals.
  - (e) It will:
    - 1 Carry out the relocation process to provide displaced persons with uniform and consistent services, and
    - 2 Make available replacement housing in the same range of choices with respect to such housing to all displaced persons regardless of race, color, religion, or national origin.
  - (f) It will be guided by the real property acquisition policies of 42 U.S.C. §§ 4651 and 4652.
  - (g) It will pay or reimburse property owners for their necessary expenses as specified in 42 U.S.C. §§ 4653 and 4654, understanding that FTA will provide federal assistance for its eligible costs of providing payments for those expenses, as required by 42 U.S.C. § 4631.
  - (h) It will execute the necessary implementing amendments to FTA assisted third party contracts and subagreements.
  - (i) It will execute, furnish, and be bound by such additional documents as FTA may determine necessary to effectuate or implement these assurances.
  - (j) It will incorporate these assurances by reference into and make them a part of any third party contract or subagreement, or any amendments thereto, related to its Award that involves relocation or land acquisition.
  - (k) It will provide in any affected document that these relocation and land acquisition provisions must supersede any conflicting provisions.
- c. It will comply with the Lead-Based Paint Poisoning Prevention Act, specifically 42 U.S.C. § 4831(b), which prohibits the use of lead-based paint in the construction or rehabilitation of residence structures.
  - d. It will, to the extent applicable, comply with the protections for human subjects involved in research, development, and related activities supported by federal assistance of:
    - (1) The National Research Act, as amended, 42 U.S.C. § 289 *et seq.*, and
    - (2) U.S. DOT regulations, “Protection of Human Subjects,” 49 CFR part 11.
  - e. It will, to the extent applicable, comply with the labor standards and protections for federally assisted Awards of:
    - (1) The Davis-Bacon Act, as amended, 40 U.S.C. §§ 3141 – 3144, 3146, and 3147,

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- (2) Sections 1 and 2 of the Copeland “Anti-Kickback” Act, as amended, 18 U.S.C. § 874, and 40 U.S.C. § 3145, respectively, and
  - (3) The Contract Work Hours and Safety Standards Act, as amended, 40 U.S.C. § 3701 *et seq.*
- f. It will comply with any applicable environmental standards prescribed to implement federal laws and executive orders, including, but not limited to:
- (1) Complying with the institution of environmental quality control measures under the National Environmental Policy Act of 1969, as amended, 42 U.S.C. §§ 4321 – 4335 and following Executive Order No. 11514, as amended, 42 U.S.C. § 4321 note.
  - (2) Following the notification of violating facilities provisions of Executive Order No. 11738, 42 U.S.C. § 7606 note.
  - (3) Following the protection of wetlands provisions of Executive Order No. 11990, 42 U.S.C. § 4321 note.
  - (4) Following the evaluation of flood hazards in the floodplains provisions of Executive Order No. 11988, May 24, 1977, 42 U.S.C. § 4321 note, and Executive Order No. 13690 “Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input, January 30, 2015.
  - (5) Complying with the assurance of consistency with the approved state management program developed pursuant to the Coastal Zone Management Act of 1972, as amended, 16 U.S.C. §§ 1451 – 1465.
  - (6) Complying with the Conformity of Federal Actions to State (Clean Air) Implementation Plans requirements under section 176(c) of the Clean Air Act of 1970, as amended, 42 U.S.C. §§ 7401 – 7671q.
  - (7) Complying with protections for underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended, 42 U.S.C. § 300f – 300j-6.
  - (8) Complying with the protections for endangered species under the Endangered Species Act of 1973, as amended, 16 U.S.C. §§ 1531 – 1544.
  - (9) Complying with the environmental protections for federal transportation programs, including, but not limited to, protections for parks, recreation areas, or wildlife or waterfowl refuges of national, state, or local significance or any land from a historic site of national, state, or local significance to be used in a transportation Award, as required by 49 U.S.C. § 303 (also known as “Section 4f”).
  - (10) Complying with the protections for national wild and scenic rivers systems, as required under the Wild and Scenic Rivers Act of 1968, as amended, 16 U.S.C. §§ 1271 – 1287.
  - (11) Complying with and facilitating compliance with:
    - (a) Section 106 of the National Historic Preservation Act of 1966, as amended, 54 U.S.C. § 300108,

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- (b) The Archaeological and Historic Preservation Act of 1974, as amended, 54 U.S.C. § 312501 *et seq.*, and
  - (c) Executive Order No. 11593 (identification and protection of historic properties), 54 U.S.C. § 300101.
- g. To the extent applicable, it will comply with the following federal requirements for the care, handling, and treatment of warm-blooded animals held or used for research, teaching, or other activities supported with federal assistance:
  - (1) The Animal Welfare Act, as amended, 7 U.S.C. § 2131 *et seq.*, and
  - (2) U.S. Department of Agriculture regulations, “Animal Welfare,” 9 CFR subchapter A, parts 1, 2, 3, and 4.
- h. To the extent applicable, it will obtain a certificate of compliance with the seismic design and construction requirements of U.S. DOT regulations, “Seismic Safety,” 49 CFR part 41, specifically 49 CFR § 41.117(d), before accepting delivery of any FTA assisted buildings.
- i. It will comply with and assure that each of its Subrecipients located in special flood hazard areas will comply with section 102(a) of the Flood Disaster Protection Act of 1973, as amended, 42 U.S.C. § 4012a(a), by:
  - (1) Participating in the federal flood insurance program, and
  - (2) Purchasing flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
- j. It will comply with:
  - (1) The Hatch Act, 5 U.S.C. §§ 1501 – 1508, 7324 – 7326, which limits the political activities of state and local agencies and their officers and employees whose primary employment activities are financed in whole or part with federal assistance, including a federal loan, grant agreement, or cooperative agreement, and
  - (2) 49 U.S.C. § 5323(1)(2) and 23 U.S.C. § 142(g), which provide an exception from Hatch Act restrictions for a nonsupervisory employee of a public transportation system (or of any other agency or entity performing related functions) receiving federal assistance appropriated or made available under 49 U.S.C. chapter 53 and 23 U.S.C. § 142(a)(2) to whom the Hatch Act does not otherwise apply.
- k. It will perform the financial and compliance audits as required by the:
  - (1) Single Audit Act Amendments of 1996, 31 U.S.C. § 7501 *et seq.*,
  - (2) 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, and
  - (3) Most recent applicable U.S. OMB Compliance Supplement, 2 CFR part 200, appendix XI (previously known as the U.S. OMB Circular A-133 Compliance Supplement).

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- l. It will comply with all other federal laws, regulations, and requirements that apply.
- m. It will follow federal guidance governing it and its Award, except as FTA has expressly approved otherwise in writing.

### CATEGORY 02. LOBBYING.

*Before FTA may provide federal assistance for a grant or cooperative agreement exceeding \$100,000 or a loan, line of credit, loan guarantee, or loan insurance exceeding \$150,000, unless your Applicant is an Indian Tribe, Indian organization, or an Indian tribal organization exempt from the requirements of 31 U.S.C. § 1352, you must select the Lobbying Certifications in Category 02 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications in Category 02 that does not apply will not be enforced.*

On behalf of your Applicant, you certify that:

1. As required by 31 U.S.C. § 1352 and U.S. DOT regulations, "New Restrictions on Lobbying," specifically 49 CFR 20.110:
  - a. The lobbying restrictions of this Certification apply to its requests:
    - (1) For \$100,000 or more in federal assistance for a grant or cooperative agreement, and
    - (2) For \$150,000 or more in federal assistance for a loan, line of credit, loan guarantee, or loan insurance, and
  - b. Your Certification on its behalf applies to the lobbying activities of:
    - (1) It,
    - (2) Its Principals, and
    - (3) Its Subrecipients at the first tier.
2. To the best of your knowledge and belief:
  - a. No federal appropriated funds have been or will be paid by your Applicant or on its behalf to any person to influence or attempt to influence:
    - (1) An officer or employee of any federal agency regarding the award of a:
      - (a) Federal grant or cooperative agreement, or
      - (b) Federal loan, line of credit, loan guarantee, or loan insurance, or
    - (2) A Member of Congress, an employee of a member of Congress, or an officer or employee of Congress regarding the award of a:
      - (a) Federal grant or cooperative agreement, or
      - (b) Federal loan, line of credit, loan guarantee, or loan insurance.
  - b. It will submit a complete OMB Standard Form LLL (Rev. 7-97), "Disclosure of Lobbying Activities," consistent with the instructions on that form, if any funds

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other than federal appropriated funds have been or will be paid to any person to influence or attempt to influence:

- (1) An officer or employee of any federal agency regarding the award of a:
  - (a) Federal grant or cooperative agreement, or
  - (b) Federal loan, line of credit, loan guarantee, or loan insurance, or
- (2) A Member of Congress, an employee of a member of Congress, or an officer or employee of Congress regarding the award of a:
  - (a) Federal grant or cooperative agreement, or
  - (b) Federal loan, line of credit, loan guarantee, or loan insurance.
- c. It will include the language of this Certification in its Award documents under a federal grant, cooperative agreement, loan, line of credit, or loan insurance including, but not limited to:
  - (1) Each third party contract,
  - (2) Each third party subcontract,
  - (3) Each subagreement, and
  - (4) Each third party agreement.
3. It understands that:
  - a. This Certification is a material representation of fact that the Federal Government relies on, and
  - b. It must submit this Certification before the Federal Government may award federal assistance for a transaction covered by 31 U.S.C. § 1352, including a:
    - (1) Federal grant or cooperative agreement, or
    - (2) Federal loan, line of credit, loan guarantee, or loan insurance.
4. It understands that any person who does not file a required Certification will incur a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **CATEGORY 03. PROCUREMENT AND PROCUREMENT SYSTEMS.**

*We request that you select the Procurement and Procurement Systems Certification in Category 03 on behalf of your Applicant, especially if your Applicant is a state, local, or Indian tribal government with a certified procurement system, as provided in 2 CFR § 200.324(c)(2), incorporated by reference in 2 CFR part 1201 or former 49 CFR 18.36(g)(3)(ii).*

*Any provision of the Certification in Category 03 that does not apply will not be enforced.*

On behalf of your Applicant, you certify that its procurements and its procurement system will comply with all federal laws, regulations, and requirements in accordance with applicable federal guidance, except as FTA has approved otherwise in writing.

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### CATEGORY 04. PRIVATE SECTOR PROTECTIONS.

*Before FTA may provide federal assistance for an Award that involves the acquisition of public transportation property or the operation of public transportation facilities or equipment, you must select the Private Property Protections Assurances in Category 04.A and enter into the Agreements in Category 04.B and Category 04.C on behalf of your Applicant in addition to other Certifications you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Assurances and Agreements in Category 04 that does not apply will not be enforced.*

#### **04.A. Private Property Protections.**

*If your Applicant is a state, local government, or Indian tribal government and seeks federal assistance from FTA to acquire the property of a private transit operator or operate public transportation in competition with or in addition to a public transportation operator, the Private Property Protections Assurances in Category 04.A apply to your Applicant, except as FTA determines otherwise in writing.*

To facilitate FTA's ability to make the findings required by 49 U.S.C. § 5323(a)(1), on behalf of your Applicant, you assure that:

1. It has or will have:
  - a. Determined that the federal assistance it has requested is essential to carrying out its Program of Projects as required by 49 U.S.C. §§ 5303, 5304, and 5306,
  - b. Provided for the participation of private companies engaged in public transportation to the maximum extent feasible, and
  - c. Paid just compensation under state or local laws to the company for any franchise or property acquired.
2. It has completed the actions described in the preceding section 1 of this Category 04.A Certification before:
  - a. It acquires the property or an interest in the property of a private provider of public transportation, or
  - b. It operates public transportation equipment or facilities:
    - (1) In competition with transportation service provided by an existing public transportation operator, or
    - (2) In addition to transportation service provided by an existing public transportation operator.

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### 04.B. Charter Service Agreement.

*If your Applicant seeks federal assistance from FTA to acquire or operate transit facilities or equipment, the Charter Service Agreement in Category 04.B applies to your Applicant, except as FTA determines otherwise in writing.*

To comply with 49 U.S.C. § 5323(d) and (g) and FTA regulations, “Charter Service,” 49 CFR part 604, specifically 49 CFR § 604.4, on behalf of your Applicant, you are entering into the following Charter Service Agreement:

1. FTA’s “Charter Service” regulations apply as follows:
  - a. FTA’s Charter Service regulations restrict transportation by charter service using facilities and equipment acquired or improved under its Award from FTA financed with federal assistance derived from:
    - (1) Federal transit laws, 49 U.S.C. chapter 53,
    - (2) 23 U.S.C. §§ 133 or 142, or
    - (3) Any other Act that provides federal public transportation assistance, unless otherwise excepted.
  - b. FTA’s charter service restrictions extend to:
    - (1) Your Applicant, when it becomes a Recipient of federal assistance appropriated or made available for:
      - (a) Federal transit laws, 49 U.S.C. chapter 53,
      - (b) 23 U.S.C. §§ 133 or 142, or
      - (c) Any other Act that provides federal public transportation assistance, unless otherwise excepted.
    - (2) Any Third Party Participant that receives federal assistance derived from:
      - (a) Federal transit laws, 49 U.S.C. chapter 53,
      - (b) 23 U.S.C. §§ 133 or 142, or
      - (c) Any other Act that provides federal public transportation assistance, unless otherwise excepted.
  - c. A Third Party Participant includes any:
    - (1) Subrecipient at any tier,
    - (2) Lessee,
    - (3) Third Party Contractor or Subcontractor at any tier, and
    - (4) Other Third Party Participant in its Award.
  - d. You and your Applicant agree that neither it nor any governmental authority or publicly owned operator that receives federal public transportation assistance appropriated or made available for its Award will engage in charter service operations, except as permitted under:
    - (1) Federal transit laws, specifically 49 U.S.C. § 5323(d) and (g),
    - (2) FTA regulations, “Charter Service,” 49 CFR part 604, to the extent consistent with 49 U.S.C. § 5323(d) and (g),
    - (3) Any other federal Charter Service regulations, or

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

- (4) Federal guidance, except as FTA determines otherwise in writing.
- e. You and your Applicant agree that the latest Charter Service Agreement selected in its latest annual Certifications and Assurances is incorporated by reference in and made part of the Underlying Agreement accompanying its Award of federal assistance from FTA.
- f. You and your Applicant agree that:
  - (1) FTA may require corrective measures or impose remedies on it or any governmental authority or publicly owned operator that receives federal assistance from FTA appropriated or made available for its Award that has engaged in a pattern of violations of FTA's Charter Service regulations by:
    - (a) Conducting charter operations prohibited by federal transit laws and FTA's Charter Service regulations, or
    - (b) Otherwise violating its Charter Service Agreement selected in its latest annual Certifications and Assurances, and
  - (2) These corrective measures and remedies may include:
    - (a) Barring it or any Third Party Participant operating public transportation under its Award that has provided prohibited charter service from receiving federal assistance from FTA,
    - (b) Withholding an amount of federal assistance as provided by Appendix D to FTA's Charter Service regulations, or
    - (c) Any other appropriate remedy that may apply.
- 2. In addition to the exceptions to the restrictions in FTA's Charter Service regulations, FTA has established the following additional exceptions to those restrictions:
  - a. FTA's Charter Service restrictions do not apply to your Applicant if it seeks federal assistance appropriated or made available under 49 U.S.C. §§ 5307 or 5311 to be used for Job Access and Reverse Commute (JARC) activities that would have been eligible for assistance under former 49 U.S.C. §§ 5316 in effect in FY 2012 or a previous fiscal year, provided that it uses that federal assistance from FTA for those program purposes only.
  - b. FTA's Charter Service restrictions do not apply to your Applicant if it seeks federal assistance appropriated or made available under 49 U.S.C. § 5310 to be used for New Freedom activities that would have been eligible for assistance under former 49 U.S.C. § 5317 in effect in FY 2012 or a previous fiscal year, provided it uses that federal assistance from FTA for those program purposes only.
  - c. An Applicant for assistance under 49 U.S.C. chapter 53 will not be determined to have violated the FTA Charter Service regulations if that Recipient provides a private intercity or charter transportation operator reasonable access to that Recipient's federally assisted public transportation facilities, including intermodal facilities, park and ride lots, and bus-only highway lanes, as provided in 49 U.S.C. § 5323(r).

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### 04.C. School Bus Agreement.

*If your Applicant seeks federal assistance from FTA to acquire or operate transit facilities or equipment, the School Bus Agreement in Category 04.C applies to your Applicant, except as FTA determines otherwise in writing.*

To comply with 49 U.S.C. § 5323(f) and (g) and FTA regulations, “School Bus Operations,” 49 CFR part 605, to the extent consistent with 49 U.S.C. § 5323(f) and (g), on behalf of your Applicant, you are entering into the following School Bus Agreement:

1. FTA’s “School Bus Operations” regulations restrict school bus operations using facilities and equipment acquired or improved with federal assistance derived from:
  - a. Federal transit laws, 49 U.S.C. chapter 53,
  - b. 23 U.S.C. §§ 133 or 142, or
  - c. Any other Act that provides federal public transportation assistance, unless otherwise excepted.
2. FTA’s school bus operations restrictions extend to:
  - a. Your Applicant, when it becomes a Recipient of federal assistance appropriated or made available for:
    - (1) Federal transit laws, 49 U.S.C. chapter 53,
    - (2) 23 U.S.C. §§ 133 or 142, or
    - (3) Any other Act that provides federal public transportation assistance, unless otherwise excepted.
  - b. Any Third Party Participant that receives federal assistance derived from:
    - (1) Federal transit laws, 49 U.S.C. chapter 53,
    - (2) 23 U.S.C. §§ 133 or 142, or
    - (3) Any other Act that provides federal public transportation assistance, unless otherwise excepted.
3. A Third Party Participant includes any:
  - a. Subrecipient at any tier,
  - b. Lessee,
  - c. Third Party Contractor or Subcontractor at any tier, and
  - d. Other Third Party Participant in its Award.
4. You and your Applicant agree and will obtain the agreement of any Third Party Participant involved in your Applicant’s Award that it will not engage in school bus operations in competition with private operators of school buses, except as permitted under:
  - a. Federal transit laws, specifically 49 U.S.C. § 5323(f) and (g),
  - b. FTA regulations, “School Bus Operations,” 49 CFR part 605, to the extent consistent with 49 U.S.C. § 5323(f) and (g),
  - c. Any other federal School Bus regulations, or
  - d. Federal guidance, except as FTA determines otherwise in writing.

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5. You and your Applicant agree that the latest School Bus Agreement selected on its behalf in FTA's latest annual Certifications and Assurances is incorporated by reference in and made part of the Underlying Agreement accompanying its Award of federal assistance.
6. You and your Applicant agree that after it is a Recipient, if it or any Third Party Participant has violated this School Bus Agreement, FTA may:
  - a. Bar your Applicant or Third Party Participant from receiving further federal assistance for public transportation, or
  - b. Require the Applicant or Third Party Participant to take such remedial measures as FTA considers appropriate.

### **CATEGORY 05. ROLLING STOCK REVIEWS AND BUS TESTING.**

*Before FTA may provide federal assistance for an Award to acquire rolling stock for use in revenue service or to acquire a new bus model, you must select the Rolling Stock Reviews and Bus Testing Certifications in Category 05 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications in Category 05 that does not apply will not be enforced.*

#### **05.A. Rolling Stock Reviews.**

*If your Applicant seeks federal assistance from FTA to acquire rolling stock for use in revenue service, the Rolling Stock Reviews Certifications in Category 05.A apply to your Applicant, except as FTA determines otherwise in writing.*

On behalf of your Applicant, you certify that when procuring rolling stock for use in revenue service:

1. It will comply with:
  - a. Federal transit laws, specifically 49 U.S.C. § 5323(m), and
  - b. FTA regulations, "Pre-Award and Post-Delivery Audits of Rolling Stock Purchases," 49 CFR part 663, and
2. As provided in 49 CFR § 663.7:
  - a. It will conduct or cause to be conducted the required pre-award and post-delivery reviews of that rolling stock, and
  - b. It will maintain on file the Certifications required by 49 CFR part 663, subparts B, C, and D.

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### 05.B. Bus Testing.

*If your Applicant seeks federal assistance from FTA to acquire a new bus model, the Bus Testing Certifications in Category 05.B apply to your Applicant, except as FTA determines otherwise in writing.*

On behalf of your Applicant, you certify that:

1. FTA's bus testing requirements apply to all acquisitions of new buses and new bus models that require bus testing as defined in FTA's Bus Testing regulations, and it will comply with:
  - a. 49 U.S.C. § 5318, and
  - b. FTA regulations, "Bus Testing," 49 CFR part 665, to the extent these regulations are consistent with 49 U.S.C. § 5318.
2. As required by 49 CFR § 665.7, when acquiring the first bus of any new bus model or a bus model with a major change in components or configuration:
  - a. It will not spend any federal assistance appropriated under 49 U.S.C. chapter 53 to acquire that new bus or new bus model until:
    - (1) That new bus or new bus model has been tested at FTA's bus testing facility, and
    - (2) It has received a copy of the test report prepared for that new bus or new bus model, and
  - b. It will not authorize final acceptance of that new bus or new bus model until:
    - (1) That new bus or new bus model has been tested at FTA's bus testing facility, and
    - (2) It has received a copy of the test report prepared for that new bus or new bus model.
3. It will ensure that the new bus or new bus model that is tested has met the performance standards consistent with those regulations, including the:
  - a. Performance standards for:
    - (1) Maintainability,
    - (2) Reliability,
    - (3) Performance (including braking performance),
    - (4) Structural integrity,
    - (5) Fuel economy,
    - (6) Emissions, and
    - (7) Noise, and
  - b. Minimum safety performance standards established under 49 U.S.C. § 5329.
4. After FTA regulations authorized by 49 U.S.C. § 5318(e)(2) are in effect, it will ensure that the new bus or new bus model that is tested has received a passing aggregate test score under the "Pass/Fail" standard established by regulation.

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### CATEGORY 06. DEMAND RESPONSIVE SERVICE.

*Before FTA may provide federal assistance for an Award to a public entity that operates demand responsive service to acquire a non-rail vehicle that is not accessible, you must select the Demand Responsive Service Certifications in Category 06 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications in Category 06 that does not apply will not be enforced.*

As required by U.S. DOT regulations, "Transportation Services for Individuals with Disabilities (ADA)," 49 CFR part 37, specifically 49 CFR § 37.77(d), on behalf of your Applicant, you certify that:

1. Your Applicant offers public transportation services equivalent in level and quality of service to:
  - a. Individuals with disabilities, including individuals who use wheelchairs, and
  - b. Individuals without disabilities.
2. Viewed in its entirety, its service for individuals with disabilities is:
  - a. Provided in the most integrated setting feasible, and
  - b. Equivalent to the service it offers individuals without disabilities with respect to:
    - (1) Response time,
    - (2) Fares,
    - (3) Geographic service area,
    - (4) Hours and days of service,
    - (5) Restrictions on priorities based on trip purpose,
    - (6) Availability of information and reservation capability, and
    - (7) Constraints on capacity or service availability.

### CATEGORY 07. INTELLIGENT TRANSPORTATION SYSTEMS.

*Before FTA may provide federal assistance for an Award in support of an Intelligent Transportation System (ITS), you must select the Intelligent Transportation Systems Assurances in Category 07 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Assurances in Category 07 that does not apply will not be enforced.*

On behalf of your Applicant, you and your Applicant:

1. Understand that, as used in this Assurance, the term Intelligent Transportation System is defined to include technologies or systems of technologies that provide or

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- significantly contribute to the provision of one or more Intelligent Transportation System (ITS) user services as defined in the “National ITS Architecture.”
2. Assure that, as provided in 23 U.S.C. § 517(d), any Award that includes an ITS or related activity financed with appropriations made available from the Highway Trust Fund, including amounts made available to deploy ITS facilities or equipment, will conform to the appropriate regional ITS architecture, applicable standards, and protocols developed under 23 U.S.C. § 517(a) or (c), unless it obtains a waiver as provided in 23 U.S.C. § 517(d)(2).

### **CATEGORY 08. INTEREST AND FINANCING COSTS AND ACQUISITION OF CAPITAL ASSETS BY LEASE.**

*Before FTA may award federal assistance appropriated or made available under 49 U.S.C. chapter 53 to support the interest, financing, or leasing costs of any Award financed under the Urbanized Area Formula Grants Program, Fixed Guideway Capital Investment Grants Program, any program to which the requirements of 49 U.S.C. § 5307 apply, or any other program as FTA may specify, you must select the Certifications in Category 08 in addition to other Certifications and Assurances you must select on your Applicant’s behalf, except as FTA may determine otherwise in writing.*

*Any provision of the Certifications and Assurances in Category 08 that does not apply will not be enforced.*

#### **08.A. Interest and Financing Costs.**

*If your Applicant intends to use federal assistance to support the interest or any other financing costs for an Award financed under the Urbanized Area Formula Grants Program, the Fixed Guideway Capital Investment Grants Program, the New Starts, Small Starts, and Core Capacity Programs, any program that must comply with the requirements of 49 U.S.C. § 5307, or any other program as FTA may specify, the Interest and Financing Costs Certifications in Category 08.A apply to your Applicant, except as FTA determines otherwise in writing.*

On behalf of your Applicant, you certify that:

1. It will not seek reimbursement for interest or any other financing costs unless:
  - a. It is eligible to receive federal assistance for those costs, and
  - b. Its records demonstrate that it has shown reasonable diligence in seeking the most favorable financing terms, as FTA may require.
2. It will comply with the same favorable financing cost provisions for Awards financed under:
  - a. The Urbanized Area Formula Grants Program,
  - b. A Full Funding Grant Agreement,

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- c. An Early Systems Work Agreement,
- d. The Fixed Guideway Capital Investment Program financed by previous FTA enabling legislation,
- e. Any program that must comply with the requirements of 49 U.S.C. § 5307, or
- f. Any other program as FTA may specify.

### **08.B. Acquisition of Capital Assets by Lease.**

*If your Applicant seeks federal assistance from FTA to acquire capital assets (other than rolling stock or related equipment) through a lease, the Acquisition of Capital Assets by Lease Certifications and Assurances in Category 08.B applies to your Applicant, except as FTA determines otherwise in writing.*

On behalf of your Applicant, you certify and assure that, as required by FTA regulations, “Capital Leases,” 49 CFR part 639, to the extent consistent with the FAST Act, if your Applicant acquires any capital asset (other than rolling stock or related equipment) through a lease financed with federal assistance appropriated or made available under 49 U.S.C. chapter 53, it will not enter into a capital lease for which FTA can provide only incremental federal assistance unless it has adequate financial resources to meet its future lease obligations if federal assistance is not available.

## **CATEGORY 09. TRANSIT ASSET MANAGEMENT PLAN AND PUBLIC TRANSPORTATION AGENCY SAFETY PLAN.**

*Before FTA may provide federal assistance appropriated or made available under 49 U.S.C. chapter 53 to support an Award, you must select the Certifications in Category 09 in addition to other Certifications and Assurances you must select on your Applicant’s behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications in Category 09 that does not apply will not be enforced.*

### **09.A. Transit Asset Management Plan.**

*If your Applicant applies for funding appropriated or made available for 49 U.S.C. chapter 53, the Transit Asset Management Certifications in Group 09.A apply to your Applicant, except as FTA determines otherwise in writing.*

On behalf of your Applicant, you certify that it and each of its Subrecipients will:

1. Follow federal guidance that, when issued, will implement the transit asset management system provisions of 49 U.S.C. § 5326, except as FTA determines otherwise in writing, and

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

2. Comply with the final federal regulations that, when issued, will implement the transit asset management provisions of 49 U.S.C. § 5326.

### **09.B. Public Transportation Agency Safety Plan.**

*If your Applicant applies for funding under 49 U.S.C. chapter 53 and it is a State government, local government, or any other operator of a public transportation system, the Public Transportation Safety Plan Certifications in Group 09.B apply to your Applicant, except as FTA determines otherwise in writing.*

On behalf of your Applicant, you certify that it will:

1. Follow the Federal guidance, when issued, that will implement the safety plan provisions of 49 U.S.C. § 5329(d), except as FTA determines otherwise in writing, and
2. Comply with the final Federal regulations, when issued, that implement the safety plan requirements of 49 U.S.C. § 5329(d).

### **CATEGORY 10. ALCOHOL AND CONTROLLED SUBSTANCES TESTING.**

*If your Applicant must comply with the alcohol and controlled substance testing requirements of 49 U.S.C. § 5331 and its implementing regulations, before FTA may provide federal assistance for an Award, you must select the Certifications in Category 10 in addition to other Certifications and Assurances you select on your Applicant's behalf, except as FTA may determine otherwise in writing.*

*Any provision of the Certifications in Category 10 that does not apply will not be enforced.*

As required by 49 U.S.C. § 5331, and FTA regulations, "Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations," 49 CFR part 655, subpart I, specifically 49 CFR § 655.83, on behalf of your Applicant, including an Applicant that is a state, and on behalf of its Subrecipients and Third Party Contractors, you certify that:

1. Your Applicant, its Subrecipients, and Third Party Contractors to which these testing requirements apply have established and implemented:
  - a. An alcohol misuse testing program, and
  - b. A controlled substance testing program.
2. Your Applicant, its Subrecipients, and its Third Party Contractors to which these testing requirements apply have complied or will comply with all applicable requirements of 49 CFR part 655 to the extent those regulations are consistent with 49 U.S.C. § 5331.
3. Consistent with U.S. DOT Office of Drug and Alcohol Policy and Compliance Notice, issued October 22, 2009, if your Applicant, its Subrecipients, or its Third

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Party Contractors to which these testing requirements apply reside in a state that permits marijuana use for medical or recreational purposes, your Applicant, its Subrecipients, and its Third Party Contractors to which these testing requirements apply have complied or will comply with the federal controlled substance testing requirements of 49 CFR part 655.

### **CATEGORY 11. FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS PROGRAM (NEW STARTS, SMALL STARTS, AND CORE CAPACITY IMPROVEMENT).**

*Before FTA may provide federal assistance for an Award financed under the New Starts, Small Starts, or Core Capacity Improvement Program authorized under 49 U.S.C. § 5309, you must select the Certifications in Category 11 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA may determine otherwise in writing.*

*Any provision of the Certifications in Category 11 that does not apply will not be enforced.*

Except as FTA determines otherwise in writing, on behalf of your Applicant, you certify that:

1. 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,
2. It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award,
3. It will maintain its equipment and facilities acquired or improved under its Award in accordance with its transit asset management plan,
4. It will comply with:
  - a. The metropolitan transportation planning requirements of 49 U.S.C. § 5303, and
  - b. The statewide and nonmetropolitan transportation planning requirements of 49 U.S.C. § 5304, and
5. It will comply with FTA guidance, "Final Interim Policy Guidance, Capital Investment Grant Program," August 2015, 80 *Fed. Reg.* 46514, August 5, 2015,

### **CATEGORY 12. STATE OF GOOD REPAIR PROGRAM.**

*Before FTA may provide federal assistance for an Award financed under the State of Good Repair Program authorized under 49 U.S.C. § 5337, you must select the Certifications in Category 12 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Assurance in Category 12 that does not apply will not be enforced.*

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On behalf of your Applicant, you certify that:

1. 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,
2. It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award,
3. It will maintain its equipment and facilities acquired or improved under its Award, in accordance with the recipient's transit asset management plan, and
4. It will comply with:
  - a. The metropolitan transportation planning requirements of 49 U.S.C. § 5303, and
  - b. The statewide and nonmetropolitan transportation planning requirements of 49 U.S.C. § 5304.

### **CATEGORY 13. GRANTS FOR BUSES AND BUS FACILITIES AND LOW OR NO EMISSION VEHICLE DEPLOYMENT GRANT PROGRAMS**

*Before FTA may provide federal assistance for an Award under the Buses and Bus Facilities Program authorized under 49 U.S.C. § 5339, as amended by the FAST Act, which among other things authorizes grants for Low or No Emission buses, you must select the Certifications in Category 13 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications in Category 13 that does not apply will not be enforced.*

**13.A. Grants for Buses and Bus Facilities Program** The following Certifications for the Grants for Buses and Bus Facilities Program are required by 49 U.S.C. § 5339, as amended by the FAST Act, which provides that the requirements of 49 U.S.C. § 5307 shall apply to recipients of grants made in urbanized areas and the requirements of 49 U.S.C. § 5311 shall apply to recipients of grants made in rural areas under this 49 U.S.C. §§ 5339(a) and (b). Therefore:

1. If your Applicant is in an urbanized area, except as FTA determines otherwise in writing, on behalf of your Applicant, you certify 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 the recipient's transit asset management plan,

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- d. When using or involving a facility or equipment acquired or improved with federal assistance under 49 U.S.C. § 5339 during non-peak hours for transportation, recipients in an urbanized area will ensure that the following individuals will be charged a fare not exceeding fifty (50) percent of the peak hour fare:
    - (1) Any senior,
    - (2) Any 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), is unable to use a public transportation service or a public transportation facility effectively without special facilities, planning, or design,
    - (3) Any individual presenting a Medicare card issued to that individual under title II of the Social Security Act (42 U.S.C. § 401 *et seq.*), and
    - (4) Any individual presenting a Medicare card issued to that individual under title XVIII of the Social Security Act (42 U.S.C. § 1395 *et seq.*).
  - e. When carrying out a procurement under 49 U.S.C. § 5339, it will comply with:
    - (1) The applicable general provisions of 49 U.S.C. § 5323, and
    - (2) The applicable third party contract provisions of 49 U.S.C. § 5325.
  - f. It has complied with or will comply with 49 U.S.C. § 5307(b).
  - g. As required by 49 U.S.C. § 5307(d):
    - (1) It has or will have the amount of funds required for the non-federal share,
    - (2) It will provide the non-federal share from sources approved by FTA, and
    - (3) It will provide the non-federal share when needed.
  - h. It will comply with:
    - (1) The metropolitan transportation planning requirements of 49 U.S.C. § 5303, and
    - (2) The statewide and nonmetropolitan transportation planning requirements of 49 U.S.C. § 5304.
  - i. It has a locally developed process to solicit and consider public comment before:
    - (1) Raising a fare, or
    - (2) Implementing a major reduction of public transportation service.
  - j. It will comply with the final federal regulations that, when issued, will implement the safety plan requirements of 49 U.S.C. § 5329(d).
2. If your Applicant is in a rural area, except as FTA determines otherwise in writing, on behalf of your Applicant, you certify that:
    - a. It has or will have and require each Subrecipient to 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 and require each Subrecipient to have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.

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- c. It will maintain and require each Subrecipient to maintain its equipment and facilities acquired or improved under its Award, in accordance with the recipient's transit asset management plan.
- d. Its state program has provided for a fair distribution of federal assistance appropriated or made available under 49 U.S.C. § 5311(b) within the state to eligible entities, including Indian reservations.
- e. Its program provides or will provide the maximum feasible coordination of federal assistance for public transportation service with transportation service financed by other federal sources.
- f. Its Awards and Subawards in its Formula Grants for Rural Areas Program are included in:
  - (1) The statewide transportation improvement program, and
  - (2) To the extent applicable, a metropolitan transportation improvement program.
- g. With respect to the non-federal share:
  - (1) It has or will have and, as necessary, will require each Subrecipient to have the amount of funds required for the non-federal share, as required by 49 U.S.C. § 5311(g) ,
  - (2) It will provide and, as necessary, will require each Subrecipient to provide the non-federal share from sources approved by FTA, and
  - (3) It will provide and, as necessary, will require each Subrecipient to provide the non-federal share when needed.
- h. It may transfer a facility or equipment acquired or improved under its Award to any other Recipient eligible to receive assistance under 49 U.S.C. chapter 53, if:
  - a. The Recipient possessing the facility or equipment consents to the transfer, and
  - b. The facility or equipment will continue to be used as required under 49 U.S.C. § 5311.

### **13.B. Low or No Emission Vehicle Deployment.**

*If your Applicant seeks federal assistance from FTA for an Award financed under the Low or No Emission Vehicle Development Program authorized under former 49 U.S.C. § 5312(d)(5), the Certifications and Assurances in Category 13.B apply to your Applicant, except as FTA determines otherwise in writing.*

Former section 5312(d)(5)(C)(i) of title 49, United States Code, requires the following Certifications for Low or No Emission Vehicle Deployment Program before awarding federal assistance appropriated or made available under MAP-21. Therefore, except as FTA determines otherwise in writing, on behalf of your Applicant, you certify and assure that:

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1. 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.
2. It has or will have satisfactory continuing control over the use of equipment and facilities acquired or improved under its Award.
3. It will maintain its equipment and facilities acquired or improved under its Award.
4. When using or involving a facility or equipment acquired or improved with federal assistance under former 49 U.S.C. § 5312(d)(5) during non-peak hours for transportation, it will ensure that the following individuals will be charged a fare not exceeding fifty (50) percent of the peak hour:
  - a. Any senior,
  - b. Any individual who, because of illness, injury, age, a congenital malfunction, or any other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or who has semi-ambulatory capability) and is unable to use a public transportation service or a public transportation facility effectively without special facilities, special planning, or special design,
  - c. Any individual presenting a Medicare card issued to that individual under title II of the Social Security Act (42 U.S.C. § 401 *et seq.*), and
  - d. Any individual presenting a Medicare card issued to that individual under title XVIII of the Social Security Act (42 U.S.C. § 1395 *et seq.*).
5. When carrying out a procurement under this Program, it will comply with:
  - a. The applicable general provisions of 49 U.S.C. § 5323, and
  - b. The applicable third party contract provisions of 49 U.S.C. § 5325.
6. It has complied with or will comply with 49 U.S.C. § 5307(b) because:
  - a. It has informed or will inform the public of the amounts of its federal assistance available under this Program,
  - b. It has developed or will develop, in consultation with interested parties including private transportation providers, its proposed Program of Projects for activities to be financed,
  - c. It has published or will publish its proposed Program of Projects in a way that affected individuals, private transportation providers, and local elected officials will have an opportunity to examine and submit comments on the proposed Projects and its performance as an Applicant,
  - d. It has provided or will provide an opportunity for a public hearing to obtain the views of individuals on its proposed Program of Projects,
  - e. It has assured or will assure that its proposed Program of Projects provides for coordination of public transportation services assisted under 49 U.S.C. § 5336, as amended by the FAST Act, with federally assisted transportation services supported by other federal sources,
  - f. It has considered or will consider the comments and views received, especially those of private transportation providers, in preparing its final list of Projects, and
  - g. It has made or will make the final list of Projects for which an Award is sought available to the public.

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7. With respect to the non-federal share:
  - a. It has or will have the amount of funds required for the non-federal share,
  - b. It will provide the non-federal share from sources approved by FTA, and
  - c. It will provide the non-federal share when needed.
8. It will comply with:
  - a. The metropolitan transportation planning requirements of 49 U.S.C. § 5303, and
  - b. The statewide and nonmetropolitan planning requirements of 49 U.S.C. § 5304.
9. It has a locally developed process to solicit and consider public comment before:
  - a. Raising a fare, or
  - b. Implementing a major reduction of public transportation service.
10. It will comply with the final federal regulations that, when issued, will implement the safety plan requirements of 49 U.S.C. § 5329(d).

### **CATEGORY 14. URBANIZED AREA FORMULA GRANTS PROGRAMS AND PASSENGER FERRY GRANT PROGRAM.**

*Before FTA may provide federal assistance for an Award financed under the Urbanized Area Formula Grants Program authorized under 49 U.S.C. § 5307, as amended by the FAST Act, which among other things, authorizes federal assistance for Job Access and Reverse Commute (JARC) activities, and the Passenger Ferry Grant Program authorized under 49 U.S.C. § 5307(h), you must select the Certifications in Category 14 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications in Category 14 that does not apply will not be enforced.*

#### **14.A. Urbanized Area Formula Grants Program under the FAST Act.**

*If your Applicant seeks federal assistance from FTA for an Award financed under the Urbanized Area Formula Grants Program authorized under 49 U.S.C. § 5307, as amended by the FAST Act, the Certifications in Category 14.A apply to your Applicant, except as FTA determines otherwise in writing.*

The following Certifications for the Urbanized Area Formula Grants Program under 49 U.S.C. § 5307, as amended by the FAST Act are required by 49 U.S.C. § 5307(c)(1). Therefore, except as FTA determines otherwise in writing, on behalf of your Applicant, you certify that:

1. 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.
2. It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.

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3. It will maintain its equipment and facilities acquired or improved under its Award, in accordance with the recipient's transit asset management plan,
4. When using or involving a facility or equipment acquired or improved with federal assistance under 49 U.S.C. § 5307 during non-peak hours for transportation, it will ensure that the following individuals will be charged a fare not exceeding fifty (50) percent of the peak hour fare:
  - a. Any senior,
  - b. Any 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), is unable to use a public transportation service or a public transportation facility effectively without special facilities, planning, or design,
  - c. Any individual presenting a Medicare card issued to that individual under title II of the Social Security Act (42 U.S.C. § 401 *et seq.*), and
  - d. Any individual presenting a Medicare card issued to that individual under title XVIII of the Social Security Act (42 U.S.C. § 1395 *et seq.*).
5. When carrying out a procurement under 49 U.S.C. § 5307, it will comply with:
  - a. The applicable general provisions of 49 U.S.C. § 5323, and
  - b. The applicable third party contract provisions of 49 U.S.C. § 5325.
6. It has complied with or will comply with 49 U.S.C. § 5307(b) because:
  - a. It has made or will make available to the public information on the amounts of federal assistance available to it under 49 U.S.C. § 5307,
  - b. It has developed or will develop, in consultation with interested parties including private transportation providers, its proposed Program of Projects for activities for which federal assistance is sought,
  - c. It has published or will publish its proposed Program of Projects in a way that affected individuals, private transportation providers, and local elected officials will have an opportunity to examine and submit comments on its proposed Program of Projects and its performance as an Applicant or Recipient,
  - d. It has provided or will provide an opportunity for a public hearing to obtain the views of individuals on its proposed Program of Projects,
  - e. It has ensured or will ensure that its proposed Program of Projects provides for coordination of transportation services financed by FTA under 49 U.S.C. § 5336, as amended by the FAST Act, with transportation services supported by other Federal Government sources,
  - f. It has considered or will consider the comments and views received, especially those of private transportation providers, in preparing its final Program of Projects, and
  - g. It has made or will make its final Program of Projects available to the public.
7. As required by 49 U.S.C. § 5307(d):
  - a. It has or will have the amount of funds required for the non-federal share,
  - b. It will provide the non-federal share from sources approved by FTA, and

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- c. It will provide the non-federal share when needed.
8. As required by 49 U.S.C. § 5307(c)(1)(H), it will comply with:
  - a. The metropolitan transportation planning requirements of 49 U.S.C. § 5303, and
  - b. The statewide and nonmetropolitan transportation planning requirements of 49 U.S.C. § 5304.
9. As required by 49 U.S.C. § 5307(c)(1)(I), it has a locally developed process to solicit and consider public comment before:
  - a. Raising a fare, or
  - b. Implementing a major reduction of public transportation.
10. Each fiscal year:
  - a. It will assure that at least one (1) percent of the amount of federal assistance under 49 U.S.C. § 5307 apportioned to its urbanized area must be expended for Public Transportation Security activities as described in 49 U.S.C. § 5307(c)(1)(J)(i) including:
    - (1) Increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages),
    - (2) Increased camera surveillance of an area in or adjacent to that system,
    - (3) Emergency telephone line or lines to contact law enforcement or security personnel in an area in or adjacent to that system, and
    - (4) Any other activity intended to increase the security and safety of an existing or planned public transportation system, or
  - b. The Designated Recipients in its urbanized area certify that such expenditures for Public Transportation Security activities are not necessary.
11. If it serves an urbanized area with a population of at least 200,000 individuals, as determined by the Bureau of the Census:
  - a. It will provide a report by the end of the fourth quarter of the preceding federal fiscal year that lists projects carried out in the preceding fiscal year under this section for associated transit improvements as defined in 49 U.S.C. § 5302, and
  - b. The report of its Associated Transit Improvements or related activities is or will be incorporated by reference and made part of its Certifications and Assurances.
12. It will comply with the final federal regulations that, when issued, will implement the safety requirements of 49 U.S.C. § 5329(d).

### **14.B. Passenger Ferry Grant Program.**

*If your Applicant seeks federal assistance from FTA for an Award financed under the Passenger Ferry Grant Program authorized under 49 U.S.C. § 5307(h), the Certifications in Category 14.B apply to your Applicant, except as FTA determines otherwise in writing.*

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The following Certifications for the Passenger Ferry Grant Program are required by 49 U.S.C. § 5307(c)(1) or (h). Therefore, except as FTA determines otherwise in writing, on behalf of your Applicant, you certify that:

1. 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.
2. It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
3. It will maintain its equipment and facilities acquired or improved under its Award, in accordance with the recipient's transit asset management plan.
4. When using or involving a facility or equipment acquired or improved with federal assistance under 49 U.S.C. § 5307(h) during non-peak hours for transportation, it will ensure that the following individuals will be charged a fare not exceeding fifty (50) percent of the peak hour fare:
  - a. Any senior,
  - b. Any 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), is unable to use a public transportation service or a public transportation facility effectively without special facilities, planning, or design,
  - c. Any individual presenting a Medicare card issued to that individual under title II of the Social Security Act (42 U.S.C. § 401 *et seq.*), and
  - d. Any individual presenting a Medicare card issued to that individual under title XVIII of the Social Security Act (42 U.S.C. § 1395 *et seq.*).
5. When carrying out a procurement under 49 U.S.C. § 5307(h), it will comply with:
  - a. The applicable general provisions of 49 U.S.C. § 5323, and
  - b. The applicable third party contract provisions of 49 U.S.C. § 5325.
6. As required by 49 U.S.C. § 5307(d):
  - a. It has or will have the amount of funds required for the non-federal share,
  - b. It will provide the non-federal share from sources approved by FTA, and
  - c. It will provide the non-federal share when needed.
7. As required by 49 U.S.C. § 5307(c)(1)(H), it will comply with:
  - a. The metropolitan transportation planning requirements of 49 U.S.C. § 5303, and
  - b. The statewide and nonmetropolitan transportation planning requirements of 49 U.S.C. § 5304.
8. As required by 49 U.S.C. § 5307(c)(1)(I), it has a locally developed process to solicit and consider public comment before:
  - a. Raising a fare, or
  - b. Implementing a major reduction of public transportation service.
9. It will comply with the final federal regulations that, when issued, will implement the safety plan requirements of 49 U.S.C. § 5329(d).

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### CATEGORY 15. SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAMS.

*Before FTA may provide federal assistance for an Award financed under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program authorized under 49 U.S.C. § 5310, as amended by the FAST Act, you must select the Certifications in Category 15 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications in Category 15 that does not apply will not be enforced.*

1. The following Certifications for the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program are required by 49 U.S.C. § 5310. Therefore, except as FTA determines otherwise in writing, on behalf of your Applicant, you certify that:
  - a. Each Subrecipient is:
    - (1) A private nonprofit organization, or
    - (2) A state or local governmental authority that:
      - (a) Is approved by a state to coordinate services for seniors and individuals with disabilities, or
      - (b) Certifies that there are no private nonprofit organizations readily available in the area to provide the services authorized for support under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program.
  - b. It will comply with the following selection and planning requirements:
    - (1) The Projects it has selected or will select for an Award or Subaward of federal assistance appropriated or made available under 49 U.S.C. § 5310 are included in a public transit-human services transportation plan that has been:
      - (a) Locally developed, and
      - (b) Coordinated.
    - (2) The public transit-human services transportation plan was developed and approved through a process that included participation by:
      - (a) Seniors,
      - (b) Individuals with disabilities,
      - (c) Representatives of public, private, and nonprofit transportation providers,
      - (d) Representatives of public, private, and nonprofit human services providers, and
      - (e) Other members of the public.
    - (3) Within its Award, the Projects selected to receive federal assistance will assist in providing transportation services for seniors and individuals with

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- disabilities are included in its Program of Projects, that is or will be submitted to FTA annually.
- (4) To the maximum extent feasible, the services financed by 49 U.S.C. § 5310 will be coordinated with transportation services financed by other federal departments and agencies, including any transportation activities carried out by a recipient of federal assistance from the Department of Health and Human Services.
- c. As required by 49 U.S.C. § 5310(e)(2)(B), it certifies that if it allocates to any Subrecipient federal assistance received under 49 U.S.C. § 5310, it will have allocated that federal assistance on a fair and equitable basis.
- d. It will not transfer a facility or equipment acquired or improved with federal assistance appropriated or made available for a grant under 49 U.S.C. § 5310 to any other recipient eligible to receive assistance under 49 U.S.C. chapter 53, unless:
- (1) The recipient possessing the facility or equipment consents to the transfer, and
- (2) The facility or equipment will continue to be used as required under 49 U.S.C. § 5310.
- e. As required by 49 U.S.C. § 5310(b)(2), it will use at least fifty-five (55) percent of the federal assistance it receives for Capital Projects to meet the special needs of seniors and individuals with disabilities.
- f. The requirements of 49 U.S.C. § 5307, as determined by FTA, will apply to the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program authorized by 49 U.S.C. § 5310.
2. FTA has determined that certain requirements of 49 U.S.C. § 5307 are appropriate for the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, some of which require Certifications. Therefore, as specified under 49 U.S.C. § 5307(c)(1), it certifies that:
- a. It has or will have and will require each Subrecipient to 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 and will require each Subrecipient to have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award or Subaward.
- c. It will maintain and will require each Subrecipient to maintain its equipment and facilities acquired or improved under its Award or Subaward, in accordance with the recipient's transit asset management plan.
- d. When carrying out a procurement under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, it will require each Subrecipient to comply with:
- (1) The applicable general provisions of 49 U.S.C. § 5323, and
- (2) The applicable third party contract provisions of 49 U.S.C. § 5325.

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- e. With respect to the non-federal share:
  - (1) It has or will have and, as necessary, will require each Subrecipient to have the amount of funds required for the non-federal share, as required by 49 U.S.C. § 5310,
  - (2) It will provide and, as necessary, will require each Subrecipient to provide the non-federal share from sources approved by FTA, and
  - (3) It will provide and, as necessary, will require each Subrecipient to provide the non-federal share when needed.
- f. It has complied or will comply and will require each Subrecipient to comply with:
  - (1) The metropolitan transportation planning requirements of 49 U.S.C. § 5303, and
  - (2) The statewide and nonmetropolitan transportation planning requirements of 49 U.S.C. § 5304.
- g. To the extent applicable, it will comply and require its Subrecipients to comply with the final federal regulations that, when issued, will implement the safety plan requirements of 49 U.S.C. § 5329(d).

### **CATEGORY 16. RURAL AREAS AND APPALACHIAN DEVELOPMENT PROGRAMS.**

*Before FTA may provide federal assistance for an Award financed under the Formula Grants for Rural Areas Program authorized under 49 U.S.C. § 5311(b), as amended by FAST Act, and the Appalachian Development Public Transportation Assistance Program authorized under 49 U.S.C. § 5311(c)(2), as amended by FAST, you must select the Certifications in Category 16 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications and Assurances in Category 16 that does not apply will not be enforced.*

#### **16.A. Formula Grants for Rural Areas Program.**

*If your Applicant seeks federal assistance from FTA for an Award financed under the Formula Grants for Rural Areas Program authorized under 49 U.S.C. § 5311, as amended by FAST Act, the Certifications in Category 16.A apply to your Applicant, except as FTA determines otherwise in writing.*

The following Certifications apply to each state or state organization serving as your Applicant for federal assistance appropriated or made available for the Rural Areas Formula Program financed under 49 U.S.C. § 5311(b), as amended by FAST Act. On its behalf, you certify and assure that:

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1. It has or will have and require each Subrecipient to have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award.
2. It has or will have and require each Subrecipient to have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
3. It will maintain and require each Subrecipient to maintain its equipment and facilities acquired or improved under its Award, in accordance with the recipient's transit asset management plan.
4. Its state program has provided for a fair distribution of federal assistance appropriated or made available under 49 U.S.C. § 5311(b) within the state to eligible entities, including Indian reservations.
5. Its program provides or will provide the maximum feasible coordination of federal assistance for public transportation service authorized by 49 U.S.C. § 5311(b) with transportation service financed by other federal sources.
6. Its Awards and Subawards in its Formula Grants for Rural Areas Program are included in:
  - a. The statewide transportation improvement program, and
  - b. To the extent applicable, a metropolitan transportation improvement program.
7. With respect to the non-federal share:
  - a. It has or will have and, as necessary, will require each Subrecipient to have the amount of funds required for the non-federal share, as required by former 49 U.S.C. § 5311(g),
  - b. It will provide and, as necessary, will require each Subrecipient to provide the non-federal share from sources approved by FTA, and
  - c. It will provide and, as necessary, will require each Subrecipient to provide the non-federal share when needed.
8. It may transfer a facility or equipment acquired or improved under its Award to any other Recipient eligible to receive assistance under 49 U.S.C. chapter 53, if:
  - a. The Recipient possessing the facility or equipment consents to the transfer, and
  - b. The facility or equipment will continue to be used as required under 49 U.S.C. § 5311.
9. Each fiscal year:
  - a. It will spend at least fifteen (15) percent of its federal assistance authorized under 49 U.S.C. § 5311 and available that fiscal year for eligible activities to develop and support intercity bus transportation within the state including:
    - (1) Planning and marketing for intercity bus transportation,
    - (2) Capital grants for intercity bus facilities,
    - (3) Joint-use facilities,
    - (4) Operating grants through purchase-of-service agreements, user-side subsidies, and demonstration projects, and

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

- (5) Coordinating rural connections between small public transportation operations and intercity bus carriers, or
- b. It will provide to FTA a Certification from the governor of the state that:
  - (1) It has consulted with the affected intercity bus service providers about the intercity bus needs of the state, and
  - (2) The state's intercity bus service needs are being met adequately.

### **16.B. Appalachian Development Public Transportation Assistance Program.**

*If your Applicant seeks federal assistance from FTA for an Award financed under the Appalachian Development Public Transportation Assistance Program authorized under 49 U.S.C. § 5311(c)(2), the Certification in Category 16.C applies to your Applicant, except as FTA determines otherwise in writing.*

On behalf of your Applicant, you certify and assure that, in addition to other Certifications and Assurances it must provide, if it is unable to use its federal assistance made available or appropriated for public transportation operating assistance, in accordance with 49 U.S.C. § 5311(c)(2)(D), it may use the federal assistance for a Highway Project only after:

1. It provides notice and an opportunity for comment and appeal to affected public transportation providers,
2. It approves such use in writing, and
3. In approving the use, it determines that local transit needs are being addressed.

### **CATEGORY 17. TRIBAL TRANSIT PROGRAMS (PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS 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), you must select the Certifications in Category 17 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications in Category 17 that does not apply will not be enforced.*

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). On behalf of your Applicant, you certify and assure that:

1. 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.

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

2. It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
3. It will maintain its equipment and facilities acquired or improved under its Award, in accordance with the recipient's transit asset management plan.
4. Its Award will achieve maximum feasible coordination with transportation service financed by other federal sources.
5. With respect to its procurement system:
  - a. 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,
  - b. 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
  - c. It will inform FTA promptly that its procurement system does not comply with either of those U.S. DOT regulations.
6. It will comply with the Buy America requirements under 49 U.S.C. § 5323(j), as amended by FAST Act, and FTA regulations, "Buy America Requirements," 49 CFR part 661.
7. It will comply with the Certifications, Assurances, and Agreements in:
  - a. Category 03.B and 03.C (Charter Service Agreement and School Bus Agreement),
  - b. Category 05.B (Bus Testing),
  - c. Category 06 (Demand Responsive Service),
  - d. Category 07 (Intelligent Transportation Systems), and
  - e. Category 10 (Alcohol and Controlled Substances Testing).

### **CATEGORY 18. STATE SAFETY OVERSIGHT GRANT PROGRAM.**

*Before FTA may provide federal assistance for an Award financed under the State Safety Oversight Grant Program authorized under 49 U.S.C. § 5329(e)(6), you must select the Certifications in Category 18 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications in Category 18 that does not apply will not be enforced.*

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

On behalf of your Applicant, you certify that:

1. 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.
2. It has or will have satisfactory continuing control over the use of equipment and facilities acquired or improved under its Award.
3. It will maintain its equipment and facilities acquired or improved under its Award.
4. When carrying out a procurement under its Award, it will comply with:
  - a. The applicable general provisions of 49 U.S.C. § 5323, and
  - b. The applicable third party contract provisions of 49 U.S.C. § 5325.
5. As required by 49 U.S.C. § 5329(e)(6)(C):
  - a. It has or will have the amount of funds required for the non-federal share,
  - b. It will provide the non-federal share only from sources approved by FTA, and will not be met by:
    - (1) Any federal assistance,
    - (2) Any funds received from a public transportation agency, or
    - (3) Any revenues earned by a public transportation agency, and
  - c. Will provide the non-federal share when needed.
6. It meets the applicable requirements of FTA regulations, “Rail Fixed Guideway Systems: State Safety Oversight,” 49 CFR part 659.
7. It has received or will receive an FTA certification upon a determination that its State Safety Oversight Program meets the requirements of 49 U.S.C. § 5329(e) and is adequate to promote the purposes of 49 U.S.C. § 5329.

### **CATEGORY 19. PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM.**

*Before FTA may provide federal assistance for an Award financed under the Public Transportation Emergency Relief Program authorized under 49 U.S.C. § 5324, you must select the Certifications in Category 19 in addition to other Certifications and Assurances you must select on your Applicant’s behalf, except as FTA determines otherwise in writing.*

*Any provision of the Assurance in Category 19 that does not apply will not be enforced.*

As required by 49 U.S.C. § 5324(d), on behalf of your Applicant, you assure that it will:

1. Comply with the requirements of the Certifications and Assurances as FTA determines will apply to an Applicant for federal assistance appropriated or made available for the Public Transportation Emergency Relief Program, and
2. Comply with FTA regulations, “Emergency Relief,” 49 C.F.R. part 602.

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

### **CATEGORY 20. EXPEDITED PROJECT DELIVERY PILOT PROGRAM.**

*Before FTA may provide federal assistance for an Award financed under the Expedited Project Delivery Pilot Program authorized under section 3005(b) of the FAST Act, you must select the Certifications in Category 20 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*To the extent that any Certification in Category 20 does not apply, it will not be enforced.*

As required by section 3005(b)(3)(B) of the FAST Act, except as FTA determines otherwise in writing, on behalf of your Applicant, you certify that:

1. 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.
2. It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
3. It will maintain its equipment and facilities acquired or improved under its Award in accordance with the recipient's transit asset management plan.
4. It will comply with:
  - a. The metropolitan transportation planning requirements of 49 U.S.C. § 5303, and
  - b. The statewide and nonmetropolitan transportation planning requirements of 49 U.S.C. § 5304.

### **CATEGORY 21. INFRASTRUCTURE FINANCE PROGRAMS.**

*Before FTA may provide credit assistance for an Award financed under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program authorized under 23 U.S.C. §§ 601 – 609, or the State Infrastructure Banks (SIB) Program authorized under 23 U.S.C. § 610, you must select the Certifications in Category 23 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications and Assurances in Category 21 that does not apply will not be enforced.*

#### **21.A. Transportation Infrastructure Finance and Innovation Act (TIFIA) Program.**

*If your Applicant seeks federal assistance from FTA for an Award financed under the TIFIA Program authorized under 23 U.S.C. §§ 601 – 609 the Certifications and Assurances in Category 23.A applies to your Applicant, except as FTA determines*

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

*otherwise in writing. In administering this Program, the FAST Act cross-cutting requirements supersede inconsistent former requirements.*

On behalf of your Applicant, you certify and assure, as required by 49 U.S.C. § 5323(o), that federal transit laws, specifically 49 U.S.C. § 5307, 49 U.S.C. § 5309, and 49 U.S.C. § 5337, apply to any Project under 49 U.S.C. chapter 53 that receives TIFIA credit assistance under 23 U.S.C. §§ 601 – 609.

1. To comply with 49 U.S.C. § 5307, specifically 49 U.S.C. § 5307(c)(1), on its behalf, you certify 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 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 the recipient's transit asset management plan.
  - d. For transportation during non-peak hours and using or involving a facility or equipment of an Award financed using 49 U.S.C. § 5307 funds, it will ensure that the following individuals will be charged a fare not exceeding fifty (50) percent of the peak hour fare:
    - (1) Any senior,
    - (2) Any individual who, because of illness, injury, age, congenital malfunction, or other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), is unable to use a public transportation service or a public transportation facility effectively without special facilities, planning, or design,
    - (3) Any individual presenting a Medicare card issued to that individual under title II of the Social Security Act (42 U.S.C. § 401 *et seq.*), and
    - (4) Any individual presenting a Medicare card issued to that individual under title XVIII of the Social Security Act (42 U.S.C. § 1395 *et seq.*).
  - e. When carrying out a TIFIA-financed procurement, it will comply with:
    - (1) The applicable provisions of 49 U.S.C. § 5323, and
    - (2) The applicable provisions of 49 U.S.C. § 5325.
  - f. It has complied with or will comply with 49 U.S.C. § 5307(b).
  - g.
    - (1) It has or will have no more than 80 percent of the Total Award Budget as the sum of all federal grants and any TIFIA-financed awards,
    - (2) It will provide the non-federal share from sources approved by FTA, and
    - (3) It will provide the non-federal share when needed.
  - h. It will comply with:
    - (1) The metropolitan transportation planning requirements of 49 U.S.C. § 5303, and
    - (2) The statewide and nonmetropolitan planning requirements of 49 U.S.C. § 5304.

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- i. It has a locally developed process to solicit and consider public comment before:
  - (1) Raising a fare, or
  - (2) Implementing a major reduction of public transportation.
- j. It will comply with the final federal regulations that, when issued, will implement the safety plan requirements of 49 U.S.C. § 5329(d).
2. To comply with the interest and financing costs restrictions of 49 U.S.C. chapter 53, it agrees that it will not seek reimbursement for interest or any other financing costs incurred in connection with its Award that must be in compliance with those requirements unless:
  - a. It is eligible to receive federal assistance for those expenses, and
  - b. Its records demonstrate that it has used reasonable diligence in seeking the most favorable financing terms underlying those costs, to the extent FTA may require.
3. It will comply with Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*).
4. Pursuant to the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. § 5321 *et seq.*, it will receive an environmental categorical exclusion, a finding of no significant impact, or a record of decision under NEPA for its Award before obligating federal assistance.
5. It agrees that it will adopt a transit asset management plan that complies with regulations implementing 49 U.S.C. § 5326(d), when required.

### **21.B. State Infrastructure Banks (SIB) Program.**

*If your Applicant is a state and seeks federal assistance from FTA financed under the SIB Program authorized under 23 U.S.C. § 610, the Certifications and Assurances in Category 23.B applies to your state and its Award, except as FTA determines otherwise in writing. In administering this Program, the FAST Act cross-cutting requirements supersede inconsistent former requirements.*

On behalf of the state organization serving as your Applicant for federal assistance for its SIB Program, you certify and assure that:

1. It will comply with the following applicable federal laws establishing the various SIB Programs since 1995:
  - a. 23 U.S.C. § 610, as amended by the FAST Act,
  - b. 23 U.S.C. § 610 or its predecessor before the FAST Act was signed into law,
  - c. Section 1511 of TEA-21, 23 U.S.C. § 181 note, or
  - d. Section 350 of the National Highway System Designation Act of 1995, as amended, 23 U.S.C. § 181.
2. It will comply with or follow the Cooperative Agreement establishing the state's SIB Program between:
  - a. It and FHWA, FRA, and FTA, or
  - b. It and FHWA and FTA.

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

3. It will comply with or follow the Grant Agreement that provides federal assistance from FTA for the SIB and is between it and FTA, including the FTA Master Agreement, which is incorporated by reference into the Grant Agreement, except that any provision of the FTA Master Agreement incorporated by reference into that Grant Agreement will not apply if it conflicts with any provision of:
  - a. 23 U.S.C. § 610, as amended by the FAST Act,
  - b. 23 U.S.C. § 610 or its predecessor before the FAST Act was signed into law,
  - c. Section 1511 of TEA-21, 23 U.S.C. § 181 note, or section 350 of the National Highway System Designation Act of 1995, as amended, 23 U.S.C. § 181 note,
  - d. Federal guidance pertaining to the SIB Program,
  - e. The Cooperative Agreement establishing the state's SIB Program, or
  - f. The Grant Agreement with FTA.
4. As required by 49 U.S.C. § 5323(o), federal transit laws, specifically 49 U.S.C. § 5307, 49 U.S.C. § 5309, and 49 U.S.C. § 5337, as amended by the FAST Act, apply to any Award under 49 U.S.C. chapter 53 that receives SIB support or financing under 23 U.S.C. § 610 (or any support from 23 U.S.C. §§ 601 – 609).
5. As required by 49 U.S.C. § 5323(o) and 49 U.S.C. § 5307(c)(1):
  - 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 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 the recipient's transit asset management plan.
  - d. When using or involving a facility or equipment acquired or improved with federal assistance under a SIB-financed Award during non-peak hours for transportation, it will ensure that the following individuals will be charged a fare not exceeding fifty (50) percent of the peak hour fare:
    - (1) Any senior,
    - (2) Any 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), is unable to use a public transportation service or a public transportation facility effectively without special facilities, planning, or design,
    - (3) Any individual presenting a Medicare card issued to that individual under title II of the Social Security Act (42 U.S.C. § 401 *et seq.*), and
    - (4) Any individual presenting a Medicare card issued to that individual under title XVIII of the Social Security Act (42 U.S.C. § 1395 *et seq.*).
  - e. When carrying out a procurement under a SIB-financed Award, it will comply with:
    - (1) The applicable general provisions of 49 U.S.C. § 5323, and
    - (2) The applicable third party contract provisions of 49 U.S.C. § 5325.
  - f. It has complied with or will comply with 49 U.S.C. § 5307(b).

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

- g. (1) It has or will have the amount of funds required for the non-federal share by the SIB Program, but not less than twenty-five (25) percent of each capitalization grant,
    - (2) It will provide the non-federal share from sources approved by FTA, and
    - (3) It will provide the non-federal share when needed.
  - h. It will comply with:
    - (1) The metropolitan transportation planning requirements of 49 U.S.C. § 5303, and
    - (2) The statewide and nonmetropolitan planning requirements of 49 U.S.C. § 5304.
  - i. It has a locally developed process to solicit and consider public comment before:
    - (1) Raising a fare, or
    - (2) Implementing a major reduction of public transportation.
  - j. It will comply with the final federal regulations that, when issued, will implement the safety plan requirements of 49 U.S.C. § 5329(d).
6. As required by 49 U.S.C. chapter 53, it certifies that it will not seek reimbursement for interest or any other financing costs incurred in connection with its Award unless:
- a. It is eligible to receive federal assistance for those expenses, and
  - b. Its records demonstrate that it has used reasonable diligence in seeking the most favorable financing terms underlying those costs, as FTA may require.
7. It agrees that it will adopt a transit asset management plan that complies with regulations implementing 49 U.S.C. § 5326(d).

### **GROUP CATEGORY 22. PAUL S. SARBANES TRANSIT IN PARKS PROGRAM**

*Before FTA may provide federal assistance for an Award financed under the Paul S. Sarbanes Transit in Parks Program authorized under former 49 U.S.C. § 5320, in effect in FY 2012 or a previous fiscal year, except as superseded by FAST Act requirements that apply you must select the Certifications in Category 22 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications and Assurances in Category 22 that does not apply will not be enforced.*

1. Except as superseded by the FAST Act cross-cutting requirements that apply, the following Certifications and Assurances for the Paul S. Sarbanes Transit in Parks Program (Parks Program) are required by former 49 U.S.C. § 5320, in effect in FY 2012 or a previous fiscal year. Therefore, except as FTA determines otherwise in writing, on behalf of your Applicant, you certify that:

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

- a. It will consult with the appropriate federal land management agency during the planning process, and
  - b. The requirements of former 49 U.S.C. § 5307, as determined by FTA, will apply to the Parks Program authorized by former 49 U.S.C. § 5320.
2. FTA has determined certain requirements of former 49 U.S.C. § 5307 to be appropriate for the Parks Program, of which some require Certifications. Therefore, as specified under former 49 U.S.C. § 5307(d)(1), except as superseded by the FAST Act cross-cutting requirements that apply, you certify 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 equipment and facilities acquired or improved under its Award.
  - c. It will maintain its equipment and facilities acquired or improved under its Award.
  - d. When carrying out a procurement under former 49 U.S.C. § 5320, it will comply and will require each Subrecipient to comply with the following provisions:
    - (1) Competitive procurement (as defined or approved by FTA) requirements of 49 U.S.C. § 5325(a),
    - (2) The prohibition against exclusionary or discriminatory specifications in its procurements under 49 U.S.C. § 5323(h),
    - (3) “Buy America” requirements under 49 U.S.C. § 5323(j), as amended by the FAST Act, and FTA regulations, “Buy America Requirements,” 49 CFR part 661,
    - (4) Applicable pre-award and post-delivery requirements of 49 U.S.C. § 5323(m),
    - (5) Applicable railcar option restrictions of 49 U.S.C. § 5325(e), and
    - (6) “Veterans Preference/Employment” requirements under 49 U.S.C. § 5325(k).
  - e. It will comply with other applicable requirements under 49 U.S.C. § 5323 and § 5325.
  - f. It has complied or will comply with the requirements of former 49 U.S.C. § 5307(c), and specifically:
    - (1) It has made or will make available to the public information on the amounts available for the Parks Program, former 49 U.S.C. § 5320, and the Projects it proposes to implement under its Award,
    - (2) It has developed or will develop, in consultation with interested parties including private transportation providers, Projects to be financed under its Award,
    - (3) It has published or will publish a list of proposed Projects in a way that affected citizens, private transportation providers, and local elected officials have the opportunity to examine the proposed Projects and submit comments on the proposed Projects and its performance,

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

- (4) It has provided or will provide an opportunity for a public hearing to obtain the views of citizens on the proposed Projects,
  - (5) It has considered or will consider the comments and views received, especially those of private transportation providers, in preparing its final list of Projects, and
  - (6) It has made or will make the final list of Projects for which an Award is sought available to the public.
- g. With respect to the non-federal share:
- (1) It has or will have and, as necessary, will require each Subrecipient to have the amount of funds required for the non-federal share, as required by 49 U.S.C. § 5320,
  - (2) It will provide the non-federal share from sources approved by FTA, and
  - (3) It will provide the non-federal share when needed.
- h. It has complied or will comply with and will require each Subrecipient to comply with:
- (1) The metropolitan transportation planning requirements of 49 U.S.C. § 5303, and
  - (2) The statewide and nonmetropolitan planning requirements of 49 U.S.C. § 5304.
- i. It has a locally developed process to solicit and consider public comment before:
- (1) Raising a fare, or
  - (2) Implementing a major reduction of public transportation.

### **CATEGORY 23. CONSTRUCTION HIRING PREFERENCES.**

*Before FTA may provide federal assistance for a third party contract for construction hiring financed under title 49 U.S.C. or title 23 U.S.C. using a geographic, economic, or any other hiring preference not otherwise authorized by federal law or regulation, you must select the Certifications in Category 23 on behalf of your Applicant in addition to other Certifications you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications in Category 23 that does not apply will not be enforced.*

As provided by section 192 of division L, title I of the Consolidated Appropriations Act, 2016, Pub. L. 114-113, on behalf of your Applicant, you certify that if, in connection with any third party contract for construction hiring financed under title 49 U.S.C. or title 23 U.S.C., it uses a geographic, economic, or any other hiring preference not otherwise authorized by law or prohibited under 2 CFR § 200.319(b):

1. Except with respect to apprentices or trainees, a pool of readily available but unemployed individuals possessing the knowledge, skill, and ability to perform the

## **FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES**

- work that the third party contract requires resides in the jurisdiction where the work will be performed;
2. It will include appropriate provisions in its bid document ensuring that its third party contractor(s) do not displace any of its existing employees in order to satisfy such hiring preference; and
  3. That any increase in the cost of labor, training, or delays resulting from the use of such hiring preference does not delay or displace any transportation project in the applicable Statewide Transportation Improvement Program or Transportation Improvement Program.

Selection and Signature Page(s) follow.

**FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES**

**FEDERAL FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES FOR  
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

(Signature pages alternative to providing Certifications and Assurances in TrAMS)

Name of Applicant: Carson City Regional Transportation Commission (RTC)

The Applicant agrees to comply with applicable provisions of Categories 01 – 23. X  
OR

The Applicant agrees to comply with applicable provisions of the Categories it has selected:

<u>Category</u>	<u>Description</u>	
01.	Required Certifications and Assurances for Each Applicant.	_____
02.	Lobbying.	_____
03.	Procurement and Procurement Systems.	_____
04.	Private Sector Protections.	_____
05.	Rolling Stock Reviews and Bus Testing.	_____
06.	Demand Responsive Service.	_____
07.	Intelligent Transportation Systems.	_____
08.	Interest and Financing Costs and Acquisition of Capital Assets by Lease.	_____
09.	Transit Asset Management Plan and Public Transportation Agency Safety Plan.	_____
10.	Alcohol and Controlled Substances Testing.	_____
11.	Fixed Guideway Capital Investment Grants Program (New Starts, Small Starts, and Core Capacity Improvement).	_____
12.	State of Good Repair Program.	_____
13.	Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs.	_____
14.	Urbanized Area Formula Grants Programs and Passenger Ferry Grant Program.	_____
15.	Seniors and Individuals with Disabilities Programs.	_____
16.	Rural Areas and Appalachian Development Programs.	_____
17.	Tribal Transit Programs (Public Transportation on Indian Reservations Programs).	_____
18.	State Safety Oversight Grant Program.	_____
19.	Public Transportation Emergency Relief Program.	_____
20.	Expedited Project Delivery Pilot Program.	_____
21.	Infrastructure Finance Programs.	_____
22.	Paul S. Sarbanes Transit in Parks Program.	_____
23.	Hiring Preferences	_____

**FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES**

**FEDERAL FISCAL YEAR 2016 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE**  
(Required of all Applicants for federal assistance to be awarded by FTA and all FTA Grantees with an active Capital or Formula Award)

**AFFIRMATION OF APPLICANT**

Name of the Applicant: Carson City RTC  
Name and Relationship of the Authorized Representative: Brad Bonkowski, Carson City RTC Chair

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 federal fiscal year 2016, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded by FTA during federal fiscal year 2016.

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 [Signature] Date: 7-15-16

Name BRAD BONKOWSKI, RTC CHAIR  
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 [Signature] Date: 7/20/16

Name J. DANIEL YU, DEPUTY DISTRICT ATTY.  
Attorney for Applicant

*Each Applicant for federal assistance to be awarded by FTA and each FTA Recipient with an active Capital or Formula Project or Award 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 FTA's electronic award and management system, provided the Applicant has on file and uploaded to FTA's electronic award and management system this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.*

S Jun 28, 2016 9:03:26 AM PDT

File Edit Commands Help

SUNGARD PUBLIC SECTOR  
NavilLine

225-0000-381.01-03  
 Account miscellane  
 Budget miscellane  
 Transactions  
 Detail by date  
 Detail by code  
 Detail by year & p  
 Pending by date  
 Pending by code  
 Pending by year  
 Procurement car

**Account information**  
 Q GENERAL FUND / CC FTA 5307 OPS MATCH  
 Fiscal year: 2016 Cr  
 Estimated revenue: 400,000.00  
 Total receipts: 400,000.00  
 Q Unrealized revenue: .00

**Project Data**  
 Project Entry Optional

**Account Balance by Period**

Period/Month	Actuals	Cumulative Totals
Q 01 July	400,000.00	400,000.00
Q 02 August	.00	400,000.00
Q 03 September	.00	400,000.00
Q 04 October	.00	400,000.00

**Payment information**  
 Vendor (\* indicates pending) Total

**General Release Details**

Type	App	Period	Date	Project	Transaction Amount	Budget Amount	Group
AJ	GM	01	8/17/2015		400000.00	.00	00507
BA	GM	01	8/11/2015		.00	400000.00	00436 BUD
BA	GM	01	8/11/2015		.00	-400000.00	00435 BUD

Print  
 Cancel  
 Exit  
 Previous acc...  
 Next account  
 2015  
 2017  
 Account activ...  
 Pending trans...  
 Subset transa...  
 Budget alloca...

**End of records reached**



# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)  
01/19/2016

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

**IMPORTANT:** If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

<b>PRODUCER</b> McGriff, Seibels & Williams of Oregon 1800 SW First Avenue, Suite 400 Portland, OR 97201	<b>CONTACT NAME:</b> PHONE (A/C, No, Ext): 503-943-6621	FAX (A/C, No): 503-943-6622	
	<b>E-MAIL ADDRESS:</b>		
<b>INSURED</b> MV Transportation, Inc. and subsidiaries 2024 College Street Elk Horn, IA 51531	<b>INSURER(S) AFFORDING COVERAGE</b>		<b>NAIC #</b>
	INSURER A :ACE American Insurance Company		22667
	INSURER B :Indemnity Insurance Company of North America		43575
	INSURER C :ACE Fire Underwriters Insurance Company		20702
	INSURER D : INSURER E : INSURER F :		

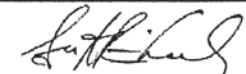
**COVERAGES**                      **CERTIFICATE NUMBER:**LCSDPZKP                      **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR  GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:			HDO G27404844	02/01/2016	02/01/2017	EACH OCCURRENCE \$ 5,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000 MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ 5,000,000 GENERAL AGGREGATE \$ 5,000,000 PRODUCTS - COMP/OP AGG \$ 5,000,000 \$
A	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> HIRED AUTOS <input checked="" type="checkbox"/> Excess of SIR <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS			XSA H09040420	02/01/2016	02/01/2017	COMBINED SINGLE LIMIT (Ea accident) \$ 2,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	<input type="checkbox"/> UMBRELLA LIAB <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> DED <input type="checkbox"/> RETENTION \$						<input type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS-MADE \$ \$ \$
A B C	<input checked="" type="checkbox"/> WORKERS COMPENSATION AND EMPLOYERS' LIABILITY <input type="checkbox"/> ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in IH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A	WLR C48601054 (AOS) WLR C48601066 (AZ, MA) WCU C4860108A (CA, OH, WA) SCF C48601078 (WI)	02/01/2016	02/01/2017	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000 \$ \$ \$ \$

**DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES** (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)  
The City of Carson City is named as an Additional Insured as respects the operations of the Named Insured with respects to General Liability coverage as required by written and signed contract subject to policy terms, conditions, limits and exclusions.

**CERTIFICATE HOLDER**                      **CANCELLATION**

City of Carson City 3505 Butti Way Carson City, NV 89701 Attn: Ken Smithson	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.  AUTHORIZED REPRESENTATIVE 
--	--

AGENCY CUSTOMER ID: \_\_\_\_\_

LOC #: \_\_\_\_\_



## ADDITIONAL REMARKS SCHEDULE

Page 2 of 2

PRODUCER McGriff, Seibels & Williams of Oregon		INSURED MV Transportation, Inc. and subsidiaries	
POLICY NUMBER			
CARRIER	NAIC CODE	ISSUE DATE: 01/19/2016	

### ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,

FORM NUMBER: \_\_\_\_\_ FORM TITLE: \_\_\_\_\_

CRIME  
Insurance Company: Federal Insurance Company  
Policy #: 6804-6576  
Policy Period: 03/31/2015 - 05/30/2016  
Limit (Per Claim): Employee Theft - \$1,000,000



# NEVADA APPEAL

580 Mallory Way, Carson City, NV 89701  
P.O. Box 1888 Carson City, NV 89702  
(775) 881-1201 FAX: (775) 887-2408

**Customer Account #:** 5771908

**Legal Account**

CAMPO,  
3505 BUTTI WAY  
CARSON CITY, NV 89701  
Attn: Graham Dollarhide

**Kristin Ritter says:**

That (s)he is a legal clerk of the  
**Nevada Appeal**,  
a newspaper published Tuesday through Sunday  
at Carson City, in the State of Nevada.

**Copy Line**

Grant Fund

**PO#:**

**Ad #:** 0000017151-01

of which a copy is hereto attached, was published  
in said newspaper for the full required period of  
**1** time(s) commencing on **06/26/2016**,  
and ending on **06/26/2016**, all days inclusive.



Signed: \_\_\_\_\_  
Date: 06/27/2016 State of Nevada, Carson City

**Price: \$ 108.92**

Proof and Statement of Publication

Ad #: 0000017151-01

## Request for Application Submittal for 2016 FTA Transit Grant Funds

The Carson Area Metropolitan Planning Organization (CAMPO) is accepting applications submitted no later than July 26, 2016, for the Federal Transit Administration 5310 and 5339 Grant Programs' Federal Fiscal Year 2016 apportionment. These grant programs are administered by CAMPO and are available to eligible entities within the CAMPO planning area – private nonprofit agencies and public bodies that provide services for the enhanced mobility of seniors and individuals with disabilities are eligible for 5310 funding; and public agencies and private nonprofit organizations engaged in public transportation are eligible for 5339 funding. A detailed map of the CAMPO planning area is available online at [carsonareampo.com](http://carsonareampo.com). Application packets may be obtained online or by contacting Dirk Goering at (775) 283-7431.

Applications must be submitted by 5:00 p.m.

July 26, 2016 to:

Carson Area  
Metropolitan Planning  
Organization  
3505 Butti Way  
Carson City, Nevada  
89701

(775) 283-7431

**Pub: June 26, 2016  
AD# 0000017151**



**CARSON CITY, NEVADA**  
**CONSOLIDATED MUNICIPALITY AND STATE CAPITAL**

March 9, 2015

Patrick Pittenger, AICP, PTP  
Transportation Manager  
Carson City Public Works  
3505 Butti Way  
Carson City, NV 89701

RE: Letter of Support for Carson City Regional Transportation Commission's application to the Aging and Disability Services Division (ADSD) Transportation grant program.

Dear Mr. Pittenger:

This letter is to inform you that Carson City Health and Human Services fully supports the Carson City Regional Transportation Commission's application to the Nevada Aging and Disability Services Division for a transportation grant.

It is understood that any funds awarded as a result of submittal of the application will be used to continue the Senior Bus Pass Program which provides free transportation on Jump Around Carson, Carson City's public transit system, for an entire fiscal year. Last fiscal year, over 70,000 free rides were provided to seniors on JAC bus routes as a result of the program. These funds go a long way in supporting the health and independence of seniors in our community.

As an agency concerned with supporting individuals who are in need, we are pleased to coordinate with, and provide support to the Carson City Regional Transportation Commission in order to plan and implement service options for those individuals.

Sincerely,

Nicki Aaker, Director  
Carson City Health and Human Services

**Carson City Health & Human Services**

900 East Long Street • Carson City, Nevada 89706 • (775) 887-2190 • Hearing Impaired-Use 711

Clinical Services (775) 887-2195 Fax: (775) 887-2192	Public Health Preparedness (775) 887-2190 Fax: (775) 887-2248	Human Services (775) 887-2110 Fax: (775) 887-2539	Disease Control & Prevention (775) 887-2190 Fax: (775) 887-2248	Chronic Disease Prevention & Health Promotion (775) 887-2190 Fax: (775) 887-2248
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## STAFF REPORT

**Report To:** The Carson Area Metropolitan Planning Organization      **Meeting Date:** August 16, 2016

**Staff Contact:** Graham Dollarhide, Transit Coordinator

**Agenda Title: (For Possible Action)** To determine the selection of Carson City RTC's Federal Transit Administration (FTA) 5339 grant application to be submitted for funding in the CAMPO planning area.

**Staff Summary:** CAMPO has received one application requesting FTA 5339 funding. CAMPO will determine whether the application will be selected for funding and the amount of funds to be awarded out of the total available.

**Agenda Action:** Formal Action/Motion

**Time Requested:** 10 minutes

**Proposed Motion** – I move to determine the selection of Carson City RTC's Federal Transit Administration (FTA) 5339 grant application to be submitted for funding in the CAMPO planning area.

**Background/Issues & Analysis** – A notice of the availability of funds was published by CAMPO in the June 26, 2016, edition of the Nevada Appeal with a deadline date of July 26, 2016. CAMPO has received one eligible application for FTA 5339 funds. The application is from the Carson City Regional Transportation Commission (RTC) to be used for continued improvement of the Jump Around Carson (JAC) transit system through the replacement of aging vehicles in the current JAC fleet. The amount of funding being requested by the RTC is \$95,539.

The total amount of FTA 5339 funding available to CAMPO is \$95,539. The total amount of funding being requested is equal to what is available. However, the CAMPO Board may choose to allocate funds to the applicant (or to none at all) in an amount that is less than requested. The applicant is required to provide a 20% local match to any Federal funds awarded.

**Applicable Statute, Code, Policy, Rule or Regulation** - 49 U.S.C. 5339

### **Financial Information**

Is there a fiscal impact?  Yes     No

If yes, account name/number: 225-0000-331.80-04

Is it currently budgeted?  Yes     No

Explanation of Fiscal Impact: Increase in the amount of award to the appropriate Carson City FTA transit account

**Alternatives** – N/A

**Supporting Material** – Carson City Regional Transportation Commission application

**Board Action Taken:**

Motion: \_\_\_\_\_

1) \_\_\_\_\_

2) \_\_\_\_\_

Aye/Nay

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
(Vote Recorded By)



## **PUBLIC NOTICE**

### **CARSON AREA METROPOLITAN PLANNING ORGANIZATION FEDERAL GRANT APPLICATION FOR SECTIONS 5310 & 5339 PROGRAM FUNDS FEDERAL FISCAL YEAR 2016 APPORTIONMENT**

Separate applications are required for each Federal Transit Administration Program applied for.  
For further information or assistance, please contact the Transit Coordinator at  
**775-283-7583**

**Applications must be received no more than 30 days after notice of availability of funds:**  
Carson Area Metropolitan Planning Organization  
3505 Butti Way  
Carson City, NV 89701

**All documents must be signed by persons with signature authority and their legal counsel.**

# CARSON AREA METROPOLITAN PLANNING ORGANIZATION

## COMPETITIVE SELECTION PROCESS FOR FEDERAL TRANSIT ADMINISTRATION (FTA)

### \*\*\*SECTION 5339 GRANT FUNDS\*\*\*

#### PROGRAM INFORMATION

Congress establishes the funding for Federal Transit Administration (FTA) programs through authorizing legislation that amends Chapter 53 of Title 49 of the U.S. Code. On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed, reauthorizing surface transportation programs through Fiscal Year 2020. Previously, Moving Ahead for Progress in the 21st Century (MAP-21) authorized new Federal Transit Administration (FTA) Programs and made changes to existing FTA Programs, including New Freedom programs, which were authorized under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Under MAP-21, some of the former SAFETEA-LU project activities became eligible under the Section 5339 Formula Grants for the Bus and Bus Facilities program. Pursuant to the FTA Notice of Program Changes, Authorized Funding Levels and Implementation of the MAP-21 (Federal Register/Vol 77, No. 200, dated October 16, 2012), "the program provides funding to replace, rehabilitate, and purchase buses and related equipment as well as construct bus-related facilities." The State of Nevada (Nevada Governor's Office) has designated the Nevada Department of Transportation (NDOT) as the designated recipient for 5339 grant funds apportioned to small urban and rural areas. Under the FAST Act, small urban transit operators can now apply directly to the FTA for 5310 funds with designated recipient approval. NDOT has granted this approval to the Carson Area Metropolitan Planning Organization (CAMPO), which will conduct a competitive selection process and award successful applications at its discretion. The award of grant funds will be made to eligible applicants for permitted projects and services under this program as a subrecipient to CAMPO.

#### FUNDING

General – As determined by the transportation bill in effect, currently the FAST Act, annual apportionments for the various formula grants are released sometime after the start of the Federal Fiscal Year, which begins on October 1<sup>st</sup>. The Federal Fiscal Year funding amount that is available for Section 5339 projects in the CAMPO area will be published in the solicitation for projects. This amount is formula based and is a not to exceed amount that will be made available for distribution under the competitive selection process outlined below.

Match Requirement – There is no cap on the amount of federal funding for which Applicants may apply, as long as it is within the available amount of funds and the local match can be provided. The required local match is 20% of the net cost of capital projects. The required local match must be provided by subrecipients, and may not come from federal sources, with few exceptions. Potential sources for local match include

foundation grants, donations, and State and local funds. Fare revenue or user fees generated by the project may not be used as local matching funds. Subrecipients must be able to fund project costs, including both the federal and local matching shares, prior to seeking reimbursement and payment of federal grant funds from CAMPO for eligible project costs.

## **APPLICATION**

Eligible Applicants – In order to be eligible for Section 5339 funding, an Applicant must be either a public agency or a private nonprofit organization engaged in public transportation, including those providing service open to a segment of the general public, as defined by age, disability, or low income. Applicants must be able to meet all applicable federal requirements.

Application Process – Each year a competitive grant process will be administered and application materials for solicitation of projects made available, with notification of the open solicitation period. A public announcement will, at a minimum, be posted in the Nevada Appeal indicating the date of the CAMPO meeting that applications will be reviewed and considered. The application process will be open for a minimum of 30 days following the announcement of availability of funds.

## **SELECTION OF PROJECTS**

Applications submitted to CAMPO staff will be forwarded to the CAMPO Board for consideration at a public CAMPO meeting. Applicants will have the opportunity to present their applications to the CAMPO Board. The Board will review and consider all applications, regardless of whether a presentation was made, and make a decision on which project(s) to submit for funding. Following action by CAMPO to select the successful Applicant(s), CAMPO will issue a Notice of Selection to that Applicant or Applicants. CAMPO reserves the right to deny any or all projects.

**Carson Area Metropolitan Planning Organization**  
**Application for the Determination of Eligibility for the Federal Transit Administration's**  
**5310 & 5339 Federal Grant Programs – Federal Fiscal Year 2016 Apportionment**

Name of Organization: Carson City Regional Transportation Commission (RTC)

Area(s) Served: Carson City, Douglas County

Funding Amount Requested: \$106,956

Project Description: The Carson City RTC is seeking 5310 grant funds in order to be able to continue to provide transportation service at the system's current levels. The Carson City RTC provides bus service in two forms: JAC fixed route, and JAC Assist complementary paratransit. Both services include buses that are ADA compliant, providing easy access to transportation for seniors and disabled individuals. The grant funds would be used as capitalized operating funding, as opposed to being used for capital projects such as a vehicle purchase or improvements in access to fixed route service.

Project Relation to the State of Nevada Coordinated Human Services Transportation Plan: As  
indicated by the most recent Coordinated Human Services Transportation Plan for the State of Nevada, the two most common unmet needs are weekend service and out-of-area travel. Currently, JAC provides service on Saturdays, but does not provide service on Sundays. Additionally, the Carson City RTC works to coordinate intercity bus service between JAC and other service providers such as RTC Washoe, Tahoe Transportation District, and Douglas Area Rural Transit. Specific to Carson City, better access to wheelchair lifts and "door-to-door" escort service were needs identified by the Coordinated Plan. All JAC and JAC Assist buses are ADA compliant and allow access to transportation services for wheelchair users. Additionally, JAC Assist drivers do provide assistance to passengers between the bus and the front door of their pick-up and drop-off locations.

**Categories and Criteria** — Below are the categories which will be used to rank all submitted applications for Federal Transit Administration (FTA) funding. It is important to address each category as it pertains to your organization. Funding allocation will be based on how your application ranks among all submitted applications.

**Mission Statement/Vision (Page 12 of the application)**

Applicant's mission statement/vision: Include the organization's mission statement or vision which clearly states the use of the proposed project funds. It needs to be clear how this funding enhances the organization's objective.

**Project Justification (Page 13)**

Please complete page 13 detailing your agency and its purpose in order to ensure proper ranking of your application.

Access type: Discuss equal access to your program and use of this service by all persons eligible. This includes, but is not limited to, the Federal Civil Rights Compliance and Activity issues involving Title VI nondiscrimination, Equal Employment Opportunity, Disadvantaged Business Enterprises and Americans with Disabilities Act; and state and local access and disability statutes, policies and guidelines.

Service area: List anticipated/proposed routes, schedules, trip priorities, etc. Describe the geographic service area including scheduled and non-scheduled trips to adjoining areas. Please do not include brochures.

**Vehicle (Page 14 and 15 of the application)**

(Page 14) Identify vehicle(s) requested, providing a description of the desired vehicle. It should be noted whether the vehicle(s) is a replacement or an expansion of the existing vehicle fleet. Additionally, any special vehicle(s) options to be requested, (i.e. 4-wheel drive, bike racks, etc.) should be noted.

(Page 15) Existing vehicle inventory: Describe the existing vehicle fleet. Please list all vehicles in your inventory whether obtained through CAMPO or another source.

Insurance: A Certificate of Insurance will need to be provided. The state requires minimum liability coverage and Carson City/CAMPO requires full coverage for the vehicle as long as Carson City/CAMPO holds lien. (The standard insurance for a paratransit vehicle under this program is Liability and Property Damage Insurance with a limit of \$1,000,000 for each occurrence, for bodily injury, and property damage, naming Carson City/CAMPO as an additional insured. This shall be maintained through the useful life of the vehicle and until Carson City/CAMPO releases lien of the title.)

**Budget (Pages 16 & 17)**

All applicants must complete Page 16 for Capitalized Operating, Operating and Capital purchase funds they are requesting. If you are requesting both 5310 and 5339 funds, a separate application will need to be submitted for each. Page 17 is a summary of the budget to be completed for 5339

and 5310 capital funds separately. If you are unsure of which funds are most appropriate for your agency, please contact CAMPO staff prior to the application deadline.

**Revenue:** This section is distinguished from the match source in that this funding source offsets the overall budget, reducing the total project cost. It can be in the form of farebox contributions/revenue, donations, or agency financial assistance from service groups, businesses, charities, etc.

**Match source documentation:** This section includes the source of funding that provides the required non-federal share of the project cost. The source of the matching funds must be verifiable. A letter, or other documentation, stating the monetary commitment from the contributing agency/entity must be included within the submitted application packet.

### **Maintenance and Safety**

A maintenance plan is required whether there is an existing plan or if a new plan will be developed. This plan should include documented vehicle maintenance/accident repairs and ensure oversight for routine scheduled or non-scheduled maintenance activities.

### **Training Policy**

A training policy is required: At a minimum the policy should contain the frequency, the type and who will be trained in safety, substance abuse awareness, passenger sensitivity, and customer service.

### **Drug and Alcohol Policy (5339 only)**

Sub-recipients of 5339 FTA funds are required to comply with regulations issued by the FTA on drug and alcohol testing, 49 C.F.R. Part 655. Among other requirements, these regulations require that all safety sensitive employees be tested for drug and alcohol use, pre-employment (drug only), random, reasonable suspicion and post-accident, that certifications be made and reports submitted. There are limited exceptions to the testing requirements for contract maintenance workers under Section 5339 and for volunteers. Annual reporting of the testing results must be submitted to CAMPO by subrecipients on Management Information System (MIS) forms. Applications for 5310 funds do not need to include a drug and alcohol policy.

### **Customer Satisfaction and Community Support**

**Letters of Support:** Provide any current (within the past 12 months) letters of support, if available, for the services.

**Survey Reports:** Include a summary of informal survey results and on-board rider satisfaction if available.

**Other:** Include any other indications of community support for the program. This can include considerations for funding from groups, strong rider interest, or documentation of high levels of interest by client groups.

## FTA Funding Sources

**For your application to be considered complete, please only check one funding source. If multiple funding sources are desired please submit a separate application for each.**

**5310 (Capital/Vehicle) Funds**  (20% match required)

**5310 (Operating) Funds**  (50% match required)

This program (49 U.S.C. 5310) provides formula funding to metropolitan planning organizations (MPOs) for the purpose of assisting private nonprofit organizations or Governmental entities in meeting the transportation needs of the elderly and persons with disabilities. Eligible subrecipients are private non-profit organizations, governmental authorities where no non-profit organizations are available to provide service, and governmental authorities approved to coordinate services.

**5339 (Capital) Funds**  (20% match required)

This program (49 U.S.C. 5339) provides funding to replace, rehabilitate, and purchase buses and related equipment as well as construct bus-related facilities. This includes the acquisition of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transport centers, intermodal terminals, park-and-ride stations, passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, fare boxes, computers, shop and garage equipment. Eligible subrecipients include public agencies or private non-profit organizations engaged in fixed-route public transportation, including those providing services open to a segment of the general public as defined by age, disability, or low income.

**For more information on the programs above please refer to FTA's website:**  
<https://www.transit.dot.gov/grants>

**If you have questions regarding which funding source is appropriate for your service please feel free to contact the CAMPO Transit Coordinator at (775) 283-7583.**

**Project funding from the programs listed above is subject to the availability of grant funding and the amount of project funding requests received, which will be determined by the CAMPO Board during a regularly scheduled meeting occurring on the second Wednesday of each month.**

Carson City RTC

APPLICANT'S NAME \_\_\_\_\_

<b>APPLICATION CHECKLIST</b>				
<b>***** INCOMPLETE APPLICATIONS WILL NOT BE APPROVED *****</b>				
NEW APPLICANT REVIEW	PAST APPLICANT REVIEW	PAGE	APPLICATION CHECKLIST WITH ITEMS REQUIRED	STAFF REVIEW
<input type="checkbox"/>	<input checked="" type="checkbox"/>	6	DETERMINATION OF ELIGIBILITY	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9	FTA FUNDING SOURCES	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	12	FEDERAL GRANT APPLICATION	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	13	PROJECT JUSTIFICATION	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	15	VEHICLE INVENTORY	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	17	BUDGET SUMMARY	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	18	AUTHORIZING RESOLUTION	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	APPENDIX A	<a href="#">FEDERAL FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES</a>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	following certs & assurances	MATCH SOURCE DOCUMENTATION	<input type="checkbox"/>
<input type="checkbox"/>	N/A	new applicants include in application packet	ADA POLICY (vehicle/passengers information)	<input type="checkbox"/>
<input type="checkbox"/>	N/A	new applicants include in application packet	EEO PLAN	<input type="checkbox"/>
<input type="checkbox"/>	N/A	new applicants include in application packet	DRUG AND ALCOHOL POLICY (5339 Only)	<input type="checkbox"/>
<input type="checkbox"/>	N/A	new applicants include in application packet	VEHICLE/FACILITY MAINTENANCE POLICY	<input type="checkbox"/>
<input type="checkbox"/>	N/A	new applicants include in application packet	TRAINING POLICY	<input type="checkbox"/>
<input type="checkbox"/>	N/A	new applicants include in application packet	VEHICLE POLICY (driver/rider information)	<input type="checkbox"/>
<input type="checkbox"/>	N/A	new applicants include in application packet	COMPLAINT RESOLUTION POLICY	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	include in application packet	COPY OF VEHICLE INSURANCE POLICY (Evidencing Commercial Liability, General Liability, Collision, and Comprehensive Liability Insurance, with a limit of not less than One Million and no/100 Dollars (\$1,000,000.00) per occurrence.)	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	include in application packet	PUBLIC NOTICE- (Please review Appendix A *Certifications and Assurances - Private Sector Protections*)	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	include in application packet	CURRENT LETTERS OF SUPPORT (From previous 12 month period of service)	<input type="checkbox"/>
<b>*Please provide 1 original application and 1 copy</b>				

\_\_\_\_\_  
APPLICANT SIGNATURE

\_\_\_\_\_  
CAMPO STAFF SIGNATURE

**PLEASE BE ADVISED THAT UPON ACCEPTANCE OF THIS APPLICATION FOR FTA FUNDING THERE MAY BE ADDITIONAL OBLIGATORY REQUIREMENTS UPON ENTERING INTO AN EXECUTED AGREEMENT INCLUDING BUT NO LIMITED TO THE FOLLOWING:**

**Quarterly Ridership Report (CAMPO approved form)**

**Quarterly Vehicle Performance Measurement Report (CAMPO approved form)**

**Quarterly written copies of current routes, schedules, and fares of the Transportation System**

**Quarterly written Progress Report (detailing any changes or additions to the System)**

**Insurance policy certificates, declaration pages and endorsements designating the Carson Area Metropolitan Planning Organization as an additional insured evidencing Commercial Liability, General Liability, Collision, and Comprehensive Liability Insurance, with a limit of not less than One Million and no/100 Dollars (\$1,000,000.00) per occurrence.**

**Annual U.S. Department of Transportation Drug and Alcohol Testing Management Information System (MIS) Data Collection Form**

**Follow the Federal Transit Administration (FTA) of the U.S. Department of Transportation 49 CFR Part 655, as amended, that mandates urine drug testing and breath alcohol testing for safety-sensitive positions, and prohibits performance of safety-sensitive functions when there is a positive test result. The U. S. Department of Transportation (USDOT) has published 49 CFR Part 40, as amended, that sets standards for the collection and testing of urine and breath specimens.**

**CARSON AREA METROPOLITAN PLANNING ORGANIZATION  
FEDERAL GRANT APPLICATION  
FEDERAL FISCAL YEAR 2016 APPORTIONMENT**

Please fill out a separate application for each Grant Program you are applying for. Attach the original signed documents along with 1 complete copy of your application package and send to the Carson Area Metropolitan Planning Organization (CAMPO) 3505 Butti Way Carson City NV, 89701. Please retain 1 complete copy for your records.

**Applicant** Carson City Regional Transportation Commission (RTC)

\*If you are a County applying on behalf of a transit system, please provide names and addresses for both the County and the transit system.

**Physical Address** 3505 Butti Way Carson City, NV 89701

**Mailing Address** 3505 Butti Way Carson City, NV 89701

**Contact Person/Official** Patrick Pittenger

**Title** Transportation Manager

**Telephone** 775-283-7396

**Fax** 775-887-2112

**E-mail address** ppittenger@carson.org

**Federal Tax ID#** \_\_\_\_\_

**DUNS #** \_\_\_\_\_

**Type of Agency**

<input type="checkbox"/>
<input type="checkbox"/>
<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

- Private Non-Profit
- Private For-Profit
- Governmental Agency
- Tribal Agency (Sovereign Nation)
- Other (describe)

**Type of Service**

<input type="checkbox"/>
<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input checked="" type="checkbox"/>
<input type="checkbox"/>

- Senior Center/Disabled Workshop
- Demand-Response (Dial-a-Ride, Door to Door)
- Deviated Fixed-Route
- Fixed route
- Other (describe)

**Mission/Vision Statement:** Keeping Carson City running smoothly

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## PROJECT JUSTIFICATION

### **1. Please describe in detail your transportation program and how this funding will enhance the services offered.**

The Carson City Regional Transportation Commission (RTC) operates the Jump Around Carson (JAC) public transportation system. JAC serves much of the urbanized area of Carson City, and is currently in its 11th year of service to the community. The service is open to the general public, and all persons--including seniors and disabled individuals--who present appropriate fare media (e.g. cash, bus pass, transfer) are provided with service. In addition to the JAC fixed route service, the RTC also provides complementary paratransit service known as JAC Assist. This door-to-door transportation service is for persons with disabilities who cannot use the regular bus service. Seniors over the age of 80 also qualify for this service. Grant funds from the 5310 Program will provide valuable funding for the JAC and JAC Assist transportation systems, allowing each to continue to operate at current capacity levels. Without these funds, the RTC runs the risk of facing funding shortfalls which could potentially result in a slight reduction in service.

### **2. Describe the transportation services currently being provided by your organization and/or others in the same region.**

JAC operates a fixed route system, with four buses on four distinct routes. JAC Assist operates as a complementary paratransit service, providing door-to-door transportation service. These services operate from 6:30 a.m. to 7:30 p.m. Monday through Friday, and 8:30 a.m. to 4:30 p.m. on Saturday. The base fare for a one-way trip on fixed route buses is \$1.00 for adults, ages 19-59. Youth, (5-18), seniors (60+), and individuals with disabilities pay a \$0.50 discounted fare. One-way JAC Assist fares are \$2.00 for those seniors and individuals with disabilities who qualify to use the service. Personal care attendants assisting JAC Assist passengers may ride at no extra charge. While the Carson City RTC is the primary provider of public transportation service within Carson City, other public transportation services are available to lesser extent. The Regional Transportation Commission of Washoe County, the Tahoe Transportation District, Amador Stage Lines, and Silverado Stages each operate an express intercity commuter bus service with limited stops in Carson City. Additionally, the Rural Senior Volunteer Program (RSVP) provides free rides to the low income elderly for whom no other appropriate transportation is available, including service to rural areas where no other options may be available.

### **3. Provide a detailed description of your organization. Provide information regarding how your organization came to be. Include the future vision for the organization.**

In 2002, the Carson City urbanized area received the designation of metropolitan planning organization. As a result, the newly created Carson Area Metropolitan Planning Organization became eligible to receive additional transportation-related funding. In 2005, the existing transportation service, the Carson City Community Transportation system, was expanded as a fixed route bus service; the demand response service was also adjusted in order to act as a complementary paratransit service. Together, these services form the JAC transit system. In 2014, JAC's first service expansion was implemented, which included an additional hour of fixed route service during weekday evenings, as well as a specialty service geared toward college students taking night courses. The paratransit service was also expanded to mirror these changes in operating hours.

### **4. Describe any (proposed or currently in use) connectivity/coordination efforts with surrounding area transit providers.**

The Carson City RTC currently coordinates, to varying extent, with all of the other public transportation providers in Carson City mentioned above. The Carson City RTC works with the RTC of Washoe County to provide for the intercity bus service--funding for the service is provided by each entity based on the proportion of service provided within the respective entity's jurisdiction. Additionally, the intercity buses share the transfer plaza with the JAC fixed route buses in order to create more seamless transfers for passengers. The Carson City RTC also works with the Tahoe Transportation District (which operates the BlueGo bus service) to create better connections between Carson City, Lake Tahoe, and Minden/Gardnerville. In addition to sharing the transfer plaza with BlueGo buses, JAC also shares other facilities with BlueGo including bus stops and bus shelters. These shared facilities (including signs and benches) are installed and maintained by Carson City. Finally, the Carson City RTC coordinates, wherever possible, with the RSVP Transportation Program. Each entity works continuously to facilitate the provision of transportation services to those in need. More specifically, the Carson City RTC works with RSVP to identify and solve shortfalls of public transportation within Carson City.

The following information is required by the Federal Transit Administration. The economic/racial/ethnic composition of your governing body will not be considered as a factor in awarding this grant.

Our governing body (board of director, city council, etc.) is made up predominantly of minority and/or low income individuals.

Yes  No

**SERVICE**

- |                         |   |  |
|-------------------------|---|--|
| <b>Clientele Served</b> | <input checked="" type="checkbox"/> Elderly (60+ years old)   | <input checked="" type="checkbox"/> General Public (18-59 years old) |
|                         | <input checked="" type="checkbox"/> Persons with disabilities | <input checked="" type="checkbox"/> Children (under age 5)           |
|                         | <input checked="" type="checkbox"/> Low Income/Welfare        | <input checked="" type="checkbox"/> Children (5-7 years old)         |
|                         | <input checked="" type="checkbox"/> Minorities                | <input checked="" type="checkbox"/> Children (8-17 years old)        |
|                         | <input checked="" type="checkbox"/> Commuters                 |  |

**Location (check all that apply)**

- Non-Urban Area (Rural under 50,000 population)
- Small Urban Area (50,000 - 200,000 population)
- Douglas County
- Lyon County
- Carson City

**Areas Served**

- Carson City \_\_\_\_\_
- Northern Douglas County \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

**DESCRIPTION OF VEHICLE(S)/BUS(ES) REQUESTED\***

Quantity	VEHICLE DESCRIPTION (including size, capacity, wheelchair positions, etc.)	Estimated Cost
<b>TOTAL QUANTITY</b>	<b>0</b>	<b>TOTAL ESTIMATED COST \$0.00</b>

\*CAMPO staff will procure requested vehicle(s). Actual price will be based on bids received

Agency Name **Carson City RTC** Vehicle Inventory - FFY 2016

Vehicle Identification Number	License #	Condition Poor/Good/ Excellent	Year & Vehicle Mode (BU=Bus, CU=Cutaway, VN=Van, MV=Minivan)	Vehicle Length	Seating Capacity	ADA Accessible Vehicle Yes/No ; # of ADA Seats	Mileage	Funding Source*	Vehicle to be Replaced Yes/No	Lein-holder- see title
1GBDV13157D176563	EX54263	GOOD	2007 MV	17'	8	YES	50,749	FTA	NO	NONE
1FD4E45P08DB59410	EX58366	GOOD	2009 CU	24'	21/15+2	YES	107,696	FTA	NO	NONE
1FD4E45P78DB59498	EX58365	GOOD	2009 CU	24'	21/15+2	YES	101,148	FTA	NO	NONE
1GBJ5C1919F403214	EX59736	GOOD	2009 BU	34'	32/24+2	YES	200,238	FTA	NO	NONE
1GBJ5C19X9F403292	EX59737	GOOD	2009 BU	34'	32/24+2	YES	189,780	FTA	NO	NONE
1GBJ5C1979F403525	EX59733	GOOD	2009 BU	34'	32/24+2	YES	160,186	FTA	NO	NONE
1GBJ5C1939F403070	EX59734	GOOD	2009 BU	34'	32/24+2	YES	189,434	FTA	NO	NONE
1GBJ5V1919F412619	EX59765	GOOD	2010 BU	34'	32/24+2	YES	173,364	FTA	NO	NONE
5WEASSKN9CJ586552	EX61631	GOOD	2011 BU	35'	32/21+3	YES	100,551	FTA	NO	NONE
1GB3G3BG1C1197428	EX62237	GOOD	2012 CU	21'	8+1/4+3	YES	46,484	FTA	NO	NONE
1GB3G3BG9C1195992	EX62249	GOOD	2012 CU	21'	8+1/4+3	YES	62,387	FTA	NO	NONE
1GB3G3BG7C1196882	EX62200	GOOD	2012 CU	21'	8+1/4+3	YES	59,344	FTA	NO	NONE
5WEASSKN8EH766597	EX63595	GOOD	2013 BU	35'	32/21+3	YES	61,943	FTA	NO	NONE
1GB6G5BGXF1130341	EX66603	EXC	2015 CU	23'	17/13+2	YES	13,071	FTA	NO	NONE
1GB6G5BG4F1130139	EX66602	EXC	2015 CU	23'	17/13+2	YES	15,130	FTA	NO	NONE

\*Funding Source - Please provide the largest funding source used to purchase the vehicle. Please be specific. (i.e. FTA, other federal funds, private or other--describe).

## FTA BUDGET (1 of 2) ALL APPLICANTS 5310 or 5339

<b><u>CAPITALIZED OPERATING EXPENSES 5310</u></b>	
Contract Operator Expenses	\$ 133,699
(Defined as acquisition of transportation services under a contract, lease, or other arrangement)	
<b>(A) TOTAL CAPITAL EXPENSES</b> \$ 133,699	

<b><u>OPERATING EXPENSES 5310</u></b>	
Operator Expenses	\$
(Defined as the incremental cost of providing same day service or door-to-door service)	
Fuel/Oil Fluids	\$
Driver/Dispatcher Salaries	\$
Other (Specify)	\$
<b>(B) TOTAL OPERATING EXPENSES</b> \$	

<b><u>CAPITAL PURCHASES (5339 or 5310)</u></b>	
Buses/Van/Paratransit Vehicle	\$
Radios/Comm Equipment	\$
Bus Facilities (Shelters, Signs)	\$
Vehicle Overhaul/Rehab/etc.	\$
Other (Specify)	\$
<b>(C) TOTAL CAPITAL PURCHASES</b> \$	

<b><u>REVENUE</u></b>	
(MUST INCLUDE PROJECTED FAREBOX REVENUE)	
Source	Dollar Amount
\$ _____	\$ _____
\$ _____	\$ _____
\$ _____	\$ _____
<b>(D) TOTAL REVENUE</b> \$	

<b><u>MATCH</u></b>	
Source	Dollar Amount
\$ Carson City Transit Fund	\$ 26,743
\$ _____	\$ _____
\$ _____	\$ _____
\$ _____	\$ _____
<b>(E) TOTAL MATCH</b> \$	

### 5310 Enhanced Mobility for Seniors & Individuals with Disabilities

This program provides funds to 1) serve the special needs of transit-dependent populations beyond traditional public transportation service, where public transportation is insufficient, inappropriate, or unavailable; 2) projects that exceed the requirements of the Americans with Disabilities Act (ADA); 3) projects that improve access to fixed route service and decreased reliance on complementary paratransit; and 4) project that are alternatives to public transportation.

### 5339 Bus and Bus Facilities

This program provides funding to replace, rehabilitate, and purchase buses and related equipment as well as construct bus-related facilities. This includes the acquisition of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transport centers, intermodal terminals, park-and-ride stations, passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, fare boxes, computers, and shop and garage equipment.

**5310 / 5339 BUDGET (2 of 2)**

TOTAL CAPITALIZED OPERATING EXPENSES	<u>133,699</u>	(A) On Budget Page 1 of 2
TOTAL FAREBOX REVENUE		(D) On Budget Page 1 of 2
NET OPERATING EXPENSES	<u>133,699</u>	Total expenses minus total revenue
FTA CAPITALIZED OPERATING AMOUNT	<u>106,956</u>	80% of net expenses
SUB-RECIPIENT CAPITALIZED OPERATING MATCH	<u>26,743</u>	20% of net expenses

TOTAL OPERATING EXPENSES		(B) On Budget Page 1 of 2
TOTAL FAREBOX REVENUE		(D) On Budget Page 1 of 2
NET OPERATING EXPENSES		Total expenses minus total revenue
FTA OPERATING AMOUNT		50% of net expenses
SUB-RECIPIENT OPERATING AMOUNT		50% of net expenses

TOTAL CAPITAL PURCHASES		(C) On Budget Page 1 of 2
FTA OPERATING AMOUNT		80% of total
SUB-RECIPIENT OPERATING AMOUNT		20% of total

**PLEASE LIST FUNDING BELOW IN WHOLE DOLLARS**

<b>TOTAL FTA FUNDS REQUESTED</b>	<b>\$106,956</b>	(FTA CAPITALIZED OPERATING, OPERATING, & CAPITAL PURCHASES FROM ABOVE)
<b>SUBRECIPIENT MATCH</b>	<b>\$26,743</b>	(SUBRECIPIENT CAPITALIZED OPERATING, OPERATING, & CAPITAL PURCHASES FROM ABOVE)

AUTHORIZING RESOLUTION  
2016-RTC-R-1

APPLICANT: **CARSON CITY REGIONAL TRANSPORTATION COMMISSION**

AUTHORIZED REPRESENTATIVE: **BRAD BONKOWSKI**

Resolution authorizing the filing of an application for a Federal Transit Administration / Carson Area Metropolitan Planning Organization grant under 49 USC Chapter 53.

WHEREAS, the U S Department of Transportation (USDOT) is authorized to make grants to metropolitan planning organizations through the Federal Transit Administration (FTA) to support transportation projects under 49 USC Chapter 53; and

WHEREAS, the Carson Area Metropolitan Planning Organization (CAMPO) has been designated to administer certain transportation projects under 49 USC Chapter 53; and

WHEREAS, the contract for financial assistance will impose certain obligations upon the APPLICANT, including provisions of the local share of project costs;

NOW, THEREFORE, BE IT RESOLVED BY THE APPLICANT:

That the above named representative is authorized to execute and file an application with CAMPO on behalf of our agency to aid in the financing of capital, and / or operating costs pursuant to 49 USC Chapter 53; and

That the above named representative is authorized to furnish such additional information as CAMPO may require in connection with the application or the project.

The undersigned certifies that the foregoing is a true and correct statement.

Upon motion by Commissioner Robert Crowell, seconded by Commissioner Mark Kimbrough, the foregoing Resolution was passed and adopted this 13<sup>th</sup> day of July, 2016, by the following vote:

AYES:            Commissioner Robert Crowell  
                    Commissioner Mark Kimbrough  
                    Vice Chair Jim Smolenski  
                    Chairperson Brad Bonkowski

NAYS:            None.

ABSENT:        Commissioner Jack Zenteno

  
\_\_\_\_\_  
BRAD BONKOWSKI, RTC Chair

  
\_\_\_\_\_  
SUSAN MERRIWETHER, Clerk - Recorder

## REFERENCES:

Carson Area Metropolitan Planning Organization (CAMPO) FTA grant application packet

[www.carson.org](http://www.carson.org) Government → Departments G-Z → Public Works → CAMPO → Documents → Apply for Grant Funding

Federal Fiscal 2016 Certifications and Assurances

<https://www.transit.dot.gov/funding/grantee-resources/certifications-and-assurances/certifications-assurances>

Fixing America's Surface Transportation (FAST) Act

<https://www.transit.dot.gov/FAST>

United States Department of Transportation (USDOT)

[www.dot.gov](http://www.dot.gov)

Federal Transit Administration (FTA)

[www.fta.dot.gov](http://www.fta.dot.gov)

Title 49 USC Chapter 53 Grant Programs

<https://www.transit.dot.gov/grants>

Best Practices Procurement Manual

<https://www.transit.dot.gov/funding/procurement/best-practices-procurement-manual>

OMB "Super Circular" or 2 C.F.R. 200

<https://www.federalregister.gov/articles/2013/12/26/2013-30465/uniform-administrative-requirements-cost-principles-and-audit-requirements-for-federal-awards>

Americans with Disabilities Act (ADA)

[www.fta.dot.gov/civil\\_rights.html](http://www.fta.dot.gov/civil_rights.html)

Drug and Alcohol Regulations

<https://www.federalregister.gov/articles/2001/08/09/01-19234/prevention-of-alcohol-misuse-and-prohibited-drug-use-in-transit-operations>

United States of American Department of Transportation FTA Master Agreement

<https://www.transit.dot.gov/funding/grantee-resources/sample-fta-agreements/fta-master-agreement-fta-ma21-october-1-2014>

Data Universal Numbering System (DUNS) information

<http://www.dnb.com/get-a-duns-number.html>

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

### PREFACE

*Except as the Federal Transit Administration (FTA or We) determines otherwise in writing, before FTA may award federal assistance for public transportation in the form of a federal grant, cooperative agreement, loan, line of credit, or loan guarantee, certain pre-award Certifications and Assurances are required. The Applicant must authorize a representative (Authorized Representative) to select and sign its Certifications and Assurances and bind the Applicant's compliance. You, as your Applicant's Authorized Representative, must select and sign all Certifications and Assurances that your Applicant must provide to support each application it submits to FTA for federal assistance during federal fiscal year (FY) 2016.*

*We request that you read each Certification and Assurance and select those that will apply to any application for which your Applicant might seek federal assistance from FTA during FY 2016. As provided by federal laws, regulations, and requirements, only if you select adequate Certifications and Assurances on your Applicant's behalf may FTA award federal assistance.*

*We have consolidated our Certifications and Assurances into twenty-three (23) Categories. At a minimum, you must select the Assurances in Category 01. If your Applicant requests more than \$100,000 in federal assistance, you must select the "Lobbying" Certification in Category 02, except if your Applicant is an Indian tribe, Indian organization, or an Indian tribal organization. Depending on the nature of your Applicant and the Award it seeks, you may also need to select one or more Certifications and Assurances in Categories 03 through 23. Instead of selecting individual Categories of Certifications and Assurances, however, you may make a single selection that will encompass all twenty-three (23) Categories of Certifications and Assurances that apply to our various programs.*

*FTA, your Applicant, and you, as your Applicant's Authorized Representative, understand and agree that not every provision of these twenty-three (23) Categories of Certifications and Assurances will apply to every Applicant or every Award or Project included in an Award, even if you make a single selection encompassing all twenty-three (23) Categories. Nor will every provision of each Certification or Assurance within a single Category apply if that provision does not apply to your Applicant or the Award it seeks. The type of Applicant and its application will determine which Certifications and Assurances apply.*

*Your Applicant is ultimately responsible for compliance with the Certifications and Assurances selected that apply to its Award, itself, any Subrecipient, or any other Third Party Participant in its Award, except as FTA determines otherwise in writing. For this reason, we strongly encourage your Applicant to take appropriate measures, including,*

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

*but not limited to, obtaining sufficient documentation from each Subrecipient and any other Third Party Participant as necessary to assure your Applicant's compliance with the applicable Certifications and Assurances selected on its behalf.*

*Except as FTA determines otherwise in writing, if your Applicant is a team, consortium, joint venture, or partnership, it understands and agrees that you must identify the activities that each member will perform and the extent to which each member will be responsible for compliance with the Certifications and Assurances selected on its behalf. You also must identify each member's role in the Award, whether as a Recipient, Subrecipient, Third Party Contractor, or other Third Party Participant.*

*It is important that your Applicant and you also understand that these Certifications and Assurances are pre-award requirements, generally imposed by federal law or regulation, and do not include all federal requirements that may apply to it or its Award. We expect you to submit your Applicant's FY 2016 Certifications and Assurances and its applications for federal assistance in FTA's electronic award and management system, currently the Transit Award Management System (TrAMS). You must be registered in TrAMS to submit to FTA your Applicant's FY 2016 Certifications and Assurances. TrAMS contains fields for selecting among the twenty-three (23) Categories of Certifications and Assurances and a designated field for selecting all twenty-three (23) Categories of Certifications and Assurances. If FTA agrees that you are unable to submit your Applicant's FY 2016 Certifications and Assurances electronically, you must submit the Signature Pages at the end of this document, as FTA directs, marked to show the Categories of Certifications and Assurances that you are submitting.*

*Be aware that these Certifications and Assurances have been prepared in light of:*

- *The Fixing America's Surface Transportation (FAST) Act, Public Law No. 114-94, December 4, 2015,*
- *The Moving Ahead for Progress in the 21st Century Act (MAP-21), Public Law No. 112-141, July 6, 2012, as amended by the Surface Transportation and Veterans Health Care Choice Improvement Act of 2015, Public Law No. 114-41, July 31, 2015 and other authorizing legislation to be enacted,*
- *FTA's authorizing legislation in effect in FY 2012 or a previous fiscal year, except as superseded by the FAST Act cross-cutting requirements that apply, and*
- *Appropriations Acts or Continuing Resolutions funding the U.S. Department of Transportation during Fiscal Year 2016.*

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

### CATEGORY 01. REQUIRED CERTIFICATIONS AND ASSURANCES FOR EACH APPLICANT.

*Before FTA may provide federal assistance for your Applicant's Award, you must select the Certifications and Assurances in Category 01 in addition to any other Certifications and Assurances that you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications and Assurances in Category 01 that does not apply will not be enforced.*

#### **01.A. Certification and Assurance of Authority of the Applicant and Its Authorized Representative.**

You certify and affirm that in signing these Certifications, Assurances, and Agreements, both you, as your Applicant's Authorized Representative, and your Applicant's attorney who is authorized to represent your Applicant in legal matters, may undertake the following activities on your Applicant's behalf, in compliance with applicable state, local, or Indian tribal laws, regulations, and requirements and its by-laws or internal rules:

1. Execute and file its application for federal assistance,
2. Execute and file its Certifications, Assurances, Charter Service Agreement, and School Bus Agreement, as applicable, binding its compliance,
3. Execute its Grant Agreement, Cooperative Agreement, Loan, Loan Guarantee, or Line of Credit, for which the Applicant is seeking federal assistance from FTA,
4. Comply with applicable federal laws, regulations, and requirements, and
5. Follow applicable federal guidance.

#### **01.B. Standard Assurances.**

On behalf of your Applicant, you assure that it understands and agrees to the following:

1. It will comply with all applicable federal laws, regulations, and requirements in implementing its Award.
2. It is under a continuing obligation to comply with the terms and conditions of its Grant Agreement or Cooperative Agreement with FTA for each Award, including the FTA Master Agreement and other documents incorporated by reference and made part of its Grant Agreement or Cooperative Agreement, or latest amendment thereto.
3. It recognizes that federal laws, regulations, and requirements may be amended from time to time and those amendments may affect the implementation of its Award.
4. It understands that Presidential executive orders and federal guidance, including federal policies and program guidance, may be issued concerning matters affecting it or its Award.

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

5. It agrees that the most recent federal laws, regulations, requirements, and guidance will apply to its Award, except as FTA determines otherwise in writing.
6. Except as FTA determines otherwise in writing, it agrees that requirements for FTA programs may vary depending on the fiscal year for which the federal assistance for those programs was appropriated or made available.

### **01.C. Intergovernmental Review Assurance.**

*(This assurance in this Category 01.C does not apply to an Indian tribe, an Indian organization, or an Indian tribal organization that applies for federal assistance made available under 49 U.S.C. § 5311(c)(1), which authorizes FTA's Tribal Transit Programs.)*

As required by U.S. Department of Transportation (U.S. DOT) regulations, "Intergovernmental Review of Department of Transportation Programs and Activities," 49 CFR part 17, on behalf of your Applicant, you assure that it has submitted or will submit each application for federal assistance to the appropriate state and local agencies for intergovernmental review.

### **01.D. Nondiscrimination Assurance.**

On behalf of your Applicant, you assure that:

1. It will comply with the following laws, regulations, and requirements so that no person in the United States will be denied the benefits of, or otherwise be subjected to discrimination in, any U.S. DOT or FTA assisted program or activity (particularly in the level and quality of transportation services and transportation-related benefits) on the basis of race, color, national origin, religion, sex, disability, or age including:
  - a. Federal transit laws, specifically 49 U.S.C. § 5332 (prohibiting discrimination on the basis of race, color, religion, national origin, sex (including gender identity), disability, age, employment, or business opportunity),
  - b. Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000d,
  - c. The Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, *et seq.*,
  - d. The Americans with Disabilities Act of 1990, as amended, 42 U.S.C. § 12101 *et seq.*,
  - e. U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964," 49 CFR part 21,
  - f. U.S. DOT regulations, specifically 49 CFR parts 27, 37, 38, and 39, and
  - g. Any other applicable federal statutes that may be signed into law, federal regulations that may be issued, or federal requirements that may be imposed.
2. It will comply with federal guidance implementing federal nondiscrimination laws, regulations, or requirements, except as FTA determines otherwise in writing.

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3. As required by 49 CFR § 21.7:
  - a. It will comply with 49 U.S.C. § 5332, 42 U.S.C. § 2000d, and 49 CFR part 21 in the manner that:
    - (1) It implements its Award,
    - (2) It undertakes property acquisitions, and
    - (3) It operates all parts of its facilities, as well as its facilities operated in connection with its Award.
  - b. This assurance applies to its Award and to all parts of its facilities, as well as its facilities used to implement its Award.
  - c. It will promptly take the necessary actions to carry out this assurance, including the following:
    - (1) Notifying the public that discrimination complaints about transportation-related services or benefits may be filed with U.S. DOT or FTA, and
    - (2) Submitting information about its compliance with these provisions to U.S. DOT or FTA upon their request.
  - d. If it transfers U.S. DOT or FTA assisted real property, structures, or improvements to another party, any deeds and instruments recording that transfer will contain a covenant running with the land assuring nondiscrimination:
    - (1) While the property is used for the purpose that the federal assistance is extended, or
    - (2) While the property is used for another purpose involving the provision of similar services or benefits.
  - e. The United States has a right to seek judicial enforcement of any matter arising under:
    - (1) Title VI of the Civil Rights Act, 42 U.S.C. § 2000d,
    - (2) U.S. DOT regulations, 49 CFR part 21, or
    - (3) This assurance.
  - f. It will make any changes in its Title VI implementing procedures, as U.S. DOT or FTA may request, to comply with:
    - (1) Title VI of the Civil Rights Act, 42 U.S.C. § 2000d,
    - (2) U.S. DOT regulations, 49 CFR part 21, and
    - (3) Federal transit law, 49 U.S.C. § 5332.
  - g. It will comply with applicable federal guidance issued to implement federal nondiscrimination requirements, except as FTA determines otherwise in writing.
  - h. It will extend the requirements of 49 U.S.C. § 5332, 42 U.S.C. § 2000d, and 49 CFR part 21 to each Third Party Participant, including any:
    - (1) Subrecipient,
    - (2) Transferee,
    - (3) Third Party Contractor or Subcontractor at any tier,
    - (4) Successor in Interest,
    - (5) Lessee, or

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- (6) Other Participant in its Award, except FTA and the Applicant (and later, the Recipient).
- i. It will include adequate provisions to extend the requirements of 49 U.S.C. § 5332, 42 U.S.C. § 2000d, and 49 CFR part 21 to each third party agreement, including each:
  - (1) Subagreement at any tier,
  - (2) Property transfer agreement,
  - (3) Third party contract or subcontract at any tier,
  - (4) Lease, or
  - (5) Participation agreement.
- j. The assurances you have made on your Applicant's behalf remain in effect as long as FTA determines appropriate, including, for example, as long as:
  - (1) Federal assistance is provided for its Award,
  - (2) Its property acquired or improved with federal assistance is used for a purpose for which the federal assistance is extended, or for a purpose involving similar services or benefits,
  - (3) It retains ownership or possession of its property acquired or improved with federal assistance provided for its Award, or
  - (4) FTA may otherwise determine in writing.
- 4. As required by U.S. DOT regulations, "Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance," 49 CFR part 27, specifically 49 CFR § 27.9, and consistent with 49 U.S.C. § 5332, you assure that:
  - a. It will comply with the following prohibitions against discrimination on the basis of disability listed below in subsection 4.b of this Category 01.D Assurance, of which compliance is a condition of approval or extension of any FTA assistance awarded to:
    - (1) Construct any facility,
    - (2) Obtain any rolling stock or other equipment,
    - (3) Undertake studies,
    - (4) Conduct research, or
    - (5) Participate in any benefit or obtain any benefit from any FTA administered program.
  - b. In any program or activity receiving or benefiting from federal assistance that U.S. DOT administers, no qualified individual with a disability will, because of his or her disability, be:
    - (1) Excluded from participation,
    - (2) Denied benefits, or
    - (3) Otherwise subjected to discrimination.

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### 01.E. Suspension and Debarment Certification.

On behalf of your Applicant, you certify that:

1. It will comply and facilitate compliance with U.S. DOT regulations, “Nonprocurement Suspension and Debarment,” 2 CFR part 1200, which adopts and supplements the U.S. Office of Management and Budget (U.S. OMB) “Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement),” 2 CFR part 180.
2. To the best of its knowledge and belief, that its Principals and Subrecipients at the first tier:
  - a. Are eligible to participate in covered transactions of any federal department or agency and are not presently:
    - (1) Debarred,
    - (2) Suspended,
    - (3) Proposed for debarment,
    - (4) Declared ineligible,
    - (5) Voluntarily excluded, or
    - (6) Disqualified.
  - b. Within a three-year period preceding its latest application or proposal, its management has not been convicted of or had a civil judgment rendered against any of them for:
    - (1) Commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction, or contract under a public transaction,
    - (2) Violation of any federal or state antitrust statute, or
    - (3) Commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making any false statement, or receiving stolen property.
  - c. It is not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state, or local) with commission of any of the offenses listed in the preceding subsection 2.b of this Certification.
  - d. It has not had one or more public transactions (federal, state, or local) terminated for cause or default within a three-year period preceding this Certification.
  - e. If, at a later time, it receives any information that contradicts the preceding statements of subsections 2.a – 2.d of this Category 01.E Certification, it will promptly provide that information to FTA.
  - f. It will treat each lower tier contract or subcontract under its Award as a covered lower tier contract for purposes of 2 CFR part 1200 and 2 CFR part 180 if it:
    - (1) Equals or exceeds \$25,000,
    - (2) Is for audit services, or
    - (3) Requires the consent of a federal official.

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- g. It will require that each covered lower tier contractor and subcontractor:
  - (1) Comply and facilitate compliance with the federal requirements of 2 CFR parts 180 and 1200, and
  - (2) Assure that each lower tier participant in its Award is not presently declared by any federal department or agency to be:
    - (a) Debarred from participation in any federally assisted Award,
    - (b) Suspended from participation in any federally assisted Award,
    - (c) Proposed for debarment from participation in any federally assisted Award,
    - (d) Declared ineligible to participate in any federally assisted Award,
    - (e) Voluntarily excluded from participation in any federally assisted Award, or
    - (f) Disqualified from participation in any federally assisted Award.
- 5. It will provide a written explanation if it or any of its principals, including any of its first tier Subrecipients or its Third Party Participants at a lower tier, is unable to certify compliance with the preceding statements in this Category 01.E Certification.

### **01.F. U.S. OMB Assurances in SF-424B and SF-424D.**

*The assurances in this Category 01.F are consistent with the U.S. OMB assurances required in the U.S. OMB SF-424B and SF-424D, and updated as necessary to reflect changes in federal laws, regulations, and requirements.*

- 1. *Administrative Activities.* On behalf of your Applicant, you assure that:
  - a. For any application it submits for federal assistance, it has adequate resources to plan, manage, and complete properly the tasks to implement its Award, including:
    - (1) The legal authority to apply for federal assistance,
    - (2) The institutional capability,
    - (3) The managerial capability, and
    - (4) The financial capability (including funds sufficient to pay the non-federal share of the cost of incurred under its Award).
  - b. As required, it will give access and the right to examine materials related to its Award to the following entities or individuals, including, but not limited to:
    - (1) FTA,
    - (2) The Comptroller General of the United States, and
    - (3) The State, through an appropriate authorized representative.
  - c. It will establish a proper accounting system in accordance with generally accepted accounting standards or FTA guidance.
  - d. It will establish safeguards to prohibit employees from using their positions for a purpose that results in:
    - (1) A personal or organizational conflict of interest or personal gain, or

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

- (2) An appearance of a personal or organizational conflict of interest or personal gain.
2. *Specifics of the Award.* On behalf of your Applicant, you assure that:
  - a. It will begin and complete work within the period of performance that applies following receipt of an FTA Award.
  - b. For FTA assisted construction Awards:
    - (1) It will comply with FTA provisions concerning the drafting, review, and approval of construction plans and specifications,
    - (2) It will provide and maintain competent and adequate engineering supervision at the construction site to assure that the completed work conforms to the approved plans and specifications,
    - (3) It will include a covenant to assure nondiscrimination during the useful life of the real property financed under its Award in its title to that real property,
    - (4) To the extent FTA requires, it will record the federal interest in the title to FTA assisted real property or interests in real property, and
    - (5) It will not alter the site of the FTA assisted construction or facilities without permission or instructions from FTA by:
      - (a) Disposing of the underlying real property or other interest in the site and facilities,
      - (b) Modifying the use of the underlying real property or other interest in the site and facilities, or
      - (c) Changing the terms of the underlying real property title or other interest in the site and facilities.
  - c. It will furnish progress reports and other information as FTA or the state may require.
3. *Statutory and Regulatory requirements.* On behalf of your Applicant, you assure that:
  - a. It will comply with all federal laws, regulations, and requirements relating to nondiscrimination that apply, including, but not limited to:
    - (1) The prohibitions against discrimination on the basis of race, color, or national origin, as provided in Title VI of the Civil Rights Act, 42 U.S.C. § 2000d.
    - (2) The prohibitions against discrimination on the basis of sex, as provided in:
      - (a) Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. §§ 1681 – 1683, and 1685 – 1687, and
      - (b) U.S. DOT regulations, “Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance,” 49 CFR part 25.
    - (3) The prohibitions against discrimination on the basis of age in federally assisted programs, as provided in the Age Discrimination Act of 1975, as amended, 42 U.S.C. §§ 6101 – 6107.
    - (4) The prohibitions against discrimination on the basis of disability in federally assisted programs, as provided in section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794.

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- (5) The prohibitions against discrimination on the basis of disability, as provided in the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. § 12101 *et seq.*
  - (6) The prohibitions against discrimination in the sale, rental, or financing of housing, as provided in Title VIII of the Civil Rights Act, 42 U.S.C. § 3601 *et seq.*
  - (7) The prohibitions against discrimination on the basis of drug abuse, as provided in the Drug Abuse Office and Treatment Act of 1972, as amended, 21 U.S.C. § 1101 *et seq.*
  - (8) The prohibitions against discrimination on the basis of alcohol abuse, as provided in the Comprehensive Alcohol Abuse and Alcoholism Prevention Act of 1970, as amended, 42 U.S.C. § 4541 *et seq.*
  - (9) The confidentiality requirements for records of alcohol and drug abuse patients, as provided in the Public Health Service Act, as amended, 42 U.S.C. § 290dd – 290dd-2.
  - (10) The nondiscrimination provisions of any other statute(s) that may apply to its Award.
- b. As provided by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Relocation Act), 42 U.S.C. § 4601 *et seq.*, and 49 U.S.C. § 5323(b), regardless of whether federal assistance has been provided for any real property acquired or improved for purposes of its Award:
- (1) It will provide for fair and equitable treatment of any displaced persons or any persons whose property is acquired or improved as a result of federally assisted programs.
  - (2) It has the necessary legal authority under state and local laws, regulations, and requirements to comply with:
    - (a) The Uniform Relocation Act. 42 U.S.C. § 4601 *et seq.*, as specified by 42 U.S.C. §§ 4630 and 4655, and
    - (b) U.S. DOT regulations, “Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs,” 49 CFR part 24, specifically 49 CFR § 24.4.
  - (3) It has complied with or will comply with the Uniform Relocation Act and implementing U.S. DOT regulations because:
    - (a) It will adequately inform each affected person of the benefits, policies, and procedures provided for in 49 CFR part 24.
    - (b) As provided by 42 U.S.C. §§ 4622, 4623, and 4624, and 49 CFR part 24, if its Award results in displacement, it will provide fair and reasonable relocation payments and assistance to:
      - 1 Displaced families or individuals, and
      - 2 Displaced corporations, associations, or partnerships.

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- (c) As provided by 42 U.S.C. § 4625 and 49 CFR part 24, it will provide relocation assistance programs offering the services described in the U.S. DOT regulations to such:
    - 1 Displaced families and individuals, and
    - 2 Displaced corporations, associations, or partnerships.
  - (d) As provided by 42 U.S.C. § 4625(c)(3), within a reasonable time before displacement, it will make available comparable replacement dwellings to families and individuals.
  - (e) It will:
    - 1 Carry out the relocation process to provide displaced persons with uniform and consistent services, and
    - 2 Make available replacement housing in the same range of choices with respect to such housing to all displaced persons regardless of race, color, religion, or national origin.
  - (f) It will be guided by the real property acquisition policies of 42 U.S.C. §§ 4651 and 4652.
  - (g) It will pay or reimburse property owners for their necessary expenses as specified in 42 U.S.C. §§ 4653 and 4654, understanding that FTA will provide federal assistance for its eligible costs of providing payments for those expenses, as required by 42 U.S.C. § 4631.
  - (h) It will execute the necessary implementing amendments to FTA assisted third party contracts and subagreements.
  - (i) It will execute, furnish, and be bound by such additional documents as FTA may determine necessary to effectuate or implement these assurances.
  - (j) It will incorporate these assurances by reference into and make them a part of any third party contract or subagreement, or any amendments thereto, related to its Award that involves relocation or land acquisition.
  - (k) It will provide in any affected document that these relocation and land acquisition provisions must supersede any conflicting provisions.
- c. It will comply with the Lead-Based Paint Poisoning Prevention Act, specifically 42 U.S.C. § 4831(b), which prohibits the use of lead-based paint in the construction or rehabilitation of residence structures.
  - d. It will, to the extent applicable, comply with the protections for human subjects involved in research, development, and related activities supported by federal assistance of:
    - (1) The National Research Act, as amended, 42 U.S.C. § 289 *et seq.*, and
    - (2) U.S. DOT regulations, “Protection of Human Subjects,” 49 CFR part 11.
  - e. It will, to the extent applicable, comply with the labor standards and protections for federally assisted Awards of:
    - (1) The Davis-Bacon Act, as amended, 40 U.S.C. §§ 3141 – 3144, 3146, and 3147,

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- (2) Sections 1 and 2 of the Copeland “Anti-Kickback” Act, as amended, 18 U.S.C. § 874, and 40 U.S.C. § 3145, respectively, and
  - (3) The Contract Work Hours and Safety Standards Act, as amended, 40 U.S.C. § 3701 *et seq.*
- f. It will comply with any applicable environmental standards prescribed to implement federal laws and executive orders, including, but not limited to:
- (1) Complying with the institution of environmental quality control measures under the National Environmental Policy Act of 1969, as amended, 42 U.S.C. §§ 4321 – 4335 and following Executive Order No. 11514, as amended, 42 U.S.C. § 4321 note.
  - (2) Following the notification of violating facilities provisions of Executive Order No. 11738, 42 U.S.C. § 7606 note.
  - (3) Following the protection of wetlands provisions of Executive Order No. 11990, 42 U.S.C. § 4321 note.
  - (4) Following the evaluation of flood hazards in the floodplains provisions of Executive Order No. 11988, May 24, 1977, 42 U.S.C. § 4321 note, and Executive Order No. 13690 “Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input, January 30, 2015.
  - (5) Complying with the assurance of consistency with the approved state management program developed pursuant to the Coastal Zone Management Act of 1972, as amended, 16 U.S.C. §§ 1451 – 1465.
  - (6) Complying with the Conformity of Federal Actions to State (Clean Air) Implementation Plans requirements under section 176(c) of the Clean Air Act of 1970, as amended, 42 U.S.C. §§ 7401 – 7671q.
  - (7) Complying with protections for underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended, 42 U.S.C. § 300f – 300j-6.
  - (8) Complying with the protections for endangered species under the Endangered Species Act of 1973, as amended, 16 U.S.C. §§ 1531 – 1544.
  - (9) Complying with the environmental protections for federal transportation programs, including, but not limited to, protections for parks, recreation areas, or wildlife or waterfowl refuges of national, state, or local significance or any land from a historic site of national, state, or local significance to be used in a transportation Award, as required by 49 U.S.C. § 303 (also known as “Section 4f”).
  - (10) Complying with the protections for national wild and scenic rivers systems, as required under the Wild and Scenic Rivers Act of 1968, as amended, 16 U.S.C. §§ 1271 – 1287.
  - (11) Complying with and facilitating compliance with:
    - (a) Section 106 of the National Historic Preservation Act of 1966, as amended, 54 U.S.C. § 300108,

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- (b) The Archaeological and Historic Preservation Act of 1974, as amended, 54 U.S.C. § 312501 *et seq.*, and
  - (c) Executive Order No. 11593 (identification and protection of historic properties), 54 U.S.C. § 300101.
- g. To the extent applicable, it will comply with the following federal requirements for the care, handling, and treatment of warm-blooded animals held or used for research, teaching, or other activities supported with federal assistance:
  - (1) The Animal Welfare Act, as amended, 7 U.S.C. § 2131 *et seq.*, and
  - (2) U.S. Department of Agriculture regulations, “Animal Welfare,” 9 CFR subchapter A, parts 1, 2, 3, and 4.
- h. To the extent applicable, it will obtain a certificate of compliance with the seismic design and construction requirements of U.S. DOT regulations, “Seismic Safety,” 49 CFR part 41, specifically 49 CFR § 41.117(d), before accepting delivery of any FTA assisted buildings.
- i. It will comply with and assure that each of its Subrecipients located in special flood hazard areas will comply with section 102(a) of the Flood Disaster Protection Act of 1973, as amended, 42 U.S.C. § 4012a(a), by:
  - (1) Participating in the federal flood insurance program, and
  - (2) Purchasing flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
- j. It will comply with:
  - (1) The Hatch Act, 5 U.S.C. §§ 1501 – 1508, 7324 – 7326, which limits the political activities of state and local agencies and their officers and employees whose primary employment activities are financed in whole or part with federal assistance, including a federal loan, grant agreement, or cooperative agreement, and
  - (2) 49 U.S.C. § 5323(1)(2) and 23 U.S.C. § 142(g), which provide an exception from Hatch Act restrictions for a nonsupervisory employee of a public transportation system (or of any other agency or entity performing related functions) receiving federal assistance appropriated or made available under 49 U.S.C. chapter 53 and 23 U.S.C. § 142(a)(2) to whom the Hatch Act does not otherwise apply.
- k. It will perform the financial and compliance audits as required by the:
  - (1) Single Audit Act Amendments of 1996, 31 U.S.C. § 7501 *et seq.*,
  - (2) 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, and
  - (3) Most recent applicable U.S. OMB Compliance Supplement, 2 CFR part 200, appendix XI (previously known as the U.S. OMB Circular A-133 Compliance Supplement).

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- l. It will comply with all other federal laws, regulations, and requirements that apply.
- m. It will follow federal guidance governing it and its Award, except as FTA has expressly approved otherwise in writing.

### CATEGORY 02. LOBBYING.

*Before FTA may provide federal assistance for a grant or cooperative agreement exceeding \$100,000 or a loan, line of credit, loan guarantee, or loan insurance exceeding \$150,000, unless your Applicant is an Indian Tribe, Indian organization, or an Indian tribal organization exempt from the requirements of 31 U.S.C. § 1352, you must select the Lobbying Certifications in Category 02 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications in Category 02 that does not apply will not be enforced.*

On behalf of your Applicant, you certify that:

1. As required by 31 U.S.C. § 1352 and U.S. DOT regulations, "New Restrictions on Lobbying," specifically 49 CFR 20.110:
  - a. The lobbying restrictions of this Certification apply to its requests:
    - (1) For \$100,000 or more in federal assistance for a grant or cooperative agreement, and
    - (2) For \$150,000 or more in federal assistance for a loan, line of credit, loan guarantee, or loan insurance, and
  - b. Your Certification on its behalf applies to the lobbying activities of:
    - (1) It,
    - (2) Its Principals, and
    - (3) Its Subrecipients at the first tier.
2. To the best of your knowledge and belief:
  - a. No federal appropriated funds have been or will be paid by your Applicant or on its behalf to any person to influence or attempt to influence:
    - (1) An officer or employee of any federal agency regarding the award of a:
      - (a) Federal grant or cooperative agreement, or
      - (b) Federal loan, line of credit, loan guarantee, or loan insurance, or
    - (2) A Member of Congress, an employee of a member of Congress, or an officer or employee of Congress regarding the award of a:
      - (a) Federal grant or cooperative agreement, or
      - (b) Federal loan, line of credit, loan guarantee, or loan insurance.
  - b. It will submit a complete OMB Standard Form LLL (Rev. 7-97), "Disclosure of Lobbying Activities," consistent with the instructions on that form, if any funds

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other than federal appropriated funds have been or will be paid to any person to influence or attempt to influence:

- (1) An officer or employee of any federal agency regarding the award of a:
  - (a) Federal grant or cooperative agreement, or
  - (b) Federal loan, line of credit, loan guarantee, or loan insurance, or
- (2) A Member of Congress, an employee of a member of Congress, or an officer or employee of Congress regarding the award of a:
  - (a) Federal grant or cooperative agreement, or
  - (b) Federal loan, line of credit, loan guarantee, or loan insurance.
- c. It will include the language of this Certification in its Award documents under a federal grant, cooperative agreement, loan, line of credit, or loan insurance including, but not limited to:
  - (1) Each third party contract,
  - (2) Each third party subcontract,
  - (3) Each subagreement, and
  - (4) Each third party agreement.
3. It understands that:
  - a. This Certification is a material representation of fact that the Federal Government relies on, and
  - b. It must submit this Certification before the Federal Government may award federal assistance for a transaction covered by 31 U.S.C. § 1352, including a:
    - (1) Federal grant or cooperative agreement, or
    - (2) Federal loan, line of credit, loan guarantee, or loan insurance.
4. It understands that any person who does not file a required Certification will incur a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **CATEGORY 03. PROCUREMENT AND PROCUREMENT SYSTEMS.**

*We request that you select the Procurement and Procurement Systems Certification in Category 03 on behalf of your Applicant, especially if your Applicant is a state, local, or Indian tribal government with a certified procurement system, as provided in 2 CFR § 200.324(c)(2), incorporated by reference in 2 CFR part 1201 or former 49 CFR 18.36(g)(3)(ii).*

*Any provision of the Certification in Category 03 that does not apply will not be enforced.*

On behalf of your Applicant, you certify that its procurements and its procurement system will comply with all federal laws, regulations, and requirements in accordance with applicable federal guidance, except as FTA has approved otherwise in writing.

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### CATEGORY 04. PRIVATE SECTOR PROTECTIONS.

*Before FTA may provide federal assistance for an Award that involves the acquisition of public transportation property or the operation of public transportation facilities or equipment, you must select the Private Property Protections Assurances in Category 04.A and enter into the Agreements in Category 04.B and Category 04.C on behalf of your Applicant in addition to other Certifications you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Assurances and Agreements in Category 04 that does not apply will not be enforced.*

#### **04.A. Private Property Protections.**

*If your Applicant is a state, local government, or Indian tribal government and seeks federal assistance from FTA to acquire the property of a private transit operator or operate public transportation in competition with or in addition to a public transportation operator, the Private Property Protections Assurances in Category 04.A apply to your Applicant, except as FTA determines otherwise in writing.*

To facilitate FTA's ability to make the findings required by 49 U.S.C. § 5323(a)(1), on behalf of your Applicant, you assure that:

1. It has or will have:
  - a. Determined that the federal assistance it has requested is essential to carrying out its Program of Projects as required by 49 U.S.C. §§ 5303, 5304, and 5306,
  - b. Provided for the participation of private companies engaged in public transportation to the maximum extent feasible, and
  - c. Paid just compensation under state or local laws to the company for any franchise or property acquired.
2. It has completed the actions described in the preceding section 1 of this Category 04.A Certification before:
  - a. It acquires the property or an interest in the property of a private provider of public transportation, or
  - b. It operates public transportation equipment or facilities:
    - (1) In competition with transportation service provided by an existing public transportation operator, or
    - (2) In addition to transportation service provided by an existing public transportation operator.

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### 04.B. Charter Service Agreement.

*If your Applicant seeks federal assistance from FTA to acquire or operate transit facilities or equipment, the Charter Service Agreement in Category 04.B applies to your Applicant, except as FTA determines otherwise in writing.*

To comply with 49 U.S.C. § 5323(d) and (g) and FTA regulations, “Charter Service,” 49 CFR part 604, specifically 49 CFR § 604.4, on behalf of your Applicant, you are entering into the following Charter Service Agreement:

1. FTA’s “Charter Service” regulations apply as follows:
  - a. FTA’s Charter Service regulations restrict transportation by charter service using facilities and equipment acquired or improved under its Award from FTA financed with federal assistance derived from:
    - (1) Federal transit laws, 49 U.S.C. chapter 53,
    - (2) 23 U.S.C. §§ 133 or 142, or
    - (3) Any other Act that provides federal public transportation assistance, unless otherwise excepted.
  - b. FTA’s charter service restrictions extend to:
    - (1) Your Applicant, when it becomes a Recipient of federal assistance appropriated or made available for:
      - (a) Federal transit laws, 49 U.S.C. chapter 53,
      - (b) 23 U.S.C. §§ 133 or 142, or
      - (c) Any other Act that provides federal public transportation assistance, unless otherwise excepted.
    - (2) Any Third Party Participant that receives federal assistance derived from:
      - (a) Federal transit laws, 49 U.S.C. chapter 53,
      - (b) 23 U.S.C. §§ 133 or 142, or
      - (c) Any other Act that provides federal public transportation assistance, unless otherwise excepted.
  - c. A Third Party Participant includes any:
    - (1) Subrecipient at any tier,
    - (2) Lessee,
    - (3) Third Party Contractor or Subcontractor at any tier, and
    - (4) Other Third Party Participant in its Award.
  - d. You and your Applicant agree that neither it nor any governmental authority or publicly owned operator that receives federal public transportation assistance appropriated or made available for its Award will engage in charter service operations, except as permitted under:
    - (1) Federal transit laws, specifically 49 U.S.C. § 5323(d) and (g),
    - (2) FTA regulations, “Charter Service,” 49 CFR part 604, to the extent consistent with 49 U.S.C. § 5323(d) and (g),
    - (3) Any other federal Charter Service regulations, or

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- (4) Federal guidance, except as FTA determines otherwise in writing.
- e. You and your Applicant agree that the latest Charter Service Agreement selected in its latest annual Certifications and Assurances is incorporated by reference in and made part of the Underlying Agreement accompanying its Award of federal assistance from FTA.
- f. You and your Applicant agree that:
  - (1) FTA may require corrective measures or impose remedies on it or any governmental authority or publicly owned operator that receives federal assistance from FTA appropriated or made available for its Award that has engaged in a pattern of violations of FTA's Charter Service regulations by:
    - (a) Conducting charter operations prohibited by federal transit laws and FTA's Charter Service regulations, or
    - (b) Otherwise violating its Charter Service Agreement selected in its latest annual Certifications and Assurances, and
  - (2) These corrective measures and remedies may include:
    - (a) Barring it or any Third Party Participant operating public transportation under its Award that has provided prohibited charter service from receiving federal assistance from FTA,
    - (b) Withholding an amount of federal assistance as provided by Appendix D to FTA's Charter Service regulations, or
    - (c) Any other appropriate remedy that may apply.
- 2. In addition to the exceptions to the restrictions in FTA's Charter Service regulations, FTA has established the following additional exceptions to those restrictions:
  - a. FTA's Charter Service restrictions do not apply to your Applicant if it seeks federal assistance appropriated or made available under 49 U.S.C. §§ 5307 or 5311 to be used for Job Access and Reverse Commute (JARC) activities that would have been eligible for assistance under former 49 U.S.C. §§ 5316 in effect in FY 2012 or a previous fiscal year, provided that it uses that federal assistance from FTA for those program purposes only.
  - b. FTA's Charter Service restrictions do not apply to your Applicant if it seeks federal assistance appropriated or made available under 49 U.S.C. § 5310 to be used for New Freedom activities that would have been eligible for assistance under former 49 U.S.C. § 5317 in effect in FY 2012 or a previous fiscal year, provided it uses that federal assistance from FTA for those program purposes only.
  - c. An Applicant for assistance under 49 U.S.C. chapter 53 will not be determined to have violated the FTA Charter Service regulations if that Recipient provides a private intercity or charter transportation operator reasonable access to that Recipient's federally assisted public transportation facilities, including intermodal facilities, park and ride lots, and bus-only highway lanes, as provided in 49 U.S.C. § 5323(r).

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### 04.C. School Bus Agreement.

*If your Applicant seeks federal assistance from FTA to acquire or operate transit facilities or equipment, the School Bus Agreement in Category 04.C applies to your Applicant, except as FTA determines otherwise in writing.*

To comply with 49 U.S.C. § 5323(f) and (g) and FTA regulations, “School Bus Operations,” 49 CFR part 605, to the extent consistent with 49 U.S.C. § 5323(f) and (g), on behalf of your Applicant, you are entering into the following School Bus Agreement:

1. FTA’s “School Bus Operations” regulations restrict school bus operations using facilities and equipment acquired or improved with federal assistance derived from:
  - a. Federal transit laws, 49 U.S.C. chapter 53,
  - b. 23 U.S.C. §§ 133 or 142, or
  - c. Any other Act that provides federal public transportation assistance, unless otherwise excepted.
2. FTA’s school bus operations restrictions extend to:
  - a. Your Applicant, when it becomes a Recipient of federal assistance appropriated or made available for:
    - (1) Federal transit laws, 49 U.S.C. chapter 53,
    - (2) 23 U.S.C. §§ 133 or 142, or
    - (3) Any other Act that provides federal public transportation assistance, unless otherwise excepted.
  - b. Any Third Party Participant that receives federal assistance derived from:
    - (1) Federal transit laws, 49 U.S.C. chapter 53,
    - (2) 23 U.S.C. §§ 133 or 142, or
    - (3) Any other Act that provides federal public transportation assistance, unless otherwise excepted.
3. A Third Party Participant includes any:
  - a. Subrecipient at any tier,
  - b. Lessee,
  - c. Third Party Contractor or Subcontractor at any tier, and
  - d. Other Third Party Participant in its Award.
4. You and your Applicant agree and will obtain the agreement of any Third Party Participant involved in your Applicant’s Award that it will not engage in school bus operations in competition with private operators of school buses, except as permitted under:
  - a. Federal transit laws, specifically 49 U.S.C. § 5323(f) and (g),
  - b. FTA regulations, “School Bus Operations,” 49 CFR part 605, to the extent consistent with 49 U.S.C. § 5323(f) and (g),
  - c. Any other federal School Bus regulations, or
  - d. Federal guidance, except as FTA determines otherwise in writing.

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5. You and your Applicant agree that the latest School Bus Agreement selected on its behalf in FTA's latest annual Certifications and Assurances is incorporated by reference in and made part of the Underlying Agreement accompanying its Award of federal assistance.
6. You and your Applicant agree that after it is a Recipient, if it or any Third Party Participant has violated this School Bus Agreement, FTA may:
  - a. Bar your Applicant or Third Party Participant from receiving further federal assistance for public transportation, or
  - b. Require the Applicant or Third Party Participant to take such remedial measures as FTA considers appropriate.

### **CATEGORY 05. ROLLING STOCK REVIEWS AND BUS TESTING.**

*Before FTA may provide federal assistance for an Award to acquire rolling stock for use in revenue service or to acquire a new bus model, you must select the Rolling Stock Reviews and Bus Testing Certifications in Category 05 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications in Category 05 that does not apply will not be enforced.*

#### **05.A. Rolling Stock Reviews.**

*If your Applicant seeks federal assistance from FTA to acquire rolling stock for use in revenue service, the Rolling Stock Reviews Certifications in Category 05.A apply to your Applicant, except as FTA determines otherwise in writing.*

On behalf of your Applicant, you certify that when procuring rolling stock for use in revenue service:

1. It will comply with:
  - a. Federal transit laws, specifically 49 U.S.C. § 5323(m), and
  - b. FTA regulations, "Pre-Award and Post-Delivery Audits of Rolling Stock Purchases," 49 CFR part 663, and
2. As provided in 49 CFR § 663.7:
  - a. It will conduct or cause to be conducted the required pre-award and post-delivery reviews of that rolling stock, and
  - b. It will maintain on file the Certifications required by 49 CFR part 663, subparts B, C, and D.

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### 05.B. Bus Testing.

*If your Applicant seeks federal assistance from FTA to acquire a new bus model, the Bus Testing Certifications in Category 05.B apply to your Applicant, except as FTA determines otherwise in writing.*

On behalf of your Applicant, you certify that:

1. FTA's bus testing requirements apply to all acquisitions of new buses and new bus models that require bus testing as defined in FTA's Bus Testing regulations, and it will comply with:
  - a. 49 U.S.C. § 5318, and
  - b. FTA regulations, "Bus Testing," 49 CFR part 665, to the extent these regulations are consistent with 49 U.S.C. § 5318.
2. As required by 49 CFR § 665.7, when acquiring the first bus of any new bus model or a bus model with a major change in components or configuration:
  - a. It will not spend any federal assistance appropriated under 49 U.S.C. chapter 53 to acquire that new bus or new bus model until:
    - (1) That new bus or new bus model has been tested at FTA's bus testing facility, and
    - (2) It has received a copy of the test report prepared for that new bus or new bus model, and
  - b. It will not authorize final acceptance of that new bus or new bus model until:
    - (1) That new bus or new bus model has been tested at FTA's bus testing facility, and
    - (2) It has received a copy of the test report prepared for that new bus or new bus model.
3. It will ensure that the new bus or new bus model that is tested has met the performance standards consistent with those regulations, including the:
  - a. Performance standards for:
    - (1) Maintainability,
    - (2) Reliability,
    - (3) Performance (including braking performance),
    - (4) Structural integrity,
    - (5) Fuel economy,
    - (6) Emissions, and
    - (7) Noise, and
  - b. Minimum safety performance standards established under 49 U.S.C. § 5329.
4. After FTA regulations authorized by 49 U.S.C. § 5318(e)(2) are in effect, it will ensure that the new bus or new bus model that is tested has received a passing aggregate test score under the "Pass/Fail" standard established by regulation.

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### CATEGORY 06. DEMAND RESPONSIVE SERVICE.

*Before FTA may provide federal assistance for an Award to a public entity that operates demand responsive service to acquire a non-rail vehicle that is not accessible, you must select the Demand Responsive Service Certifications in Category 06 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications in Category 06 that does not apply will not be enforced.*

As required by U.S. DOT regulations, "Transportation Services for Individuals with Disabilities (ADA)," 49 CFR part 37, specifically 49 CFR § 37.77(d), on behalf of your Applicant, you certify that:

1. Your Applicant offers public transportation services equivalent in level and quality of service to:
  - a. Individuals with disabilities, including individuals who use wheelchairs, and
  - b. Individuals without disabilities.
2. Viewed in its entirety, its service for individuals with disabilities is:
  - a. Provided in the most integrated setting feasible, and
  - b. Equivalent to the service it offers individuals without disabilities with respect to:
    - (1) Response time,
    - (2) Fares,
    - (3) Geographic service area,
    - (4) Hours and days of service,
    - (5) Restrictions on priorities based on trip purpose,
    - (6) Availability of information and reservation capability, and
    - (7) Constraints on capacity or service availability.

### CATEGORY 07. INTELLIGENT TRANSPORTATION SYSTEMS.

*Before FTA may provide federal assistance for an Award in support of an Intelligent Transportation System (ITS), you must select the Intelligent Transportation Systems Assurances in Category 07 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Assurances in Category 07 that does not apply will not be enforced.*

On behalf of your Applicant, you and your Applicant:

1. Understand that, as used in this Assurance, the term Intelligent Transportation System is defined to include technologies or systems of technologies that provide or

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- significantly contribute to the provision of one or more Intelligent Transportation System (ITS) user services as defined in the “National ITS Architecture.”
2. Assure that, as provided in 23 U.S.C. § 517(d), any Award that includes an ITS or related activity financed with appropriations made available from the Highway Trust Fund, including amounts made available to deploy ITS facilities or equipment, will conform to the appropriate regional ITS architecture, applicable standards, and protocols developed under 23 U.S.C. § 517(a) or (c), unless it obtains a waiver as provided in 23 U.S.C. § 517(d)(2).

### **CATEGORY 08. INTEREST AND FINANCING COSTS AND ACQUISITION OF CAPITAL ASSETS BY LEASE.**

*Before FTA may award federal assistance appropriated or made available under 49 U.S.C. chapter 53 to support the interest, financing, or leasing costs of any Award financed under the Urbanized Area Formula Grants Program, Fixed Guideway Capital Investment Grants Program, any program to which the requirements of 49 U.S.C. § 5307 apply, or any other program as FTA may specify, you must select the Certifications in Category 08 in addition to other Certifications and Assurances you must select on your Applicant’s behalf, except as FTA may determine otherwise in writing.*

*Any provision of the Certifications and Assurances in Category 08 that does not apply will not be enforced.*

#### **08.A. Interest and Financing Costs.**

*If your Applicant intends to use federal assistance to support the interest or any other financing costs for an Award financed under the Urbanized Area Formula Grants Program, the Fixed Guideway Capital Investment Grants Program, the New Starts, Small Starts, and Core Capacity Programs, any program that must comply with the requirements of 49 U.S.C. § 5307, or any other program as FTA may specify, the Interest and Financing Costs Certifications in Category 08.A apply to your Applicant, except as FTA determines otherwise in writing.*

On behalf of your Applicant, you certify that:

1. It will not seek reimbursement for interest or any other financing costs unless:
  - a. It is eligible to receive federal assistance for those costs, and
  - b. Its records demonstrate that it has shown reasonable diligence in seeking the most favorable financing terms, as FTA may require.
2. It will comply with the same favorable financing cost provisions for Awards financed under:
  - a. The Urbanized Area Formula Grants Program,
  - b. A Full Funding Grant Agreement,

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- c. An Early Systems Work Agreement,
- d. The Fixed Guideway Capital Investment Program financed by previous FTA enabling legislation,
- e. Any program that must comply with the requirements of 49 U.S.C. § 5307, or
- f. Any other program as FTA may specify.

### **08.B. Acquisition of Capital Assets by Lease.**

*If your Applicant seeks federal assistance from FTA to acquire capital assets (other than rolling stock or related equipment) through a lease, the Acquisition of Capital Assets by Lease Certifications and Assurances in Category 08.B applies to your Applicant, except as FTA determines otherwise in writing.*

On behalf of your Applicant, you certify and assure that, as required by FTA regulations, “Capital Leases,” 49 CFR part 639, to the extent consistent with the FAST Act, if your Applicant acquires any capital asset (other than rolling stock or related equipment) through a lease financed with federal assistance appropriated or made available under 49 U.S.C. chapter 53, it will not enter into a capital lease for which FTA can provide only incremental federal assistance unless it has adequate financial resources to meet its future lease obligations if federal assistance is not available.

## **CATEGORY 09. TRANSIT ASSET MANAGEMENT PLAN AND PUBLIC TRANSPORTATION AGENCY SAFETY PLAN.**

*Before FTA may provide federal assistance appropriated or made available under 49 U.S.C. chapter 53 to support an Award, you must select the Certifications in Category 09 in addition to other Certifications and Assurances you must select on your Applicant’s behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications in Category 09 that does not apply will not be enforced.*

### **09.A. Transit Asset Management Plan.**

*If your Applicant applies for funding appropriated or made available for 49 U.S.C. chapter 53, the Transit Asset Management Certifications in Group 09.A apply to your Applicant, except as FTA determines otherwise in writing.*

On behalf of your Applicant, you certify that it and each of its Subrecipients will:

1. Follow federal guidance that, when issued, will implement the transit asset management system provisions of 49 U.S.C. § 5326, except as FTA determines otherwise in writing, and

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2. Comply with the final federal regulations that, when issued, will implement the transit asset management provisions of 49 U.S.C. § 5326.

### **09.B. Public Transportation Agency Safety Plan.**

*If your Applicant applies for funding under 49 U.S.C. chapter 53 and it is a State government, local government, or any other operator of a public transportation system, the Public Transportation Safety Plan Certifications in Group 09.B apply to your Applicant, except as FTA determines otherwise in writing.*

On behalf of your Applicant, you certify that it will:

1. Follow the Federal guidance, when issued, that will implement the safety plan provisions of 49 U.S.C. § 5329(d), except as FTA determines otherwise in writing, and
2. Comply with the final Federal regulations, when issued, that implement the safety plan requirements of 49 U.S.C. § 5329(d).

### **CATEGORY 10. ALCOHOL AND CONTROLLED SUBSTANCES TESTING.**

*If your Applicant must comply with the alcohol and controlled substance testing requirements of 49 U.S.C. § 5331 and its implementing regulations, before FTA may provide federal assistance for an Award, you must select the Certifications in Category 10 in addition to other Certifications and Assurances you select on your Applicant's behalf, except as FTA may determine otherwise in writing.*

*Any provision of the Certifications in Category 10 that does not apply will not be enforced.*

As required by 49 U.S.C. § 5331, and FTA regulations, "Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations," 49 CFR part 655, subpart I, specifically 49 CFR § 655.83, on behalf of your Applicant, including an Applicant that is a state, and on behalf of its Subrecipients and Third Party Contractors, you certify that:

1. Your Applicant, its Subrecipients, and Third Party Contractors to which these testing requirements apply have established and implemented:
  - a. An alcohol misuse testing program, and
  - b. A controlled substance testing program.
2. Your Applicant, its Subrecipients, and its Third Party Contractors to which these testing requirements apply have complied or will comply with all applicable requirements of 49 CFR part 655 to the extent those regulations are consistent with 49 U.S.C. § 5331.
3. Consistent with U.S. DOT Office of Drug and Alcohol Policy and Compliance Notice, issued October 22, 2009, if your Applicant, its Subrecipients, or its Third

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Party Contractors to which these testing requirements apply reside in a state that permits marijuana use for medical or recreational purposes, your Applicant, its Subrecipients, and its Third Party Contractors to which these testing requirements apply have complied or will comply with the federal controlled substance testing requirements of 49 CFR part 655.

### **CATEGORY 11. FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS PROGRAM (NEW STARTS, SMALL STARTS, AND CORE CAPACITY IMPROVEMENT).**

*Before FTA may provide federal assistance for an Award financed under the New Starts, Small Starts, or Core Capacity Improvement Program authorized under 49 U.S.C. § 5309, you must select the Certifications in Category 11 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA may determine otherwise in writing.*

*Any provision of the Certifications in Category 11 that does not apply will not be enforced.*

Except as FTA determines otherwise in writing, on behalf of your Applicant, you certify that:

1. 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,
2. It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award,
3. It will maintain its equipment and facilities acquired or improved under its Award in accordance with its transit asset management plan,
4. It will comply with:
  - a. The metropolitan transportation planning requirements of 49 U.S.C. § 5303, and
  - b. The statewide and nonmetropolitan transportation planning requirements of 49 U.S.C. § 5304, and
5. It will comply with FTA guidance, "Final Interim Policy Guidance, Capital Investment Grant Program," August 2015, 80 *Fed. Reg.* 46514, August 5, 2015,

### **CATEGORY 12. STATE OF GOOD REPAIR PROGRAM.**

*Before FTA may provide federal assistance for an Award financed under the State of Good Repair Program authorized under 49 U.S.C. § 5337, you must select the Certifications in Category 12 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Assurance in Category 12 that does not apply will not be enforced.*

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On behalf of your Applicant, you certify that:

1. 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,
2. It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award,
3. It will maintain its equipment and facilities acquired or improved under its Award, in accordance with the recipient's transit asset management plan, and
4. It will comply with:
  - a. The metropolitan transportation planning requirements of 49 U.S.C. § 5303, and
  - b. The statewide and nonmetropolitan transportation planning requirements of 49 U.S.C. § 5304.

### **CATEGORY 13. GRANTS FOR BUSES AND BUS FACILITIES AND LOW OR NO EMISSION VEHICLE DEPLOYMENT GRANT PROGRAMS**

*Before FTA may provide federal assistance for an Award under the Buses and Bus Facilities Program authorized under 49 U.S.C. § 5339, as amended by the FAST Act, which among other things authorizes grants for Low or No Emission buses, you must select the Certifications in Category 13 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications in Category 13 that does not apply will not be enforced.*

**13.A. Grants for Buses and Bus Facilities Program** The following Certifications for the Grants for Buses and Bus Facilities Program are required by 49 U.S.C. § 5339, as amended by the FAST Act, which provides that the requirements of 49 U.S.C. § 5307 shall apply to recipients of grants made in urbanized areas and the requirements of 49 U.S.C. § 5311 shall apply to recipients of grants made in rural areas under this 49 U.S.C. §§ 5339(a) and (b). Therefore:

1. If your Applicant is in an urbanized area, except as FTA determines otherwise in writing, on behalf of your Applicant, you certify 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 the recipient's transit asset management plan,

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- d. When using or involving a facility or equipment acquired or improved with federal assistance under 49 U.S.C. § 5339 during non-peak hours for transportation, recipients in an urbanized area will ensure that the following individuals will be charged a fare not exceeding fifty (50) percent of the peak hour fare:
    - (1) Any senior,
    - (2) Any 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), is unable to use a public transportation service or a public transportation facility effectively without special facilities, planning, or design,
    - (3) Any individual presenting a Medicare card issued to that individual under title II of the Social Security Act (42 U.S.C. § 401 *et seq.*), and
    - (4) Any individual presenting a Medicare card issued to that individual under title XVIII of the Social Security Act (42 U.S.C. § 1395 *et seq.*).
  - e. When carrying out a procurement under 49 U.S.C. § 5339, it will comply with:
    - (1) The applicable general provisions of 49 U.S.C. § 5323, and
    - (2) The applicable third party contract provisions of 49 U.S.C. § 5325.
  - f. It has complied with or will comply with 49 U.S.C. § 5307(b).
  - g. As required by 49 U.S.C. § 5307(d):
    - (1) It has or will have the amount of funds required for the non-federal share,
    - (2) It will provide the non-federal share from sources approved by FTA, and
    - (3) It will provide the non-federal share when needed.
  - h. It will comply with:
    - (1) The metropolitan transportation planning requirements of 49 U.S.C. § 5303, and
    - (2) The statewide and nonmetropolitan transportation planning requirements of 49 U.S.C. § 5304.
  - i. It has a locally developed process to solicit and consider public comment before:
    - (1) Raising a fare, or
    - (2) Implementing a major reduction of public transportation service.
  - j. It will comply with the final federal regulations that, when issued, will implement the safety plan requirements of 49 U.S.C. § 5329(d).
2. If your Applicant is in a rural area, except as FTA determines otherwise in writing, on behalf of your Applicant, you certify that:
    - a. It has or will have and require each Subrecipient to 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 and require each Subrecipient to have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.

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- c. It will maintain and require each Subrecipient to maintain its equipment and facilities acquired or improved under its Award, in accordance with the recipient's transit asset management plan.
- d. Its state program has provided for a fair distribution of federal assistance appropriated or made available under 49 U.S.C. § 5311(b) within the state to eligible entities, including Indian reservations.
- e. Its program provides or will provide the maximum feasible coordination of federal assistance for public transportation service with transportation service financed by other federal sources.
- f. Its Awards and Subawards in its Formula Grants for Rural Areas Program are included in:
  - (1) The statewide transportation improvement program, and
  - (2) To the extent applicable, a metropolitan transportation improvement program.
- g. With respect to the non-federal share:
  - (1) It has or will have and, as necessary, will require each Subrecipient to have the amount of funds required for the non-federal share, as required by 49 U.S.C. § 5311(g) ,
  - (2) It will provide and, as necessary, will require each Subrecipient to provide the non-federal share from sources approved by FTA, and
  - (3) It will provide and, as necessary, will require each Subrecipient to provide the non-federal share when needed.
- h. It may transfer a facility or equipment acquired or improved under its Award to any other Recipient eligible to receive assistance under 49 U.S.C. chapter 53, if:
  - a. The Recipient possessing the facility or equipment consents to the transfer, and
  - b. The facility or equipment will continue to be used as required under 49 U.S.C. § 5311.

### **13.B. Low or No Emission Vehicle Deployment.**

*If your Applicant seeks federal assistance from FTA for an Award financed under the Low or No Emission Vehicle Development Program authorized under former 49 U.S.C. § 5312(d)(5), the Certifications and Assurances in Category 13.B apply to your Applicant, except as FTA determines otherwise in writing.*

Former section 5312(d)(5)(C)(i) of title 49, United States Code, requires the following Certifications for Low or No Emission Vehicle Deployment Program before awarding federal assistance appropriated or made available under MAP-21. Therefore, except as FTA determines otherwise in writing, on behalf of your Applicant, you certify and assure that:

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1. 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.
2. It has or will have satisfactory continuing control over the use of equipment and facilities acquired or improved under its Award.
3. It will maintain its equipment and facilities acquired or improved under its Award.
4. When using or involving a facility or equipment acquired or improved with federal assistance under former 49 U.S.C. § 5312(d)(5) during non-peak hours for transportation, it will ensure that the following individuals will be charged a fare not exceeding fifty (50) percent of the peak hour:
  - a. Any senior,
  - b. Any individual who, because of illness, injury, age, a congenital malfunction, or any other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or who has semi-ambulatory capability) and is unable to use a public transportation service or a public transportation facility effectively without special facilities, special planning, or special design,
  - c. Any individual presenting a Medicare card issued to that individual under title II of the Social Security Act (42 U.S.C. § 401 *et seq.*), and
  - d. Any individual presenting a Medicare card issued to that individual under title XVIII of the Social Security Act (42 U.S.C. § 1395 *et seq.*).
5. When carrying out a procurement under this Program, it will comply with:
  - a. The applicable general provisions of 49 U.S.C. § 5323, and
  - b. The applicable third party contract provisions of 49 U.S.C. § 5325.
6. It has complied with or will comply with 49 U.S.C. § 5307(b) because:
  - a. It has informed or will inform the public of the amounts of its federal assistance available under this Program,
  - b. It has developed or will develop, in consultation with interested parties including private transportation providers, its proposed Program of Projects for activities to be financed,
  - c. It has published or will publish its proposed Program of Projects in a way that affected individuals, private transportation providers, and local elected officials will have an opportunity to examine and submit comments on the proposed Projects and its performance as an Applicant,
  - d. It has provided or will provide an opportunity for a public hearing to obtain the views of individuals on its proposed Program of Projects,
  - e. It has assured or will assure that its proposed Program of Projects provides for coordination of public transportation services assisted under 49 U.S.C. § 5336, as amended by the FAST Act, with federally assisted transportation services supported by other federal sources,
  - f. It has considered or will consider the comments and views received, especially those of private transportation providers, in preparing its final list of Projects, and
  - g. It has made or will make the final list of Projects for which an Award is sought available to the public.

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7. With respect to the non-federal share:
  - a. It has or will have the amount of funds required for the non-federal share,
  - b. It will provide the non-federal share from sources approved by FTA, and
  - c. It will provide the non-federal share when needed.
8. It will comply with:
  - a. The metropolitan transportation planning requirements of 49 U.S.C. § 5303, and
  - b. The statewide and nonmetropolitan planning requirements of 49 U.S.C. § 5304.
9. It has a locally developed process to solicit and consider public comment before:
  - a. Raising a fare, or
  - b. Implementing a major reduction of public transportation service.
10. It will comply with the final federal regulations that, when issued, will implement the safety plan requirements of 49 U.S.C. § 5329(d).

### **CATEGORY 14. URBANIZED AREA FORMULA GRANTS PROGRAMS AND PASSENGER FERRY GRANT PROGRAM.**

*Before FTA may provide federal assistance for an Award financed under the Urbanized Area Formula Grants Program authorized under 49 U.S.C. § 5307, as amended by the FAST Act, which among other things, authorizes federal assistance for Job Access and Reverse Commute (JARC) activities, and the Passenger Ferry Grant Program authorized under 49 U.S.C. § 5307(h), you must select the Certifications in Category 14 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications in Category 14 that does not apply will not be enforced.*

#### **14.A. Urbanized Area Formula Grants Program under the FAST Act.**

*If your Applicant seeks federal assistance from FTA for an Award financed under the Urbanized Area Formula Grants Program authorized under 49 U.S.C. § 5307, as amended by the FAST Act, the Certifications in Category 14.A apply to your Applicant, except as FTA determines otherwise in writing.*

The following Certifications for the Urbanized Area Formula Grants Program under 49 U.S.C. § 5307, as amended by the FAST Act are required by 49 U.S.C. § 5307(c)(1). Therefore, except as FTA determines otherwise in writing, on behalf of your Applicant, you certify that:

1. 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.
2. It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.

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3. It will maintain its equipment and facilities acquired or improved under its Award, in accordance with the recipient's transit asset management plan,
4. When using or involving a facility or equipment acquired or improved with federal assistance under 49 U.S.C. § 5307 during non-peak hours for transportation, it will ensure that the following individuals will be charged a fare not exceeding fifty (50) percent of the peak hour fare:
  - a. Any senior,
  - b. Any 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), is unable to use a public transportation service or a public transportation facility effectively without special facilities, planning, or design,
  - c. Any individual presenting a Medicare card issued to that individual under title II of the Social Security Act (42 U.S.C. § 401 *et seq.*), and
  - d. Any individual presenting a Medicare card issued to that individual under title XVIII of the Social Security Act (42 U.S.C. § 1395 *et seq.*).
5. When carrying out a procurement under 49 U.S.C. § 5307, it will comply with:
  - a. The applicable general provisions of 49 U.S.C. § 5323, and
  - b. The applicable third party contract provisions of 49 U.S.C. § 5325.
6. It has complied with or will comply with 49 U.S.C. § 5307(b) because:
  - a. It has made or will make available to the public information on the amounts of federal assistance available to it under 49 U.S.C. § 5307,
  - b. It has developed or will develop, in consultation with interested parties including private transportation providers, its proposed Program of Projects for activities for which federal assistance is sought,
  - c. It has published or will publish its proposed Program of Projects in a way that affected individuals, private transportation providers, and local elected officials will have an opportunity to examine and submit comments on its proposed Program of Projects and its performance as an Applicant or Recipient,
  - d. It has provided or will provide an opportunity for a public hearing to obtain the views of individuals on its proposed Program of Projects,
  - e. It has ensured or will ensure that its proposed Program of Projects provides for coordination of transportation services financed by FTA under 49 U.S.C. § 5336, as amended by the FAST Act, with transportation services supported by other Federal Government sources,
  - f. It has considered or will consider the comments and views received, especially those of private transportation providers, in preparing its final Program of Projects, and
  - g. It has made or will make its final Program of Projects available to the public.
7. As required by 49 U.S.C. § 5307(d):
  - a. It has or will have the amount of funds required for the non-federal share,
  - b. It will provide the non-federal share from sources approved by FTA, and

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- c. It will provide the non-federal share when needed.
- 8. As required by 49 U.S.C. § 5307(c)(1)(H), it will comply with:
  - a. The metropolitan transportation planning requirements of 49 U.S.C. § 5303, and
  - b. The statewide and nonmetropolitan transportation planning requirements of 49 U.S.C. § 5304.
- 9. As required by 49 U.S.C. § 5307(c)(1)(I), it has a locally developed process to solicit and consider public comment before:
  - a. Raising a fare, or
  - b. Implementing a major reduction of public transportation.
- 10. Each fiscal year:
  - a. It will assure that at least one (1) percent of the amount of federal assistance under 49 U.S.C. § 5307 apportioned to its urbanized area must be expended for Public Transportation Security activities as described in 49 U.S.C. § 5307(c)(1)(J)(i) including:
    - (1) Increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages),
    - (2) Increased camera surveillance of an area in or adjacent to that system,
    - (3) Emergency telephone line or lines to contact law enforcement or security personnel in an area in or adjacent to that system, and
    - (4) Any other activity intended to increase the security and safety of an existing or planned public transportation system, or
  - b. The Designated Recipients in its urbanized area certify that such expenditures for Public Transportation Security activities are not necessary.
- 11. If it serves an urbanized area with a population of at least 200,000 individuals, as determined by the Bureau of the Census:
  - a. It will provide a report by the end of the fourth quarter of the preceding federal fiscal year that lists projects carried out in the preceding fiscal year under this section for associated transit improvements as defined in 49 U.S.C. § 5302, and
  - b. The report of its Associated Transit Improvements or related activities is or will be incorporated by reference and made part of its Certifications and Assurances.
- 12. It will comply with the final federal regulations that, when issued, will implement the safety requirements of 49 U.S.C. § 5329(d).

### **14.B. Passenger Ferry Grant Program.**

*If your Applicant seeks federal assistance from FTA for an Award financed under the Passenger Ferry Grant Program authorized under 49 U.S.C. § 5307(h), the Certifications in Category 14.B apply to your Applicant, except as FTA determines otherwise in writing.*

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The following Certifications for the Passenger Ferry Grant Program are required by 49 U.S.C. § 5307(c)(1) or (h). Therefore, except as FTA determines otherwise in writing, on behalf of your Applicant, you certify that:

1. 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.
2. It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
3. It will maintain its equipment and facilities acquired or improved under its Award, in accordance with the recipient's transit asset management plan.
4. When using or involving a facility or equipment acquired or improved with federal assistance under 49 U.S.C. § 5307(h) during non-peak hours for transportation, it will ensure that the following individuals will be charged a fare not exceeding fifty (50) percent of the peak hour fare:
  - a. Any senior,
  - b. Any 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), is unable to use a public transportation service or a public transportation facility effectively without special facilities, planning, or design,
  - c. Any individual presenting a Medicare card issued to that individual under title II of the Social Security Act (42 U.S.C. § 401 *et seq.*), and
  - d. Any individual presenting a Medicare card issued to that individual under title XVIII of the Social Security Act (42 U.S.C. § 1395 *et seq.*).
5. When carrying out a procurement under 49 U.S.C. § 5307(h), it will comply with:
  - a. The applicable general provisions of 49 U.S.C. § 5323, and
  - b. The applicable third party contract provisions of 49 U.S.C. § 5325.
6. As required by 49 U.S.C. § 5307(d):
  - a. It has or will have the amount of funds required for the non-federal share,
  - b. It will provide the non-federal share from sources approved by FTA, and
  - c. It will provide the non-federal share when needed.
7. As required by 49 U.S.C. § 5307(c)(1)(H), it will comply with:
  - a. The metropolitan transportation planning requirements of 49 U.S.C. § 5303, and
  - b. The statewide and nonmetropolitan transportation planning requirements of 49 U.S.C. § 5304.
8. As required by 49 U.S.C. § 5307(c)(1)(I), it has a locally developed process to solicit and consider public comment before:
  - a. Raising a fare, or
  - b. Implementing a major reduction of public transportation service.
9. It will comply with the final federal regulations that, when issued, will implement the safety plan requirements of 49 U.S.C. § 5329(d).

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### CATEGORY 15. SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAMS.

*Before FTA may provide federal assistance for an Award financed under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program authorized under 49 U.S.C. § 5310, as amended by the FAST Act, you must select the Certifications in Category 15 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications in Category 15 that does not apply will not be enforced.*

1. The following Certifications for the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program are required by 49 U.S.C. § 5310. Therefore, except as FTA determines otherwise in writing, on behalf of your Applicant, you certify that:
  - a. Each Subrecipient is:
    - (1) A private nonprofit organization, or
    - (2) A state or local governmental authority that:
      - (a) Is approved by a state to coordinate services for seniors and individuals with disabilities, or
      - (b) Certifies that there are no private nonprofit organizations readily available in the area to provide the services authorized for support under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program.
  - b. It will comply with the following selection and planning requirements:
    - (1) The Projects it has selected or will select for an Award or Subaward of federal assistance appropriated or made available under 49 U.S.C. § 5310 are included in a public transit-human services transportation plan that has been:
      - (a) Locally developed, and
      - (b) Coordinated.
    - (2) The public transit-human services transportation plan was developed and approved through a process that included participation by:
      - (a) Seniors,
      - (b) Individuals with disabilities,
      - (c) Representatives of public, private, and nonprofit transportation providers,
      - (d) Representatives of public, private, and nonprofit human services providers, and
      - (e) Other members of the public.
    - (3) Within its Award, the Projects selected to receive federal assistance will assist in providing transportation services for seniors and individuals with

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- disabilities are included in its Program of Projects, that is or will be submitted to FTA annually.
- (4) To the maximum extent feasible, the services financed by 49 U.S.C. § 5310 will be coordinated with transportation services financed by other federal departments and agencies, including any transportation activities carried out by a recipient of federal assistance from the Department of Health and Human Services.
- c. As required by 49 U.S.C. § 5310(e)(2)(B), it certifies that if it allocates to any Subrecipient federal assistance received under 49 U.S.C. § 5310, it will have allocated that federal assistance on a fair and equitable basis.
- d. It will not transfer a facility or equipment acquired or improved with federal assistance appropriated or made available for a grant under 49 U.S.C. § 5310 to any other recipient eligible to receive assistance under 49 U.S.C. chapter 53, unless:
- (1) The recipient possessing the facility or equipment consents to the transfer, and
- (2) The facility or equipment will continue to be used as required under 49 U.S.C. § 5310.
- e. As required by 49 U.S.C. § 5310(b)(2), it will use at least fifty-five (55) percent of the federal assistance it receives for Capital Projects to meet the special needs of seniors and individuals with disabilities.
- f. The requirements of 49 U.S.C. § 5307, as determined by FTA, will apply to the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program authorized by 49 U.S.C. § 5310.
2. FTA has determined that certain requirements of 49 U.S.C. § 5307 are appropriate for the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, some of which require Certifications. Therefore, as specified under 49 U.S.C. § 5307(c)(1), it certifies that:
- a. It has or will have and will require each Subrecipient to 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 and will require each Subrecipient to have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award or Subaward.
- c. It will maintain and will require each Subrecipient to maintain its equipment and facilities acquired or improved under its Award or Subaward, in accordance with the recipient's transit asset management plan.
- d. When carrying out a procurement under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, it will require each Subrecipient to comply with:
- (1) The applicable general provisions of 49 U.S.C. § 5323, and
- (2) The applicable third party contract provisions of 49 U.S.C. § 5325.

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- e. With respect to the non-federal share:
  - (1) It has or will have and, as necessary, will require each Subrecipient to have the amount of funds required for the non-federal share, as required by 49 U.S.C. § 5310,
  - (2) It will provide and, as necessary, will require each Subrecipient to provide the non-federal share from sources approved by FTA, and
  - (3) It will provide and, as necessary, will require each Subrecipient to provide the non-federal share when needed.
- f. It has complied or will comply and will require each Subrecipient to comply with:
  - (1) The metropolitan transportation planning requirements of 49 U.S.C. § 5303, and
  - (2) The statewide and nonmetropolitan transportation planning requirements of 49 U.S.C. § 5304.
- g. To the extent applicable, it will comply and require its Subrecipients to comply with the final federal regulations that, when issued, will implement the safety plan requirements of 49 U.S.C. § 5329(d).

### **CATEGORY 16. RURAL AREAS AND APPALACHIAN DEVELOPMENT PROGRAMS.**

*Before FTA may provide federal assistance for an Award financed under the Formula Grants for Rural Areas Program authorized under 49 U.S.C. § 5311(b), as amended by FAST Act, and the Appalachian Development Public Transportation Assistance Program authorized under 49 U.S.C. § 5311(c)(2), as amended by FAST, you must select the Certifications in Category 16 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications and Assurances in Category 16 that does not apply will not be enforced.*

#### **16.A. Formula Grants for Rural Areas Program.**

*If your Applicant seeks federal assistance from FTA for an Award financed under the Formula Grants for Rural Areas Program authorized under 49 U.S.C. § 5311, as amended by FAST Act, the Certifications in Category 16.A apply to your Applicant, except as FTA determines otherwise in writing.*

The following Certifications apply to each state or state organization serving as your Applicant for federal assistance appropriated or made available for the Rural Areas Formula Program financed under 49 U.S.C. § 5311(b), as amended by FAST Act. On its behalf, you certify and assure that:

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1. It has or will have and require each Subrecipient to have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award.
2. It has or will have and require each Subrecipient to have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
3. It will maintain and require each Subrecipient to maintain its equipment and facilities acquired or improved under its Award, in accordance with the recipient's transit asset management plan.
4. Its state program has provided for a fair distribution of federal assistance appropriated or made available under 49 U.S.C. § 5311(b) within the state to eligible entities, including Indian reservations.
5. Its program provides or will provide the maximum feasible coordination of federal assistance for public transportation service authorized by 49 U.S.C. § 5311(b) with transportation service financed by other federal sources.
6. Its Awards and Subawards in its Formula Grants for Rural Areas Program are included in:
  - a. The statewide transportation improvement program, and
  - b. To the extent applicable, a metropolitan transportation improvement program.
7. With respect to the non-federal share:
  - a. It has or will have and, as necessary, will require each Subrecipient to have the amount of funds required for the non-federal share, as required by former 49 U.S.C. § 5311(g),
  - b. It will provide and, as necessary, will require each Subrecipient to provide the non-federal share from sources approved by FTA, and
  - c. It will provide and, as necessary, will require each Subrecipient to provide the non-federal share when needed.
8. It may transfer a facility or equipment acquired or improved under its Award to any other Recipient eligible to receive assistance under 49 U.S.C. chapter 53, if:
  - a. The Recipient possessing the facility or equipment consents to the transfer, and
  - b. The facility or equipment will continue to be used as required under 49 U.S.C. § 5311.
9. Each fiscal year:
  - a. It will spend at least fifteen (15) percent of its federal assistance authorized under 49 U.S.C. § 5311 and available that fiscal year for eligible activities to develop and support intercity bus transportation within the state including:
    - (1) Planning and marketing for intercity bus transportation,
    - (2) Capital grants for intercity bus facilities,
    - (3) Joint-use facilities,
    - (4) Operating grants through purchase-of-service agreements, user-side subsidies, and demonstration projects, and

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- (5) Coordinating rural connections between small public transportation operations and intercity bus carriers, or
- b. It will provide to FTA a Certification from the governor of the state that:
  - (1) It has consulted with the affected intercity bus service providers about the intercity bus needs of the state, and
  - (2) The state's intercity bus service needs are being met adequately.

### **16.B. Appalachian Development Public Transportation Assistance Program.**

*If your Applicant seeks federal assistance from FTA for an Award financed under the Appalachian Development Public Transportation Assistance Program authorized under 49 U.S.C. § 5311(c)(2), the Certification in Category 16.C applies to your Applicant, except as FTA determines otherwise in writing.*

On behalf of your Applicant, you certify and assure that, in addition to other Certifications and Assurances it must provide, if it is unable to use its federal assistance made available or appropriated for public transportation operating assistance, in accordance with 49 U.S.C. § 5311(c)(2)(D), it may use the federal assistance for a Highway Project only after:

1. It provides notice and an opportunity for comment and appeal to affected public transportation providers,
2. It approves such use in writing, and
3. In approving the use, it determines that local transit needs are being addressed.

### **CATEGORY 17. TRIBAL TRANSIT PROGRAMS (PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS 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), you must select the Certifications in Category 17 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications in Category 17 that does not apply will not be enforced.*

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). On behalf of your Applicant, you certify and assure that:

1. 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.

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2. It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
3. It will maintain its equipment and facilities acquired or improved under its Award, in accordance with the recipient's transit asset management plan.
4. Its Award will achieve maximum feasible coordination with transportation service financed by other federal sources.
5. With respect to its procurement system:
  - a. 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,
  - b. 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
  - c. It will inform FTA promptly that its procurement system does not comply with either of those U.S. DOT regulations.
6. It will comply with the Buy America requirements under 49 U.S.C. § 5323(j), as amended by FAST Act, and FTA regulations, "Buy America Requirements," 49 CFR part 661.
7. It will comply with the Certifications, Assurances, and Agreements in:
  - a. Category 03.B and 03.C (Charter Service Agreement and School Bus Agreement),
  - b. Category 05.B (Bus Testing),
  - c. Category 06 (Demand Responsive Service),
  - d. Category 07 (Intelligent Transportation Systems), and
  - e. Category 10 (Alcohol and Controlled Substances Testing).

### **CATEGORY 18. STATE SAFETY OVERSIGHT GRANT PROGRAM.**

*Before FTA may provide federal assistance for an Award financed under the State Safety Oversight Grant Program authorized under 49 U.S.C. § 5329(e)(6), you must select the Certifications in Category 18 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications in Category 18 that does not apply will not be enforced.*

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On behalf of your Applicant, you certify that:

1. 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.
2. It has or will have satisfactory continuing control over the use of equipment and facilities acquired or improved under its Award.
3. It will maintain its equipment and facilities acquired or improved under its Award.
4. When carrying out a procurement under its Award, it will comply with:
  - a. The applicable general provisions of 49 U.S.C. § 5323, and
  - b. The applicable third party contract provisions of 49 U.S.C. § 5325.
5. As required by 49 U.S.C. § 5329(e)(6)(C):
  - a. It has or will have the amount of funds required for the non-federal share,
  - b. It will provide the non-federal share only from sources approved by FTA, and will not be met by:
    - (1) Any federal assistance,
    - (2) Any funds received from a public transportation agency, or
    - (3) Any revenues earned by a public transportation agency, and
  - c. Will provide the non-federal share when needed.
6. It meets the applicable requirements of FTA regulations, “Rail Fixed Guideway Systems: State Safety Oversight,” 49 CFR part 659.
7. It has received or will receive an FTA certification upon a determination that its State Safety Oversight Program meets the requirements of 49 U.S.C. § 5329(e) and is adequate to promote the purposes of 49 U.S.C. § 5329.

### **CATEGORY 19. PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM.**

*Before FTA may provide federal assistance for an Award financed under the Public Transportation Emergency Relief Program authorized under 49 U.S.C. § 5324, you must select the Certifications in Category 19 in addition to other Certifications and Assurances you must select on your Applicant’s behalf, except as FTA determines otherwise in writing.*

*Any provision of the Assurance in Category 19 that does not apply will not be enforced.*

As required by 49 U.S.C. § 5324(d), on behalf of your Applicant, you assure that it will:

1. Comply with the requirements of the Certifications and Assurances as FTA determines will apply to an Applicant for federal assistance appropriated or made available for the Public Transportation Emergency Relief Program, and
2. Comply with FTA regulations, “Emergency Relief,” 49 C.F.R. part 602.

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### **CATEGORY 20. EXPEDITED PROJECT DELIVERY PILOT PROGRAM.**

*Before FTA may provide federal assistance for an Award financed under the Expedited Project Delivery Pilot Program authorized under section 3005(b) of the FAST Act, you must select the Certifications in Category 20 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*To the extent that any Certification in Category 20 does not apply, it will not be enforced.*

As required by section 3005(b)(3)(B) of the FAST Act, except as FTA determines otherwise in writing, on behalf of your Applicant, you certify that:

1. 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.
2. It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
3. It will maintain its equipment and facilities acquired or improved under its Award in accordance with the recipient's transit asset management plan.
4. It will comply with:
  - a. The metropolitan transportation planning requirements of 49 U.S.C. § 5303, and
  - b. The statewide and nonmetropolitan transportation planning requirements of 49 U.S.C. § 5304.

### **CATEGORY 21. INFRASTRUCTURE FINANCE PROGRAMS.**

*Before FTA may provide credit assistance for an Award financed under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program authorized under 23 U.S.C. §§ 601 – 609, or the State Infrastructure Banks (SIB) Program authorized under 23 U.S.C. § 610, you must select the Certifications in Category 23 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications and Assurances in Category 21 that does not apply will not be enforced.*

#### **21.A. Transportation Infrastructure Finance and Innovation Act (TIFIA) Program.**

*If your Applicant seeks federal assistance from FTA for an Award financed under the TIFIA Program authorized under 23 U.S.C. §§ 601 – 609 the Certifications and Assurances in Category 23.A applies to your Applicant, except as FTA determines*

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*otherwise in writing. In administering this Program, the FAST Act cross-cutting requirements supersede inconsistent former requirements.*

On behalf of your Applicant, you certify and assure, as required by 49 U.S.C. § 5323(o), that federal transit laws, specifically 49 U.S.C. § 5307, 49 U.S.C. § 5309, and 49 U.S.C. § 5337, apply to any Project under 49 U.S.C. chapter 53 that receives TIFIA credit assistance under 23 U.S.C. §§ 601 – 609.

1. To comply with 49 U.S.C. § 5307, specifically 49 U.S.C. § 5307(c)(1), on its behalf, you certify 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 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 the recipient's transit asset management plan.
  - d. For transportation during non-peak hours and using or involving a facility or equipment of an Award financed using 49 U.S.C. § 5307 funds, it will ensure that the following individuals will be charged a fare not exceeding fifty (50) percent of the peak hour fare:
    - (1) Any senior,
    - (2) Any individual who, because of illness, injury, age, congenital malfunction, or other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), is unable to use a public transportation service or a public transportation facility effectively without special facilities, planning, or design,
    - (3) Any individual presenting a Medicare card issued to that individual under title II of the Social Security Act (42 U.S.C. § 401 *et seq.*), and
    - (4) Any individual presenting a Medicare card issued to that individual under title XVIII of the Social Security Act (42 U.S.C. § 1395 *et seq.*).
  - e. When carrying out a TIFIA-financed procurement, it will comply with:
    - (1) The applicable provisions of 49 U.S.C. § 5323, and
    - (2) The applicable provisions of 49 U.S.C. § 5325.
  - f. It has complied with or will comply with 49 U.S.C. § 5307(b).
  - g.
    - (1) It has or will have no more than 80 percent of the Total Award Budget as the sum of all federal grants and any TIFIA-financed awards,
    - (2) It will provide the non-federal share from sources approved by FTA, and
    - (3) It will provide the non-federal share when needed.
  - h. It will comply with:
    - (1) The metropolitan transportation planning requirements of 49 U.S.C. § 5303, and
    - (2) The statewide and nonmetropolitan planning requirements of 49 U.S.C. § 5304.

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

- i. It has a locally developed process to solicit and consider public comment before:
  - (1) Raising a fare, or
  - (2) Implementing a major reduction of public transportation.
- j. It will comply with the final federal regulations that, when issued, will implement the safety plan requirements of 49 U.S.C. § 5329(d).
2. To comply with the interest and financing costs restrictions of 49 U.S.C. chapter 53, it agrees that it will not seek reimbursement for interest or any other financing costs incurred in connection with its Award that must be in compliance with those requirements unless:
  - a. It is eligible to receive federal assistance for those expenses, and
  - b. Its records demonstrate that it has used reasonable diligence in seeking the most favorable financing terms underlying those costs, to the extent FTA may require.
3. It will comply with Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*).
4. Pursuant to the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. § 5321 *et seq.*, it will receive an environmental categorical exclusion, a finding of no significant impact, or a record of decision under NEPA for its Award before obligating federal assistance.
5. It agrees that it will adopt a transit asset management plan that complies with regulations implementing 49 U.S.C. § 5326(d), when required.

### **21.B. State Infrastructure Banks (SIB) Program.**

*If your Applicant is a state and seeks federal assistance from FTA financed under the SIB Program authorized under 23 U.S.C. § 610, the Certifications and Assurances in Category 23.B applies to your state and its Award, except as FTA determines otherwise in writing. In administering this Program, the FAST Act cross-cutting requirements supersede inconsistent former requirements.*

On behalf of the state organization serving as your Applicant for federal assistance for its SIB Program, you certify and assure that:

1. It will comply with the following applicable federal laws establishing the various SIB Programs since 1995:
  - a. 23 U.S.C. § 610, as amended by the FAST Act,
  - b. 23 U.S.C. § 610 or its predecessor before the FAST Act was signed into law,
  - c. Section 1511 of TEA-21, 23 U.S.C. § 181 note, or
  - d. Section 350 of the National Highway System Designation Act of 1995, as amended, 23 U.S.C. § 181.
2. It will comply with or follow the Cooperative Agreement establishing the state's SIB Program between:
  - a. It and FHWA, FRA, and FTA, or
  - b. It and FHWA and FTA.

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

3. It will comply with or follow the Grant Agreement that provides federal assistance from FTA for the SIB and is between it and FTA, including the FTA Master Agreement, which is incorporated by reference into the Grant Agreement, except that any provision of the FTA Master Agreement incorporated by reference into that Grant Agreement will not apply if it conflicts with any provision of:
  - a. 23 U.S.C. § 610, as amended by the FAST Act,
  - b. 23 U.S.C. § 610 or its predecessor before the FAST Act was signed into law,
  - c. Section 1511 of TEA-21, 23 U.S.C. § 181 note, or section 350 of the National Highway System Designation Act of 1995, as amended, 23 U.S.C. § 181 note,
  - d. Federal guidance pertaining to the SIB Program,
  - e. The Cooperative Agreement establishing the state's SIB Program, or
  - f. The Grant Agreement with FTA.
4. As required by 49 U.S.C. § 5323(o), federal transit laws, specifically 49 U.S.C. § 5307, 49 U.S.C. § 5309, and 49 U.S.C. § 5337, as amended by the FAST Act, apply to any Award under 49 U.S.C. chapter 53 that receives SIB support or financing under 23 U.S.C. § 610 (or any support from 23 U.S.C. §§ 601 – 609).
5. As required by 49 U.S.C. § 5323(o) and 49 U.S.C. § 5307(c)(1):
  - 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 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 the recipient's transit asset management plan.
  - d. When using or involving a facility or equipment acquired or improved with federal assistance under a SIB-financed Award during non-peak hours for transportation, it will ensure that the following individuals will be charged a fare not exceeding fifty (50) percent of the peak hour fare:
    - (1) Any senior,
    - (2) Any 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), is unable to use a public transportation service or a public transportation facility effectively without special facilities, planning, or design,
    - (3) Any individual presenting a Medicare card issued to that individual under title II of the Social Security Act (42 U.S.C. § 401 *et seq.*), and
    - (4) Any individual presenting a Medicare card issued to that individual under title XVIII of the Social Security Act (42 U.S.C. § 1395 *et seq.*).
  - e. When carrying out a procurement under a SIB-financed Award, it will comply with:
    - (1) The applicable general provisions of 49 U.S.C. § 5323, and
    - (2) The applicable third party contract provisions of 49 U.S.C. § 5325.
  - f. It has complied with or will comply with 49 U.S.C. § 5307(b).

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

- g. (1) It has or will have the amount of funds required for the non-federal share by the SIB Program, but not less than twenty-five (25) percent of each capitalization grant,
    - (2) It will provide the non-federal share from sources approved by FTA, and
    - (3) It will provide the non-federal share when needed.
  - h. It will comply with:
    - (1) The metropolitan transportation planning requirements of 49 U.S.C. § 5303, and
    - (2) The statewide and nonmetropolitan planning requirements of 49 U.S.C. § 5304.
  - i. It has a locally developed process to solicit and consider public comment before:
    - (1) Raising a fare, or
    - (2) Implementing a major reduction of public transportation.
  - j. It will comply with the final federal regulations that, when issued, will implement the safety plan requirements of 49 U.S.C. § 5329(d).
6. As required by 49 U.S.C. chapter 53, it certifies that it will not seek reimbursement for interest or any other financing costs incurred in connection with its Award unless:
- a. It is eligible to receive federal assistance for those expenses, and
  - b. Its records demonstrate that it has used reasonable diligence in seeking the most favorable financing terms underlying those costs, as FTA may require.
7. It agrees that it will adopt a transit asset management plan that complies with regulations implementing 49 U.S.C. § 5326(d).

### **GROUP CATEGORY 22. PAUL S. SARBANES TRANSIT IN PARKS PROGRAM**

*Before FTA may provide federal assistance for an Award financed under the Paul S. Sarbanes Transit in Parks Program authorized under former 49 U.S.C. § 5320, in effect in FY 2012 or a previous fiscal year, except as superseded by FAST Act requirements that apply you must select the Certifications in Category 22 in addition to other Certifications and Assurances you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications and Assurances in Category 22 that does not apply will not be enforced.*

1. Except as superseded by the FAST Act cross-cutting requirements that apply, the following Certifications and Assurances for the Paul S. Sarbanes Transit in Parks Program (Parks Program) are required by former 49 U.S.C. § 5320, in effect in FY 2012 or a previous fiscal year. Therefore, except as FTA determines otherwise in writing, on behalf of your Applicant, you certify that:

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

- a. It will consult with the appropriate federal land management agency during the planning process, and
  - b. The requirements of former 49 U.S.C. § 5307, as determined by FTA, will apply to the Parks Program authorized by former 49 U.S.C. § 5320.
2. FTA has determined certain requirements of former 49 U.S.C. § 5307 to be appropriate for the Parks Program, of which some require Certifications. Therefore, as specified under former 49 U.S.C. § 5307(d)(1), except as superseded by the FAST Act cross-cutting requirements that apply, you certify 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 equipment and facilities acquired or improved under its Award.
  - c. It will maintain its equipment and facilities acquired or improved under its Award.
  - d. When carrying out a procurement under former 49 U.S.C. § 5320, it will comply and will require each Subrecipient to comply with the following provisions:
    - (1) Competitive procurement (as defined or approved by FTA) requirements of 49 U.S.C. § 5325(a),
    - (2) The prohibition against exclusionary or discriminatory specifications in its procurements under 49 U.S.C. § 5323(h),
    - (3) “Buy America” requirements under 49 U.S.C. § 5323(j), as amended by the FAST Act, and FTA regulations, “Buy America Requirements,” 49 CFR part 661,
    - (4) Applicable pre-award and post-delivery requirements of 49 U.S.C. § 5323(m),
    - (5) Applicable railcar option restrictions of 49 U.S.C. § 5325(e), and
    - (6) “Veterans Preference/Employment” requirements under 49 U.S.C. § 5325(k).
  - e. It will comply with other applicable requirements under 49 U.S.C. § 5323 and § 5325.
  - f. It has complied or will comply with the requirements of former 49 U.S.C. § 5307(c), and specifically:
    - (1) It has made or will make available to the public information on the amounts available for the Parks Program, former 49 U.S.C. § 5320, and the Projects it proposes to implement under its Award,
    - (2) It has developed or will develop, in consultation with interested parties including private transportation providers, Projects to be financed under its Award,
    - (3) It has published or will publish a list of proposed Projects in a way that affected citizens, private transportation providers, and local elected officials have the opportunity to examine the proposed Projects and submit comments on the proposed Projects and its performance,

## FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES

- (4) It has provided or will provide an opportunity for a public hearing to obtain the views of citizens on the proposed Projects,
  - (5) It has considered or will consider the comments and views received, especially those of private transportation providers, in preparing its final list of Projects, and
  - (6) It has made or will make the final list of Projects for which an Award is sought available to the public.
- g. With respect to the non-federal share:
- (1) It has or will have and, as necessary, will require each Subrecipient to have the amount of funds required for the non-federal share, as required by 49 U.S.C. § 5320,
  - (2) It will provide the non-federal share from sources approved by FTA, and
  - (3) It will provide the non-federal share when needed.
- h. It has complied or will comply with and will require each Subrecipient to comply with:
- (1) The metropolitan transportation planning requirements of 49 U.S.C. § 5303, and
  - (2) The statewide and nonmetropolitan planning requirements of 49 U.S.C. § 5304.
- i. It has a locally developed process to solicit and consider public comment before:
- (1) Raising a fare, or
  - (2) Implementing a major reduction of public transportation.

### **CATEGORY 23. CONSTRUCTION HIRING PREFERENCES.**

*Before FTA may provide federal assistance for a third party contract for construction hiring financed under title 49 U.S.C. or title 23 U.S.C. using a geographic, economic, or any other hiring preference not otherwise authorized by federal law or regulation, you must select the Certifications in Category 23 on behalf of your Applicant in addition to other Certifications you must select on your Applicant's behalf, except as FTA determines otherwise in writing.*

*Any provision of the Certifications in Category 23 that does not apply will not be enforced.*

As provided by section 192 of division L, title I of the Consolidated Appropriations Act, 2016, Pub. L. 114-113, on behalf of your Applicant, you certify that if, in connection with any third party contract for construction hiring financed under title 49 U.S.C. or title 23 U.S.C., it uses a geographic, economic, or any other hiring preference not otherwise authorized by law or prohibited under 2 CFR § 200.319(b):

1. Except with respect to apprentices or trainees, a pool of readily available but unemployed individuals possessing the knowledge, skill, and ability to perform the

## **FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES**

- work that the third party contract requires resides in the jurisdiction where the work will be performed;
2. It will include appropriate provisions in its bid document ensuring that its third party contractor(s) do not displace any of its existing employees in order to satisfy such hiring preference; and
  3. That any increase in the cost of labor, training, or delays resulting from the use of such hiring preference does not delay or displace any transportation project in the applicable Statewide Transportation Improvement Program or Transportation Improvement Program.

Selection and Signature Page(s) follow.

**FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES**

**FEDERAL FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES FOR  
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

(Signature pages alternative to providing Certifications and Assurances in TrAMS)

Name of Applicant: Carson City Regional Transportation Commission (RTC)

The Applicant agrees to comply with applicable provisions of Categories 01 – 23. X  
OR

The Applicant agrees to comply with applicable provisions of the Categories it has selected:

<u>Category</u>	<u>Description</u>	
01.	Required Certifications and Assurances for Each Applicant.	_____
02.	Lobbying.	_____
03.	Procurement and Procurement Systems.	_____
04.	Private Sector Protections.	_____
05.	Rolling Stock Reviews and Bus Testing.	_____
06.	Demand Responsive Service.	_____
07.	Intelligent Transportation Systems.	_____
08.	Interest and Financing Costs and Acquisition of Capital Assets by Lease.	_____
09.	Transit Asset Management Plan and Public Transportation Agency Safety Plan.	_____
10.	Alcohol and Controlled Substances Testing.	_____
11.	Fixed Guideway Capital Investment Grants Program (New Starts, Small Starts, and Core Capacity Improvement).	_____
12.	State of Good Repair Program.	_____
13.	Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs.	_____
14.	Urbanized Area Formula Grants Programs and Passenger Ferry Grant Program.	_____
15.	Seniors and Individuals with Disabilities Programs.	_____
16.	Rural Areas and Appalachian Development Programs.	_____
17.	Tribal Transit Programs (Public Transportation on Indian Reservations Programs).	_____
18.	State Safety Oversight Grant Program.	_____
19.	Public Transportation Emergency Relief Program.	_____
20.	Expedited Project Delivery Pilot Program.	_____
21.	Infrastructure Finance Programs.	_____
22.	Paul S. Sarbanes Transit in Parks Program.	_____
23.	Hiring Preferences	_____

**FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES**

**FEDERAL FISCAL YEAR 2016 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE**  
**(Required of all Applicants for federal assistance to be awarded by FTA and all FTA Grantees with an active Capital or Formula Award)**

**AFFIRMATION OF APPLICANT**

Name of the Applicant: Carson City RTC  
Name and Relationship of the Authorized Representative: Brad Bonkowski, Carson City RTC Chair

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 federal fiscal year 2016, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded by FTA during federal fiscal year 2016.

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 [Signature] Date: 7-15-16

Name BRAD BONKOWSKI, RTC CHAIR  
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 [Signature] Date: 7/20/16

Name J. DANIEL YU, DEPUTY DISTRICT ATTY.  
Attorney for Applicant

*Each Applicant for federal assistance to be awarded by FTA and each FTA Recipient with an active Capital or Formula Project or Award 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 FTA's electronic award and management system, provided the Applicant has on file and uploaded to FTA's electronic award and management system this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.*

S Jun 28, 2016 9:03:26 AM PDT

File Edit Commands Help

SUNGARD PUBLIC SECTOR  
NavilLine

225-0000-381.01-03  
 Account miscellane  
 Budget miscellane  
 Transactions  
 Detail by date  
 Detail by code  
 Detail by year & p  
 Pending by date  
 Pending by code  
 Pending by year  
 Procurement car

**Account information**  
 Q GENERAL FUND / CC FTA 5307 OPS MATCH  
 Fiscal year: 2016 Cr  
 Estimated revenue: 400,000.00  
 Total receipts: 400,000.00  
 Q Unrealized revenue: .00

**Project Data**  
 Project Entry Optional

**Account Balance by Period**

Period/Month	Actuals	Cumulative Totals
Q 01 July	400,000.00	400,000.00
Q 02 August	.00	400,000.00
Q 03 September	.00	400,000.00
Q 04 October	.00	400,000.00

**Payment information**  
 Vendor (\* indicates pending) Total

**General Release Details**

Type	App	Period	Date	Project	Transaction Amount	Budget Amount	Group
AJ	GM	01	8/17/2015		400000.00	.00	00507
BA	GM	01	8/11/2015		.00	400000.00	00436 BUD
BA	GM	01	8/11/2015		.00	-400000.00	00435 BUD

Print  
 Cancel  
 Exit  
 Previous acc...  
 Next account  
 2015  
 2017  
 Account activ...  
 Pending trans...  
 Subset transa...  
 Budget alloca...

**End of records reached**



# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)  
01/19/2016

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

**IMPORTANT:** If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

<b>PRODUCER</b> McGriff, Seibels & Williams of Oregon 1800 SW First Avenue, Suite 400 Portland, OR 97201	<b>CONTACT NAME:</b> PHONE (A/C, No, Ext): 503-943-6621	FAX (A/C, No): 503-943-6622	
	<b>E-MAIL ADDRESS:</b>		
<b>INSURED</b> MV Transportation, Inc. and subsidiaries 2024 College Street Elk Horn, IA 51531	<b>INSURER(S) AFFORDING COVERAGE</b>		<b>NAIC #</b>
	INSURER A :ACE American Insurance Company		22667
	INSURER B :Indemnity Insurance Company of North America		43575
	INSURER C :ACE Fire Underwriters Insurance Company		20702
	INSURER D : INSURER E : INSURER F :		

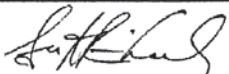
**COVERAGES**                      **CERTIFICATE NUMBER:** LCSDPZKP                      **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR  GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:			HDO G27404844	02/01/2016	02/01/2017	EACH OCCURRENCE \$ 5,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000 MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ 5,000,000 GENERAL AGGREGATE \$ 5,000,000 PRODUCTS - COMP/OP AGG \$ 5,000,000 \$
A	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> HIRED AUTOS Excess of SIR <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS			XSA H09040420	02/01/2016	02/01/2017	COMBINED SINGLE LIMIT (Ea accident) \$ 2,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	<input type="checkbox"/> UMBRELLA LIAB <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> DED <input type="checkbox"/> RETENTION \$						<input type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS-MADE \$ \$ \$
A B C	<input checked="" type="checkbox"/> WORKERS COMPENSATION AND EMPLOYERS' LIABILITY <input type="checkbox"/> ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in IH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A	WLR C48601054 (AOS) WLR C48601066 (AZ, MA) WCU C4860108A (CA, OH, WA) SCF C48601078 (WI)	02/01/2016	02/01/2017	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000 \$ \$ \$ \$

**DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES** (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)  
The City of Carson City is named as an Additional Insured as respects the operations of the Named Insured with respects to General Liability coverage as required by written and signed contract subject to policy terms, conditions, limits and exclusions.

**CERTIFICATE HOLDER**                      **CANCELLATION**

City of Carson City 3505 Butti Way Carson City, NV 89701 Attn: Ken Smithson	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.  AUTHORIZED REPRESENTATIVE 
--	--

AGENCY CUSTOMER ID: \_\_\_\_\_

LOC #: \_\_\_\_\_



## ADDITIONAL REMARKS SCHEDULE

Page 2 of 2

PRODUCER McGriff, Seibels & Williams of Oregon		INSURED MV Transportation, Inc. and subsidiaries	
POLICY NUMBER			
CARRIER	NAIC CODE	ISSUE DATE: 01/19/2016	

### ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,

FORM NUMBER: \_\_\_\_\_ FORM TITLE: \_\_\_\_\_

CRIME  
Insurance Company: Federal Insurance Company  
Policy #: 6804-6576  
Policy Period: 03/31/2015 - 05/30/2016  
Limit (Per Claim): Employee Theft - \$1,000,000



**CARSON CITY, NEVADA**  
**CONSOLIDATED MUNICIPALITY AND STATE CAPITAL**

March 9, 2015

Patrick Pittenger, AICP, PTP  
Transportation Manager  
Carson City Public Works  
3505 Butti Way  
Carson City, NV 89701

RE: Letter of Support for Carson City Regional Transportation Commission's application to the Aging and Disability Services Division (ADSD) Transportation grant program.

Dear Mr. Pittenger:

This letter is to inform you that Carson City Health and Human Services fully supports the Carson City Regional Transportation Commission's application to the Nevada Aging and Disability Services Division for a transportation grant.

It is understood that any funds awarded as a result of submittal of the application will be used to continue the Senior Bus Pass Program which provides free transportation on Jump Around Carson, Carson City's public transit system, for an entire fiscal year. Last fiscal year, over 70,000 free rides were provided to seniors on JAC bus routes as a result of the program. These funds go a long way in supporting the health and independence of seniors in our community.

As an agency concerned with supporting individuals who are in need, we are pleased to coordinate with, and provide support to the Carson City Regional Transportation Commission in order to plan and implement service options for those individuals.

Sincerely,

Nicki Aaker, Director  
Carson City Health and Human Services

**Carson City Health & Human Services**

900 East Long Street • Carson City, Nevada 89706 • (775) 887-2190 • Hearing Impaired-Use 711

Clinical Services (775) 887-2195 Fax: (775) 887-2192	Public Health Preparedness (775) 887-2190 Fax: (775) 887-2248	Human Services (775) 887-2110 Fax: (775) 887-2539	Disease Control & Prevention (775) 887-2190 Fax: (775) 887-2248	Chronic Disease Prevention & Health Promotion (775) 887-2190 Fax: (775) 887-2248
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## STAFF REPORT

**Report To:** The Carson Area Metropolitan Planning Organization      **Meeting Date:** August 16, 2016

**Staff Contact:** Graham Dollarhide, Transit Coordinator

**Agenda Title: (Information only)** To notify the CAMPO board of potential changes in service to Tahoe Transportation District's Lake & Valley Express routes, including elimination of the 21x bus route between Carson City and South Lake Tahoe, in accordance with CAMPO's transit service change policy.

**Staff Summary:** As a result of language included in Fixing American's Surface Transportation Act (FAST Act) which makes Tahoe an urbanized area, the Tahoe Transportation District (TTD) is no longer able to use federal rural transit funding from the Nevada Department of Transportation (NDOT) to support the express bus service between Carson City and South Lake Tahoe. With the loss of funds from NDOT, TTD would not be in a position to replace the funding needed to operate the route. TTD is currently exploring alternative funding options in an attempt to maintain current funding and service levels of the route.

**Agenda Action:** Other/Presentation

**Time Requested:** 5 minutes

**Proposed Motion** – N/A

**Background/Issues & Analysis** – In 2011, an agreement was signed between TTD, the Carson City RTC, and Douglas Area Rapid Transit (DART) for the provision of regular, fixed route, commuter express public transit service between Carson City, Douglas County, and South Lake Tahoe. The agreement included funding and operation of routes 19x, 20x, and 21x by TTD, with no obligation from Carson City or Douglas County. CAMPO's Policy on Public Comment Process for Proposed Fare and Service Changes provides steps to be followed to ensure that an adequate public comment and notification process take place.

**Applicable Statute, Code, Policy, Rule or Regulation** – CAMPO's Policy on Public Comment Process for Proposed Fare and Service Changes; Interlocal Cooperative Agreement between the Tahoe Transportation District, Douglas County and the Carson City Regional Transportation Commission.

**Financial Information**

Is there a fiscal impact?  Yes  No

If yes, account name/number:

Is it currently budgeted?  Yes  No

Explanation of Fiscal Impact:

**Alternatives** – N/A

**Supporting Material**

- CAMPO's Policy on Public Comment Process for Proposed Fare and Service Changes
- Tahoe Transportation District meeting agenda item
- Interlocal Cooperative Agreement between the Tahoe Transportation District, Douglas County and the Carson City Regional Transportation Commission

**CARSON AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)  
POLICY ON PUBLIC COMMENT PROCESS FOR  
PROPOSED FARE AND SERVICE CHANGES  
(Amended May 13, 2009)**

**Purpose**

To establish a policy for public participation regarding proposed fare changes or major service changes of transit operators in the CAMPO planning area.

**General Provisions**

1. The term “governing body” refers to the governmental entity – elected and/or appointed – with operating authority over a transit service provider funded in part with Federal Transit Administration (FTA) funds allocated to the Carson Urbanized Area either directly to CAMPO or to CAMPO through the Nevada Department of Transportation (NDOT)
2. All meetings described below – governing body meeting and any separate public meeting to receive comments – must be held in ADA accessible facilities.
3. The transit operator proposing a service or fare change will make reasonable accommodations for members of the public who are disabled.

**Policy**

1. This policy applies to a fare increase or decrease and a service increase or major service reduction. This policy does not apply to a temporary fare decrease or service increase as would occur, for example, for a special event. A major service reduction is defined as any of the following:
  - a. The elimination of an entire route or a portion of a route that reduces the geographic area of transit service area. The realignment of a route or elimination of a portion of a route when existing or new service will still be available within one-quarter mile of the previous alignment will not be considered a major service reduction.
  - b. A reduction in the service hours of any route of at least 10 percent of the total hours operated on the route on a daily basis.
  - c. The elimination of at least 10 percent of the stops on a route – cumulative during a rolling one-year period.
2. A major service increase is defined as any of the following:
  - a. The creation of an entire route or an expansion of a route that extends the geographic area of transit service area a least a one-half mile in length.
  - b. An increase in the service hours of any route of at least 10 percent of the total hours operated on a daily basis, or an increase in service of the number of days of the week that any route operates.
3. When a fare increase or major service reduction is considered by a transit operator, the following steps, at a minimum, will be taken to ensure an adequate public comment process:
  - a. Notice the proposed major service reduction or fare increase with specific information regarding the existing and proposed service or fare levels. The notification will include the posting of documentation at all bus stops with shelters and inside all vehicles operating on the affected route(s) or that share

a transfer point with an affected route. Written notice will also be published in the appropriate local newspaper – Nevada Appeal or Record-Courier – as a paid advertisement of notice. Prior to the commencement of the comment period, notice will be provided to CAMPO staff for display on the CAMPO website, and the transit operator will display the notice on its website if the transit operator has a website. The notice will announce the starting and ending dates of a minimum 30-day public comment period. The notice will also announce a public meeting to be held during the required comment period. The public meeting will be held within the Carson Urbanized Area at a facility that is accessible through the use of public transit services. The meeting(s) will be scheduled at times that transit services are available to facilitate attendance by transit users. The public notification of the meeting and public comment at the meeting will follow the State of Nevada Open Meeting Law (NRS Chapter 241) requirements.

- b. The governing body of the transit operator will be notified of the comment period and proposed major service decrease or fare increase. Notification to the governing body may occur prior to or during the public comment period. If a regular meeting of the governing body is held during the comment period, the topic of the proposed major service reduction or fare increase shall be agendaized to allow for discussion and public comment to be received by the governing body.
  - c. Following the completion of the comment period and the conduct of the public meeting(s), the proposed major service decrease or fare increase will be agendaized at a meeting of the governing body of the transit operator. The governing body meeting will be noticed in accordance with the State of Nevada Open Meeting Law (NRS Chapter 241) and with notices in vehicles as in paragraph “a.” above. Any comments received during the public comment period will be documented. The documentation must be available for public review and distributed to the governing body of the transit operator prior to taking action. The governing body will act on the proposed service reduction or fare increase after consideration of comments received.
4. When a fare decrease or major service increase is proposed by a transit operator, the change shall be publicized in the following manner:
- a. Notice of the proposed major service increase or fare decrease with specific information regarding the existing and proposed service or fare levels shall be posted at all bus stops with shelters and inside all vehicles operating on the affected route(s) or that share a transfer point with an affected route.
  - b. The governing body of the transit operator will be notified of the proposed major service increase or fare decrease. The topic of the proposed major service increase or fare decrease shall be agendaized to allow for public comment to be received by the governing body.
  - c. Prior to the change, notice shall be provided to CAMPO staff for display on the CAMPO website, and the transit operator will display the notice on its website if the transit operator has a website.
  - d. Written notice will be transmitted to appropriate media outlets – including the Nevada Appeal or Record-Courier – to encourage media coverage.



MEMORANDUM

Date: August 4, 2016  
To: Tahoe Transportation District (TTD) Board of Directors  
From: TTD Staff  
Subject: Approve Potential Elimination of Route 21x and Service Changes to Routes 19x and 20x to Take Effect October 1, 2016 Based on Proposed Funding and Eligibility Determination by the Nevada Department of Transportation

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**Action Requested:**

Staff requests the Board hear the item and approve a conditional elimination of Route 21x and changes to Routes 19x and 20x effective October 1, 2016, unless an alternative funding source is secured or an eligibility determination is made that will retain them.

**Fiscal Analysis:**

As of the writing of this staff summary, Staff has no confirmation from Nevada Department of Transportation (NDOT) as to what NDOT will fund from the 5311 rural funding program. NDOT has indicated that NDOT believes TTD is ineligible to continue Route 21x because of Fixing America's Surface Transportation Act (FAST Act) language making Tahoe an urbanized area and that NDOT will not fund Route 21x as a result. If that determination stands, the District is not in a position to replace the approximate \$1 million needed to operate Route 21x. A final fiscal analysis will be made once NDOT provides a conclusive funding determination to Staff.

**Work Program Analysis:**

Unless NDOT makes even deeper funding cuts than it has indicated, TTD will not need to reduce its work program at current staffing levels.

**Background:**

In 2011, TTD assumed transit operations from STATA and implemented route restructuring that included service to Carson City, Minden, and Gardnerville. These three routes (19x, 20x, and 21x) provided commuter connections from the housing centers in Carson City and Carson Valley to job centers at Stateline. Additionally, passenger patterns in the Carson Valley grew to include carrying commuters from Minden/Gardnerville to Carson City. TTD has an agreement with Carson Regional Transportation Commission and Douglas Area Rapid Transit for the triangle service which includes routes 19x, 20x, and 21x.

In December 2015, Congress passed and the President signed into law the FAST Act. Included within the FAST Act was language designating the Tahoe Basin as a large urbanized area (Tahoe UZA). This new designation opened new funding sources (Section 5307 and Section 5339) for transit capital and operations in the basin and provided relief to TTD's funding partners. NDOT had previously funded both in-basin and out-of-basin transit operations and

GF/ja

AGENDA ITEM: V.A.

capital through the rural 5311 program. With the new designation, TTD's request for NDOT 5311 funding decreased approximately 32% and for the Tahoe Basin 40%. This was a result of the 5307 and 5339 funding replacing NDOT 5311 funding in the Tahoe UZA.

Unfortunately, the Tahoe UZA designation created a regulatory complication for TTD's route 21x. This route links the Tahoe UZA with the Carson City UZA. Rural funding is ineligible to connect two urban areas and the urban funding for the Tahoe UZA is insufficient to absorb the cost of this route. This matter is further exacerbated by what had been inadvertently dropped from the FAST Act language, urban density, which lowered the amount of 5307 funding available to Tahoe (correction of this is awaiting Congressional action).

**Discussion:**

With NDOT funding ineligible for Route 21x and 5307/5339 funding insufficient to backfill the reduction, TTD may be forced to discontinue Route 21x and implement minor route modifications to 19x and 20x. The minor modifications to route 19x are envisioned to enhance connectivity with RTC and JAC and ensure the schedule continues to meet the needs of passengers. Routes 20x and 19x will provide an option for passengers to travel between Carson City and South Lake Tahoe, assuming the routes are funded at needed levels.

Route 21x serves over 25,000 passenger trips a year, mostly commuters to Tahoe for work, but also includes medical trips. Route 21x has the most passengers of the three triangle routes and is too important to lose. Staff is working to find alternative funding solutions to try and retain a workable level of service on Route 21x, until a more sustainable funding source is developed. Intercity connectivity is an important goal for Tahoe transit and this would be a setback to that goal, with economic consequences to the labor force and businesses dependent on them.

TTD does not have a Board adopted policy on Major Service Reductions, but it does have a 30-day notice requirement in the Triangle Service agreement with Carson City and Douglas County prior to contract termination. Staff proposes that the Board make a conditional approval for elimination of Route 21x and necessary modifications to 19x and 20x, effective October 1, 2016 unless funding alternatives are found. Staff will return at the September Board meeting with further analysis and potential changes for a final decision or concurrence at that time.

**Additional Information:**

If you have any questions or comments regarding this item, please contact Carl Hasty at (775) 589-5501 or [chasty@tahoetransportation.org](mailto:chasty@tahoetransportation.org).

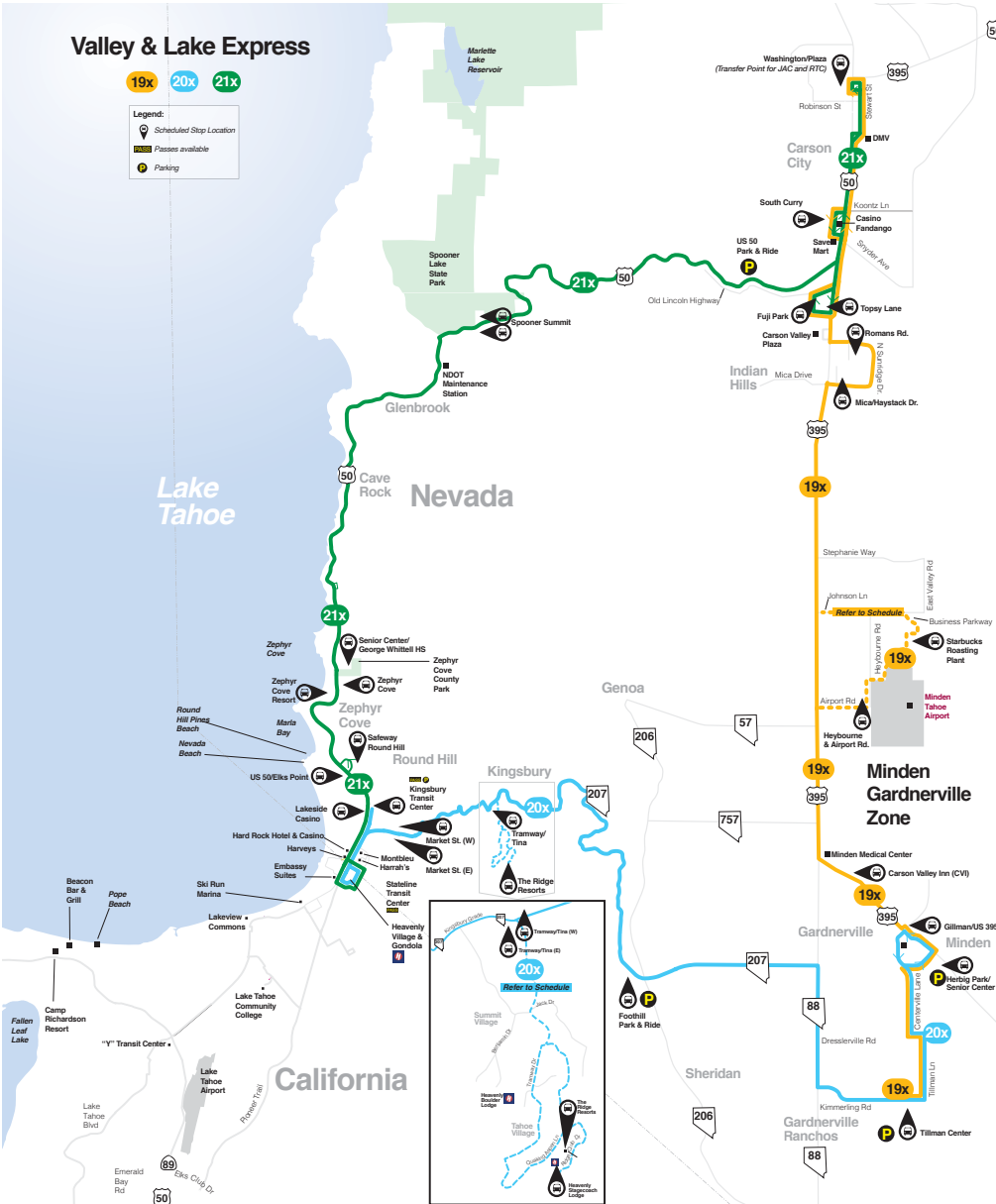
**Attachment:**

- A. Map of Routes 21x, 20x, and 19x

# Valley & Lake Express

19x 20x 21x

- Legend:**
- Scheduled Stop Location
  - Passes available
  - Parking



19x

20x

21x

### NORTHBOUND 19x - WEEKDAY EXPRESS

Timeline Center	Heritage Park Senior Center	DMV	Robinson St	Carson City	South Curry	US 50 Park & Ride	Carson Valley Plaza	Indian Hills	Mica Drive	Stephanie Way	Johnson Ln	Heritage Park Senior Center	Heritage Park Senior Center
6:20	6:28	6:37	6:50	7:05	7:30								
7:20	7:28	7:37	**	7:55	8:00	8:15							
1:35	1:43	1:52	**	**	2:10	2:20							
3:10	3:18	3:27	3:40	3:55	4:00	4:20							
5:10	5:18	5:27	5:40	5:55	6:00	6:20							

### SOUTHBOUND 19x - WEEKDAY EXPRESS

Washington Park	Fuji Park	Carson Valley Plaza	Indian Hills	Mica Drive	Stephanie Way	Johnson Ln	Heritage Park Senior Center	Heritage Park Senior Center
6:10	6:23	6:40	6:58	7:06	7:20			
7:35	7:48	7:52	8:07	8:25	8:33	8:45		
9:35	9:48	**	**	10:07	10:15	10:28		
3:10	3:23	3:27	3:42	4:00	4:08**	4:20**		
4:45	4:58	5:02	5:17	5:35	5:43**	5:55**		

\*No service to this destination. This route will stay on US 50 and will not deviate from US 50. \*\*This bus will be classified as the Westbound 20x. This bus will complete the Southbound 19x route and will terminate at Lake Center at the destination stop.

Note: All Times are shown in light blue type. PM Times are shown in boldface type.

### Route 19x operates Monday - Friday, but does not operate on weekends on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas.

### WESTBOUND 20x - WEEKDAY EXPRESS

Timeline Center	Heritage Park Senior Center	DMV	Robinson St	Carson City	South Curry	US 50 Park & Ride	Carson Valley Plaza	Indian Hills	Mica Drive	Stephanie Way	Johnson Ln	Heritage Park Senior Center	Heritage Park Senior Center
6:20	6:28	6:37	6:50	7:05	7:30								
7:20	7:28	7:37	**	7:55	8:00	8:15							
1:35	1:43	1:52	**	**	2:10	2:20							
3:10	3:18	3:27	3:40	3:55	4:00	4:20							
5:10	5:18	5:27	5:40	5:55	6:00	6:20							

### EASTBOUND 20x - WEEKDAY EXPRESS

Washington Park	Fuji Park	Carson Valley Plaza	Indian Hills	Mica Drive	Stephanie Way	Johnson Ln	Heritage Park Senior Center	Heritage Park Senior Center
6:10	6:23	6:40	6:58	7:06	7:20			
7:35	7:48	7:52	8:07	8:25	8:33	8:45		
9:35	9:48	**	**	10:07	10:15	10:28		
3:10	3:23	3:27	3:42	4:00	4:08**	4:20**		
4:45	4:58	5:02	5:17	5:35	5:43**	5:55**		

\*No service to this destination. This route will stay on US 50 and will not deviate from US 50. \*\*This bus will be classified as the Westbound 20x. This bus will complete the Southbound 20x route and will terminate at Lake Center at the destination stop.

Note: All Times are shown in light blue type. PM Times are shown in boldface type.

### Route 20x operates Monday - Friday, but does not operate on weekends on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas.

### WESTBOUND 20x - WEEKEND EXPRESS

Timeline Center	Heritage Park Senior Center	DMV	Robinson St	Carson City	South Curry	US 50 Park & Ride	Carson Valley Plaza	Indian Hills	Mica Drive	Stephanie Way	Johnson Ln	Heritage Park Senior Center	Heritage Park Senior Center
6:20	6:28	6:37	6:50	7:05	7:30								
7:20	7:28	7:37	**	7:55	8:00	8:15							
1:35	1:43	1:52	**	**	2:10	2:20							
3:10	3:18	3:27	3:40	3:55	4:00	4:20							
5:10	5:18	5:27	5:40	5:55	6:00	6:20							

### EASTBOUND 20x - WEEKEND EXPRESS

Washington Park	Fuji Park	Carson Valley Plaza	Indian Hills	Mica Drive	Stephanie Way	Johnson Ln	Heritage Park Senior Center	Heritage Park Senior Center
6:10	6:23	6:40	6:58	7:06	7:20			
7:35	7:48	7:52	8:07	8:25	8:33	8:45		
9:35	9:48	**	**	10:07	10:15	10:28		
3:10	3:23	3:27	3:42	4:00	4:08**	4:20**		
4:45	4:58	5:02	5:17	5:35	5:43**	5:55**		

\*No service to this destination. This route will stay on US 50 and will not deviate from US 50. \*\*This bus will be classified as the Westbound 20x. This bus will complete the Southbound 20x route and will terminate at Lake Center at the destination stop.

Note: All Times are shown in light blue type. PM Times are shown in boldface type.

### Route 20x operates on the weekend schedule during the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas.

### NORTHBOUND 21x - WEEKDAY EXPRESS

Timeline Center	Heritage Park Senior Center	DMV	Robinson St	Carson City	South Curry	US 50 Park & Ride	Carson Valley Plaza	Indian Hills	Mica Drive	Stephanie Way	Johnson Ln	Heritage Park Senior Center	Heritage Park Senior Center
6:30	6:39	6:46	**	6:10	6:12	6:33							
6:30	6:39	6:46	**	7:10	7:12	7:33							
6:30	6:39	6:46	**	8:10	8:12	8:32							
2:05	2:14	2:21	**	2:45	2:47	3:08							
3:30	3:39	3:46	**	4:10	4:12	4:33							
5:35	5:44	5:51	**	6:15	6:17	6:38							

### SOUTHBOUND 21x - WEEKDAY EXPRESS

Washington Park	Fuji Park	Carson Valley Plaza	Indian Hills	Mica Drive	Stephanie Way	Johnson Ln	Heritage Park Senior Center	Heritage Park Senior Center
6:35	6:43	6:48	6:54	7:17	7:19	7:23	7:36	
7:30	7:38	7:43	7:49	8:12	8:14	8:18	8:33	
3:30	3:38	3:43	3:49	3:12	3:14	3:18	3:33	
3:00	3:08	3:13	3:19	3:42	3:44	3:48	4:03	
4:30	4:38	4:43	4:49	5:12	5:14	5:18	5:33	
6:40	6:48	6:53	6:59	7:22	7:24	7:28	7:43	

### NORTHBOUND 21x - WEEKEND EXPRESS

Timeline Center	Heritage Park Senior Center	DMV	Robinson St	Carson City	South Curry	US 50 Park & Ride	Carson Valley Plaza	Indian Hills	Mica Drive	Stephanie Way	Johnson Ln	Heritage Park Senior Center	Heritage Park Senior Center
6:30	6:39	6:46	**	6:10	6:12	6:33							
6:30	6:39	6:46	**	7:10	7:12	7:33							
6:30	6:39	6:46	**	8:10	8:12	8:32							
2:30	2:39	2:46	**	3:10	3:12	3:17	4:28						
3:30	3:39	3:46	**	4:10	4:12	4:17	4:28						
4:30	4:39	4:46	**	5:10	5:12	5:17	5:28						

### SOUTHBOUND 21x - WEEKEND EXPRESS

Washington Park	Fuji Park	Carson Valley Plaza	Indian Hills	Mica Drive	Stephanie Way	Johnson Ln	Heritage Park Senior Center	Heritage Park Senior Center
6:30	6:38	6:43	6:47	7:10	7:12	7:16	7:28	
7:30	7:38	7:43	7:47	8:10	8:12	8:16	8:28	
3:30	3:38	3:43	3:47	4:10	4:12	4:16	4:28	
4:30	4:38	4:43	4:47	5:10	5:12	5:16	5:28	
6:30	6:38	6:43	6:47	7:10	7:12	7:16	7:28	

\*No service to this destination. No weekend service. \*\*This bus will be classified as the Westbound 20x. This bus will complete the Southbound 21x route and will terminate at Lake Center at the destination stop.

Note: All Times are shown in light blue type. PM Times are shown in boldface type.

### Route 21x operates on the weekend schedule during the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas.

### Reduced Fare Eligibility

- TTD only offers reduced fares to persons who can prove eligibility when purchasing the fare.
  - \*Youths 5-18 years of age can prove eligibility by presenting a valid photo identification card (e.g. school ID or driver's license), or a TTD reduced fare card.
  - \*Persons over 60 years of age can prove eligibility by presenting a valid photo identification card (e.g. state issued ID card or driver's license), or a TTD reduced fare card.
  - \*Persons with valid Medi-Cal, Medicaid, or Medicare cards can prove eligibility by presenting that card and a photo identification card, or a TTD reduced fare card.
  - \*Persons with the Service Connected Disability designation on their Veteran's Identification Card can prove eligibility by presenting that card, or a TTD reduced fare card.
  - \*Persons with disabilities who meet TTD's eligibility criteria can prove eligibility by applying for, receiving, and presenting a TTD reduced fare card.
- For more information on applying for a TTD reduced fare card, please contact: info@tahoeatransit.org or call 775-889-5500.

### General Information:

- Bicycles/Bicycletas**  
Bicycles are available on a first come, first served basis. Folding bicycles may be brought on buses if space is available and the bicycle does not obstruct or pose a risk to other passengers. Bicycletas de bicicletas están disponibles en un primer registro, primer servicio. Las bicycletas plegables pueden ser llevadas en autobuses si hay espacio disponible y la bicycleta no obstruye ni supone un riesgo para los demás pasajeros.
- Demand Response (Paratransit) Service**  
TTD operates its Demand Response Service for persons 60 years of age and older, veterans with Service-connected Disability designation on their Veteran's Identification Card, and persons with disabilities who meet TTD's eligibility criteria. For complete demand response information, please email TTD at info@tahoeatransit.org or write to TTD at P.O. Box 499, Zephyr Cove, NV 89448. Para programar un viaje llame al 775-889-5500.
- Service Animals / Animales de Servicio**  
Only service animals are permitted on the bus. Pets and animals that are not service animals are NOT permitted on TTD buses or in the transit facilities. Service animals must be leashed or harnessed and under complete control of their owner at all times. Aggressive or disruptive behavior will not be tolerated. Solo los animales de servicio son permitidos en el autobús. Los mascotas y los animales que no son animales de servicio no están permitidos en los autobuses de TTD o en las instalaciones de tránsito. Los animales de servicio deben ir con correa o arneses y bajo el control total de sus propietarios en todo momento. Agresivo o comportamiento disruptivo no serán tolerados.
- Title VI Policy / Título VI Política**  
TTD operates in compliance with Title VI regulations, without regard to race, color, or national origin. To request more information regarding non-discrimination policies, please email TTD at info@tahoeatransit.org or write to TTD at P.O. Box 499, Zephyr Cove, NV 89448. Any person who believes that he or she has been the subject of discrimination may file a written complaint with TTD or with the Federal Transit Administration Office of Civil Rights. TTD opera en cumplimiento con el Título VI regulaciones, sin distinción de raza, color u origen nacional. Para solicitar más información acerca de la no-discriminación por raza, color u origen nacional, envíe un correo electrónico a info@tahoeatransit.org o como electrónico. Cualquier persona que considere haber sido objeto de discriminación puede presentar una queja por escrito con TTD, o con la Oficina de Administración de Tránsito Federal de Washington, DC.

**INTERLOCAL COOPERATIVE AGREEMENT BETWEEN THE TAHOE  
TRANSPORTATION DISTRICT, DOUGLAS COUNTY AND THE CARSON  
CITY REGIONAL TRANSPORTATION COMMISSION**

Regarding Implementation of Regular, Fixed Route, Commuter Express Public  
Transit Services between Carson City, Nevada, the communities of Minden /  
Gardnerville, Nevada, and South Lake Tahoe, California

THIS AGREEMENT is made and entered this 10th day of October, 2011, by and between the Tahoe Transportation District, a special purpose district created by Article IX of the Tahoe Regional Planning Compact, hereinafter referred to as "TTD", the Carson City Regional Transportation Commission, hereinafter referred to as "RTC", and Douglas County, for the purpose of defining agency roles, responsibilities, and commitments in conjunction with the provision of regular, fixed-route commuter express public transit service between South Lake Tahoe, CA, Carson City, NV and Minden / Gardnerville, NV on the Highway 50, 207 and 395 corridors between the aforementioned communities.

**WITNESSETH:**

WHEREAS, Nevada Revised Statutes (NRS) 277.180(1) allows any one or more public agencies to contract with any one or more other public agencies to perform any governmental service, activity or undertaking which any of the public agencies entering into the contract is authorized by law to perform; and

WHEREAS, NRS 277.180(2)(a) provides that the authorized purposes of an agreement made pursuant to NRS 277.180(1) includes the joint use or operation of a system of public transportation;

NOW, THEREFORE, in consideration of the premises and of the mutual covenants hereinafter contained, it is hereby agreed by and between the parties as follows:

**1. Purpose of Agreement**

The purpose of this Agreement is a cooperative operational arrangement that will facilitate the provision of regularly scheduled, fixed-route, commuter express intercity bus service between Carson City, Nevada, and South Lake Tahoe, California; between South Lake Tahoe and Minden / Gardnerville, Nevada; and between Carson City, Nevada and Minden / Gardnerville, Nevada. The service will be open to the public for all trip purposes and will be fully accessible to persons with disabilities. The service start date is anticipated to be on or about October 1, 2011.

## **2. Lead Agency**

TTD is the lead agency for administration of the Project, and will be responsible for service contracting and compliance with all federal and state requirements, including reporting requirements pursuant to the National Transit Database. TTD shall indemnify, defend and hold Douglas County and the RTC, the officers and employees thereof, harmless from all costs, expenses, losses, liabilities, and judgments arising out of or caused by the acts or omission of TTD, its officers, agents, or employees solely in the performance of this Agreement. Douglas County and the RTC shall indemnify, defend and hold the TTD, its officers and employees, harmless from all costs, expenses, losses, liabilities, and judgments arising out of or caused by the acts or omission of Douglas County and the RTC, its officers, agents or employees, solely in the performance of this Agreement.

## **3. Service Contracting**

TTD and its Contractor will be responsible for the operation and scheduling of the commuter services, provide for the legal operating authority and ensure that all requisite insurance provisions are met.

## **4. Service Plan**

The bus service will operate five (5) days per week between either Fuji Park or the JAC Transfer Center in Carson City, Nevada, to the Ranchos in Gardnerville, Nevada; and seven (7) days per week between the Stateline Transit Center in South Lake Tahoe, California and the JAC Transfer Point in Downtown Carson City, Nevada; and between Lampe Park and the Stateline Transit Center in South Lake Tahoe, California. Stop locations will be determined in consultation with RTC and Douglas County staff, and will include connections to RTC INTERCITY, Douglas Area Rural Transit, ESTA, and JAC. Service will generally operate between 5:30 AM and 7:30 PM with 5 or 6 runs daily between Carson City and South Lake Tahoe; and Minden / Gardnerville and South Lake Tahoe; and 5 runs between Carson City and Minden / Gardnerville throughout the course of the day.

## **5. Funding**

TTD shall be responsible for the funding of the commuter services described in the Service Plan. Nothing in this agreement is understood to preclude the RTC or Douglas County from future participation in the funding of the Service.

## Funding Sources

The primary sources of funding for the Project will include FTA Section 5311 funds through NDOT and other local funds that TTD can allocate to the service.

### **6. Bus Equipment**

The service will utilize ADA accessible vehicles suitable for freeway operations. TTD will provide all buses.

### **7. Bus Stops**

Bus stops in Carson City will be installed, maintained and paid for by the RTC. Bus stops in Minden / Gardnerville will be installed, maintained and paid for with Federal funds available to Douglas County. All other bus stops will be installed, maintained and paid for by TTD.

### **8. Fares**

TTD and its Board of Directors shall set the fare structure for this service. The fare structure will be a "zone" system, with a Tahoe Zone, a Carson City Zone and a Minden / Gardnerville Zone. Travel within a zone will require payment of the "local" fare and travel between zones payment of the "regional" fare. RTC and Douglas County shall accept BlueGO transfers as fare credit on JAC and DART routes. TTD shall accept JAC and DART transfers as fare credit on BlueGO routes.

### **9. Marketing**

Marketing activities, promotional materials, printed schedules, etc., will be developed by TTD in consultation with RTC and Douglas County. RTC shall include this route information in its Route Map, Fares & Schedules brochure. The parties will work cooperatively to come up with a marketing strategy that maximizes ridership and effectiveness of the service. The service will be aggressively promoted by TTD, Douglas County and RTC.

### **10. Parking**

RTC agrees to provide parking for up to three (3) BlueGO vehicles 35 ft. or less at the JAC Operations Office located at 3303 Butti Way, Bldg. 1. Designated BlueGO and TTD staff as well as authorized sub-contractors will be allowed access to BlueGO buses at this site for operations and minor maintenance purposes between the hours of 5:00 AM and 8:30 PM, 7 days per week. Douglas County agrees to provide parking for up to four (4) BlueGO buses at the Douglas County Transportation Yard located at 1112 Airport Rd., Bldg. C-2. Designated BlueGO and TTD staff as well as authorized sub-contractors will be allowed access to BlueGO buses at this

site for operations and minor maintenance purposes between the hours of 5:00 AM and 8:30 PM, 7 days per week.

#### **11. Maintenance**

TTD shall provide all major repairs and preventive maintenance functions on its vehicles at its maintenance facility in South Lake Tahoe.

Designated BlueGO staff as well as authorized sub-contractors may provide minor mechanical repairs – such as can be performed in a typical road call – at the RTC and Douglas County parking locations.

#### **12. Effective Date**

This Agreement becomes effective immediately upon its execution by the governing bodies of the participating entities.

This Agreement shall be automatically renewed for a one-year period on each anniversary date thereafter, unless one of the parties to the Agreement serves, by certified mail, on one or both of the other parties a written notice of termination sixty days (60) days prior to the date of expiration, in which event this Agreement shall terminate on the date of expiration.

#### **13. Amendment**

This Agreement may be amended by the written consent of all parties.

#### **14. Termination**

This Agreement may, by mutual consent, be terminated upon thirty (30) days written notice.

The continuation of this Agreement is subject to and contingent upon sufficient funds being appropriated, budgeted, and otherwise made available to the RTC, Douglas County and/or TTD by the State Legislature, the FTA and/or any other source for the operation of the Service. The RTC, Douglas County or TTD may terminate this Agreement, and the RTC, Douglas County and/or TTD waive any and all claims for damages, effective immediately upon service of written notice, or any date specified therein, if for any reason one party's funding from state, federal and/or other sources for the operation of the Service is not appropriated or is withdrawn, limited or impaired.

#### **15. Miscellaneous Provisions**

A) In the event of any dispute arising under this Agreement as to performance, compensation, and the interpretation of satisfactory fulfillment of the terms of this Agreement, the forum for resolution of any such dispute shall be by binding arbitration in accordance with Nevada

Uniform Arbitration Act of 2000, NRS 38.206, *et seq.*, including rights to discovery. In such case, the arbitrator shall have both legal and equitable jurisdiction, and the arbitration award shall be final, and judgment on the arbitration award may be entered in any court having jurisdiction over the subject matter of the controversy.

B) This Agreement and the rights and obligations of the parties hereto shall be governed by, and construed according to, the laws of the State of Nevada. The parties consent to the exclusive jurisdiction of the Nevada district courts for enforcement of this Agreement.

C) All notices or other communications required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given if delivered personally in hand, by telephone facsimile with simultaneous regular mail, or mailed certified mail, return receipt requested, postage prepaid on the date posted and addressed to the other parties at the addresses set forth below:

FOR RTC:

Shelly Aldean, Chair  
ATTN: Patrick Pittenger, Transportation Manager  
Carson City Regional Transportation Commission  
3505 Butti Way  
Carson City, NV 89701-3498  
Phone: (775) 883-2355  
Fax: (775) 888-2112  
E-Mail: [ppittenger@carson.org](mailto:ppittenger@carson.org)

FOR DOUGLAS COUNTY:

Michael Olson, Chairman  
ATTN: Travis K. Lee  
Senior Services & Public Transit  
P.O. Box 218  
Minden, NV 89423  
Phone: 775-783-6455  
Fax: 775-783-6457  
[tlee@co.douglas.nv.us](mailto:tlee@co.douglas.nv.us)

FOR TTD:

Carl Hasty, District Manager  
ATTN: Carl Hasty  
Tahoe Transportation District  
P.O. Box 499  
Zephyr Cove, NV 89448

Phone: (775) 589-5500  
Fax: (775) 888-2112  
E-Mail: [chasty@tahoetransportation.org](mailto:chasty@tahoetransportation.org)

D) The parties are associated with each other only for the purposes and to the extent set forth in this Agreement. Each party is and shall be an entity separate and distinct from the other party and shall have the right to supervise, manage, operate, control and direct performance of the details incident to its duties under this Agreement.

E) No party shall be deemed to be in violation of this Agreement if it is prevented from performing any of its obligations hereunder for any reason beyond its control, including, without limitation, strikes, inmate disturbances, acts of God, civil or military authority, act of public enemy, accidents, fires, explosions, earthquakes, floods, winds storms, failure of public transportation, or any other similar serious cause beyond the reasonable control of either party. In such an event the intervening cause must not be through the fault of the party asserting such an excuse, and the excused party is obligated to promptly perform in accordance with the terms of this Agreement after the intervening cause ceases.

F) Each party shall keep confidential all information, in whatever form, produced, prepared, observed or received by that party to the extent that such information is confidential by law or otherwise required by this Agreement.

G) Pursuant to NRS 239.010, information or documents may be open to public inspection and copying. The parties will have the duty to disclose unless a particular record is confidential by law or a common law balancing of interests.

H) The illegality or invalidity of any provision or portion of this Agreement shall not affect the validity of the remainder of this Agreement and this Agreement shall be construed as if such provision did not exist and the non-enforceability of such provision shall not be held to render any other provision or provisions of this Agreement unenforceable.

I) The parties hereto represent and warrant that the person executing this Agreement on behalf of each party has full power and authority to enter into this Agreement and that the parties are authorized by law to engage in the activities which form the subject of this Agreement.

J) This Agreement shall not become effective until and unless approved by appropriate official action of the governing body of each party.

K) This Agreement constitutes the entire agreement of the parties and such is intended as a complete and exclusive statement of the promises, representations, negotiations, discussions, and other agreements that may have been made in connection with the subject matter hereof. Unless an integrated attachment to this Agreement specifically displays a mutual intent to amend a particular part of this Agreement, general conflicts in language between any such attachment and this Agreement shall be construed consistent with the terms of this Agreement. Unless otherwise specifically authorized by the terms of this Agreement, no modifications or amendment to this Agreement shall be binding upon the parties unless the same is in writing and signed by the respective parties hereto.

*Remainder of Page Intentionally Blank.*

*Signature Page(s) Follows.*

IN WITNESS WHEREOF, the parties have executed this AGREEMENT the day and year first above written.

**TAHOE TRANSPORTATION DISTRICT**

By: Carl Hasty  
Carl Hasty, District Manager

**Approved as to Form:**

By: Paul Taggart for  
Paul Taggart, Legal Counsel

**Attest:**

By: Judi White for  
Judi White, Executive Assistant

**CARSON CITY REGIONAL TRANSPORTATION COMMISSION**

By: \_\_\_\_\_  
Shelly Aldean, Chair

**Approved as to Form:**

By: \_\_\_\_\_  
Neil A. Rombardo, District Attorney

IN WITNESS WHEREOF, the parties have executed this AGREEMENT the day and year first above written.

**TAHOE TRANSPORTATION DISTRICT**

By: \_\_\_\_\_

Carl Hasty, District Manager

**Approved as to Form:**

By: \_\_\_\_\_

Paul Taggart, Legal Counsel

**Attest:**

By: \_\_\_\_\_

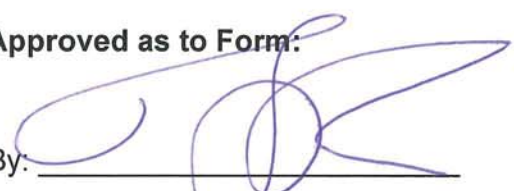
Judi White, Executive Assistant

**CARSON CITY REGIONAL TRANSPORTATION COMMISSION**

By:  \_\_\_\_\_

Shelly Aldean, Chair

**Approved as to Form:**

  
By: \_\_\_\_\_

Neil A. Rombardo, District Attorney

By: Michael A. Olson

Michael Olson, Chairman

Attest:

By: Ted Thran

Ted Thran, Clerk / Treasurer

BY: Juanita  
CLERK TO THE BOARD



## STAFF REPORT

**Report To:** The Carson Area Metropolitan Planning Organization (CAMPO)

**Meeting Date:** August 16, 2016

**Staff Contact:** Dirk Goering, Senior Transportation Planner

**Agenda Title: (For Possible Action)** To approve the 2040 Regional Transportation Plan.

**Staff Summary:** The Regional Transportation Plan (RTP) is a long-term planning document that evaluates the regional transportation system. The plan identifies present and future needs to maintain an efficient, sustainable, and safe regional transportation system. The RTP is intended for the Carson Area Metropolitan Planning Organization (CAMPO), which is comprised of Carson City, western Lyon County, and northern Douglas County.

**Agenda Action:** Formal Action/Motion

**Time Requested:** 5 minutes

### **Proposed Motion**

I recommend approval of the 2040 Regional Transportation Plan.

### **Background/Issues & Analysis**

As part of CAMPO's Fiscal Year 2016 Unified Planning Work Program (UPWP), staff is responsible for creation of a 20 plus year regional transportation plan that identifies goals to strengthen the regional transportation system. The following goals include:

- Increase the safety of the transportation system for all users
- Maintain a sustainable regional transportation system
- Increase the mobility and reliability of the transportation system for all users
- Maintain and develop a multi-modal transportation system that supports economic vitality
- Provide an integrated transportation system

### **Applicable Statute, Code, Policy, Rule or Regulation**

N/A

### **Financial Information**

Is there a fiscal impact?  Yes  No

If yes, account name/number:

Is it currently budgeted?  Yes  No

Explanation of Fiscal Impact:

**Alternatives**

Do not approve the 2040 Regional Transportation Plan and direct staff to revise the proposed draft.

**Supporting Material**

2040 Regional Transportation Plan

**Board Action Taken:**

Motion: \_\_\_\_\_

1) \_\_\_\_\_

2) \_\_\_\_\_

Aye/Nay

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
(Vote Recorded By)

# 2040 Regional Transportation Plan



*This report was funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the Carson Area Metropolitan Planning Organization expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.*

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# Executive Summary

## Purpose and Goals

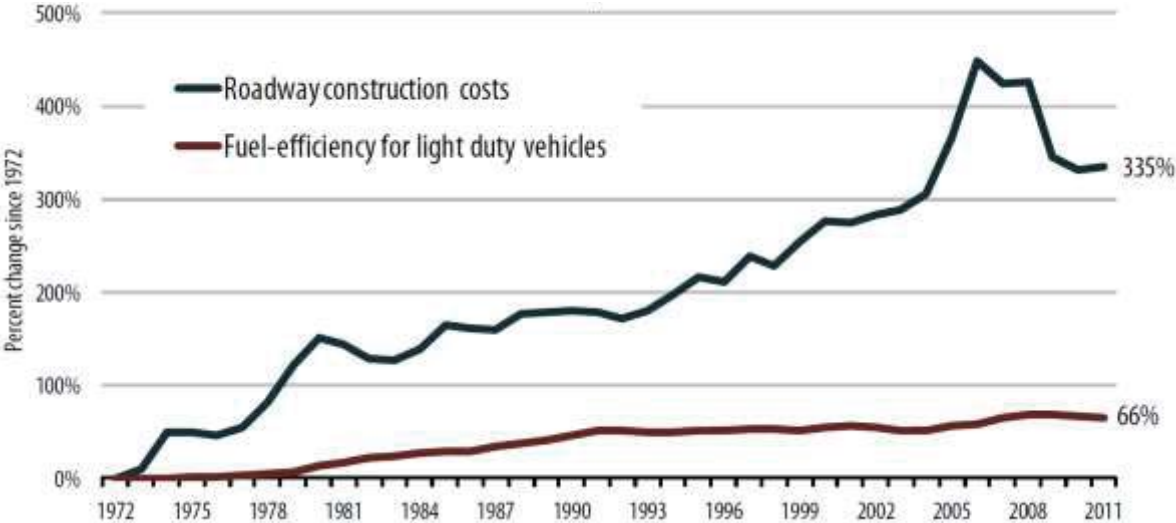
This Regional Transportation Plan is a long-term planning document, intended to analyze the regional transportation network and to identify current and future needs to maintain a safe, efficient, and sustainable transportation system. The Carson Area Metropolitan Planning Organization (CAMPO), who represents Carson City, northern Douglas County, and western Lyon County, has developed this plan. The intent of this plan is supported by the following five goals:

- Increase the safety of the transportation system for all users
- Maintain a sustainable regional transportation system
- Increase the mobility and reliability of the transportation system for all users
- Maintain and develop a multi-modal transportation system that supports economic vitality
- Provide an integrated transportation system

## Current Conditions

The current condition of the transportation system includes a backlog of deferred maintenance projects due to insufficient revenue. The motor vehicle fuel tax that provides the majority of maintenance funds for Carson City, Douglas County, and Lyon County has remained unchanged since 1993 (Federal) and 1992 (State). Due to the rising costs of transportation improvements and the efficiency gains in vehicles, the purchasing power and the amount of tax collected per vehicle mile traveled has declined.

Figure ES.1 Construction Cost and Fuel-Efficiency Growth



Source: ITEP, A Federal Gas Tax for the Future, September 2013



Due to a statewide concern for insufficient transportation funds, Assembly Bill 191 has required all counties in Nevada to place a question on the November 2016 ballot asking the voters whether to index the motor vehicle fuel revenue tax to a specified inflation rate, except Washoe County, which already has fuel revenue indexing. If voters turn down the fuel revenue indexing, local decisions makers will continue to have difficult choices to make regarding the prioritization of capital improvement projects and maintenance projects. More information is provided in Chapter 3 *Funding*.

As all three-member agencies struggle to allocate funding resources, pavement management strategies are being used to maintain roadway pavement conditions at the lowest cost. All three agencies are in the process of developing or actively maintaining pavement management software. The software maintains an inventory of roadway conditions and schedules major and minor maintenance treatments to maximize the life span and condition of roadways. While this software is extremely useful to local agencies, the software does have a limitation. As the software aims to maintain roadway conditions, roadways that are no longer cost effective to maintain receive lower priority than new or recently constructed roadways. As a result, a balanced approach between maintaining better roads longer and repairing unsafe roadways must be achieved. More information is provided in Chapter 4 *Transportation System*.

The current transportation act, Fixing America’s Surface Transportation Act, requires metropolitan planning organizations (MPOs) to establish a performance based planning approach. CAMPO has adopted the following thirteen objectives to support long-range and short-range investment decision making:

- **Reduce the number of transportation system fatalities**
- **Reduce the number of transportation system serious injuries**
- **Reduce the rate of transportation system fatalities**
- **Reduce the rate of transportation system serious injuries**
- **Improve the pavement condition of roadways in the CAMPO boundary**
- **Reduce the amount of roadways in poor or very poor condition**
- **Have no structurally deficient bridge decks in the CAMPO boundary**
- **Increase the number of ADA compliant transportation facilities**
- **Improve transit system efficiencies and accessibilities**
- **Maintain or improve travel times**
- **Improve travel times on major truck routes during peak hours**
- **Foster quality of life in the CAMPO boundary by increasing transportation choices and access to transportation services for all users**
- **Accommodate additional modes of transportation on existing transportation facilities**

In compliance with federal regulations and to enhance regional planning efforts, CAMPO in coordination with the Nevada Department of Transportation and Nevada’s three other MPOs, have established performance measures to track progress towards the plan’s objectives. The introduction of measures into CAMPO’s regional transportation plan will establish a baseline of information for future measures and will allow for the future evaluation of investment into the transportation system. CAMPO will work with NDOT to establish the required targets needed to meet performance measure objectives and federal requirements.



## Future Demand

Over the next 25 years, demand on the transportation system will grow and evolve. In the short term, over the next four years, population growth for the Carson area is forecasted to be modest with an average growth rate of 1% between Carson City, Douglas County, and Lyon County. The Carson area is still recovering from the recession when the area experienced slight population declines. As Northern Nevada’s economy recovers and strengthens, higher growth rates and demand on the Transportation System should be expected. Higher growth rates, such as 8%-10% that were experienced in the mid 2000’s are not predicted in the short term, but are possible.

Figure ES.2 CAMPO Population Projections to 2040

	2015	2016	2017	2018	2019	2020	2025	2030	2035	2040
Carson City	54,694	55,168	55,945	56,823	57,661	58,272	61,933	65,594	69,254	72,915
Douglas County	48,347	48,220	48,171	48,190	48,230	48,072	47,767	47,462	47,157	46,852
Lyon County	53,652	54,229	55,404	56,768	58,112	58,688	63,597	68,506	73,415	78,324
Metropolitan Planning Area	84,204	85,046	85,896	86,755	87,623	88,499	93,013	97,758	102,745	107,986

Source: Nevada State Demographer: [Nevada County Age, Sex, Race, and Hispanic Origin Estimates and Projections 2000 to 2033](#), 2035 and 2040 projections were estimated by CAMPO staff.

Population estimates anticipate a growing senior population that will necessitate investment in safety improvements to address seniors with changing needs, related to eyesight, hearing, and reaction times. Additionally, investment in public transportation and pedestrian and bicycle facilities will be important to provide an aging population with mobility and independence, along with improved integration and mobility for all system users.

Figure ES.3 Percentage of the Population 60 Years and Older

Member Agency	2010	2020	2030
Carson City	24%	29%	36%
Douglas County	30%	37%	39%
Lyon County	24%	27%	28%

Source: Nevada State Demographer Nevada County Age, Sex, Race, and Hispanic Origin Estimates and Projections 2000 to 2033

The land use in the CAMPO Area has experienced little change in recent years due to low development pressure. As Northern Nevada’s economy strengthens, so will development pressures. The Nevada Department of Transportation is currently constructing two influential transportation projects in Northern Nevada that will have an effect on future land use and transportation patterns. Construction of the Carson City Freeway extension and the USA Parkway will improve access to employment for this entire region. Completion of the Carson City Freeway is anticipated in the Spring of 2017, and the completion of the USA Parkway is anticipated in December 2017. Due to the shortened travel times from these improvements, additional traffic on the Highway 395 corridor between Douglas County and Carson City and on the Highway 50 corridor between Dayton and Carson City may be expected. To minimize congestion in these corridors, appropriately timed investment in access management, bottleneck removal, capacity building, and incident management coordination, are to be considered as needed.



## Complete Streets

At a local level, a strategy to improve the mobility, accessibility, and integration of the transportation system will include investment in Complete Streets. Complete Streets are streets for everyone, designed and operated to enable safe access and comfortable accommodation for all users of all ages and abilities, including pedestrians, bicyclists, transit riders, and motorists of all types. National studies demonstrate Complete Streets provide a better quality of life. The majority of participants in a Carson area transportation system survey felt that the transportation system influences their quality of life. To incorporate Complete Streets into the Carson area transportation system, local and state agencies should take advantage of investment opportunities when choosing roadway maintenance projects, roadway construction and reconstruction projects, and utility projects affecting roadways. Opportunities may be found through coordination between agencies and within agencies. The CAMPO network is set to develop a strong multi-modal system. A multi-modal system is characterized by several different modes of activity such as walking, biking, driving, and public transportation. The advantages of a multi-modal network include:

- Improved accessibility
- Increased connectivity
- Increased physical activity
- Improved safety

## Safety Trends

In January 2012, the Federal Highway Administration (FHWA) began promoting the implementation of proven safety countermeasures. Through research, these safety measures have shown great effectiveness in improving safety. Information on each countermeasure is available on the Federal Highway Administration website at the following link: <http://safety.fhwa.dot.gov/provencountermeasures/>.



Roundabouts



Corridor Access Management



Backplates with Retroreflective Borders



Longitudinal Rumble Strips and Stripes on Two-Lane Roads



Enhanced Delineation and Friction for Horizontal Curves



Safety Edges



Medians and Pedestrian Crossing Islands in Urban and Suburban Areas



Pedestrian Hybrid Beacon



Road Diet



## Public Transportation

Public transportation provides improved mobility and access throughout the CAMPO Area. Presently, the principal benefit is safe and reliable transportation for the transit dependent population, a demographic that is anticipated to grow due to longer life spans and Nevada's attractive retirement atmosphere. Due to the dispersed pattern of residential, employment areas, and the region's mild traffic congestion, public transportation is not the preferred mode of travel. However, public transit provides an important complementary resource to active transportation and ride sharing users, allowing users to pair public transportation with other modes of travel. Public transportation provides access to jobs, community facilities, retail establishments, and healthcare facilities to individuals who cannot afford or are unable to drive a personal vehicle. Additionally, public transportation reduces traffic congestion and transportation emissions, providing a regional benefit.

## The Future

The future of transportation will have a meaningful effect on society's safety, pollution levels, movement of goods, and productivity. Intelligent technology systems, smart cars, autonomous vehicles, unmanned aerial vehicles, and the Hyperloop system are emerging technologies that will in some way impact the Carson area by the year 2040. Appropriately planning for these technologies and the influence they will have to our region is recommended. Vehicle crashes, vehicle emissions, stormwater pollution from transportation facilities, and unproductive travel times are all realities of the Carson area transportation system. Some of the emerging technologies might not exist in the Carson area in the next 25 years, but they will still have an impact on our region and our quality of life.

## Intelligent Technology Systems (ITS)

ITS includes a variety of technological engineering. Examples of ITS include timing of traffic signals to reduce congestion during peak travel times, remote metering to identify traffic volumes, remote or automated system controls so the transportation system can react to changing conditions, and system communication to improve emergency response time or to inform drivers of approaching conditions. The primary benefits of ITS include creating a safer transportation system and reducing congestion. However, if autonomous vehicles continue to emerge, the infrastructure and software used in ITS may be mutually beneficial to the autonomous vehicle industry.

## Smart cars

Smart cars are commonly considered small compact cars; however, the term smart car is evolving. While being efficient is typically one aspect, new technology is being incorporated for safety. Smart car technology can include crash avoidance, night-vision enhancements, and automated communication technology, to communicate with the transportation network to inform the driver or notify emergency services. Manufacturers are already offering some of these technologies, while others are still in development.



### Autonomous vehicles

The autonomous vehicle is not a new concept; however, investment from manufacturers, research institutions, and governments has recently been growing. The State of Nevada has created public policy allowing the testing of autonomous vehicles on public roadways. Among other benefits, autonomous vehicles would provide increased mobility, safety, and higher productivity.

### Unmanned Aerial Vehicles (UAV)

The technology of UAVs is being embraced by the State of Nevada. The use of UAVs in emergency response, infrastructure inspections, and product delivery is currently emerging.

### Hyperloop System

The Hyperloop system is a high-speed mode of travel, which could potentially reach a top speed of 760 miles per hour. The Hyperloop system involves building a full-length tube between destinations within which a transport pod carrying passengers or cargo is levitated by magnets and accelerated through a controlled environment.

As these technologies emerge, transportation professionals will need to be mindful of how the transportation system will evolve. Appropriately planning for these technologies may help to maximize investment benefits by providing solutions for today and preparing for the future. There may be improvements to our transportation system that could accommodate or amplify the benefits of new technology. Planning for these transportation trends will help the Carson Area Metropolitan Planning Organization and its three member agencies successfully plan for the year 2040.

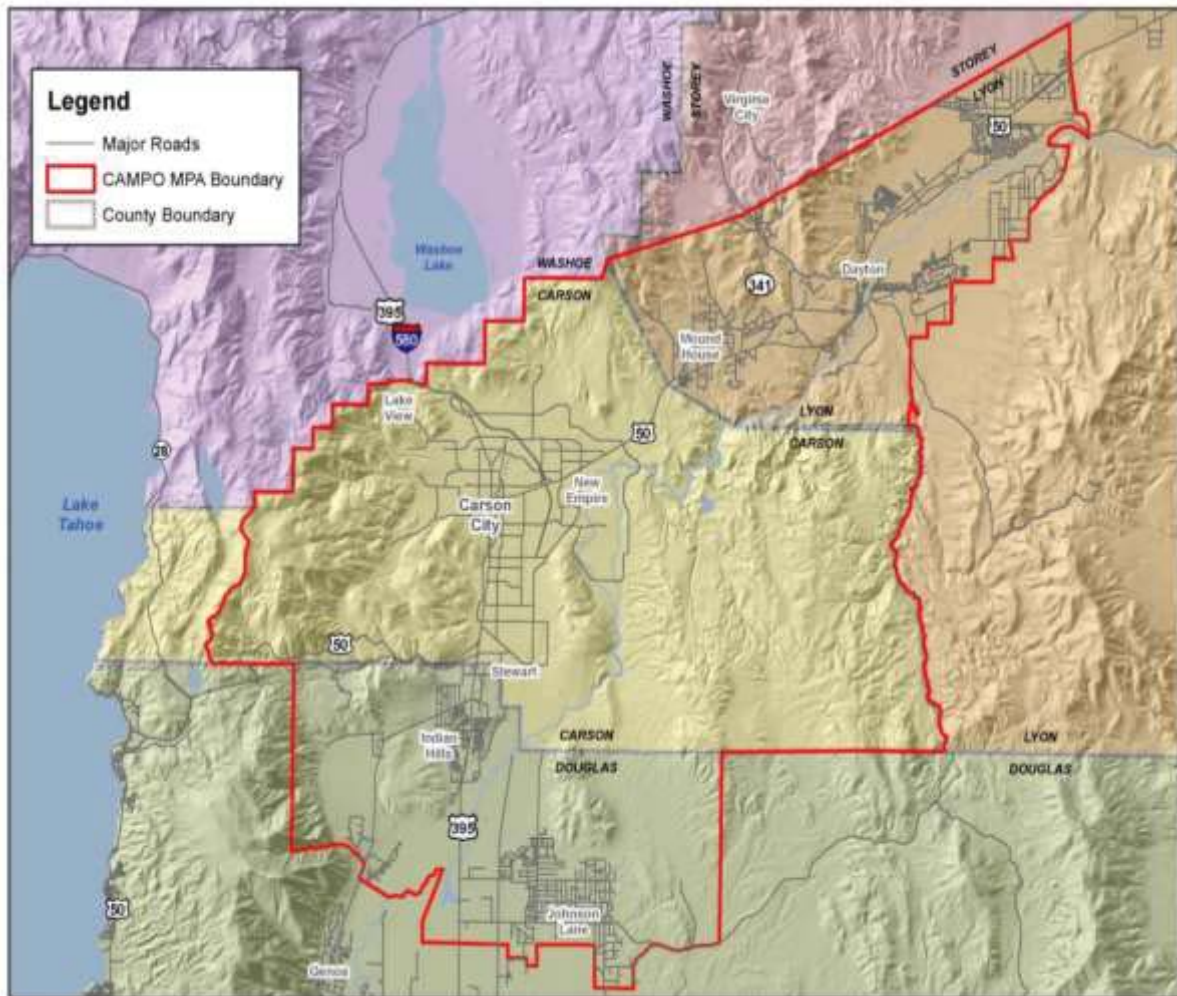


## Chapter 1: Overview and Regulatory Framework

The Carson Area Metropolitan Planning Organization (CAMPO) is a federally recognized metropolitan planning organization (MPO), formed on February 26, 2003. Creation of the MPO was required since the Carson City urbanized area exceeded a population of 50,000. The CAMPO is the designated local decision-making body responsible for carrying out the metropolitan transportation planning process for the Carson City urbanized area.

The metropolitan planning area (MPA) boundary encompasses nearly all of Carson City (with the exception of the area within the Tahoe Basin) and portions of northern Douglas County and western Lyon County, including the Dayton Valley area. Map 1.0 depicts the MPA boundary.

Figure 1.0 CAMPO Boundary Map



## CAMPO Roles and Responsibilities

The CAMPO is governed by a seven (7)-member board consisting of the five (5) members of the Carson City Regional Transportation Commission (RTC), one (1) member representing Douglas County, and one (1) member representing Lyon County. A representative from the Nevada Department of Transportation (NDOT) sits on the board serving as an ex officio, non-voting member. Carson City provides the staffing necessary to execute the daily functions and responsibilities of the MPO.

The primary responsibility of CAMPO is to ensure existing and future expenditures for transportation projects and programs are based on a continuing, cooperative and comprehensive (3-C) planning process. The CAMPO does not own nor operate the transportation systems they serve; rather it serves in the overall coordination and consensus-building role in planning and programming funds for projects and operations.

Among other state and federal requirements, CAMPO is required to develop a regional transportation plan (RTP) with a minimum 20-year planning horizon and a transportation improvement program (TIP) with a four-year horizon.

## Federal Requirements

Federal regulations (23 CFR, §450.322) address the development and content of a regional transportation plan (also referred to as a metropolitan transportation plan).

In compliance with federal requirements, this 20-year transportation plan addresses the following subjects.

- Projected demand on the CAMPO transportation system
- Long and short range strategies to improve performance of the transportation system
- Evaluation of transportation facilities that serve national and regional transportation
- Proposed improvements with sufficient detail to develop cost estimates
- Discussion on environmental mitigation strategies to address impacts of the transportation plan on the environment
- Pedestrian and bicycle facilities
- Enhancement activities, as appropriate
- Financially constrained implementation plan



### Transportation Legislation

On December 4, 2015, the President signed into law the Fixing America's Surface Transportation Act, or "FAST Act" - the first Federal law in over ten years to provide long-term funding certainty for surface transportation. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for the Department of Transportation's highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs.

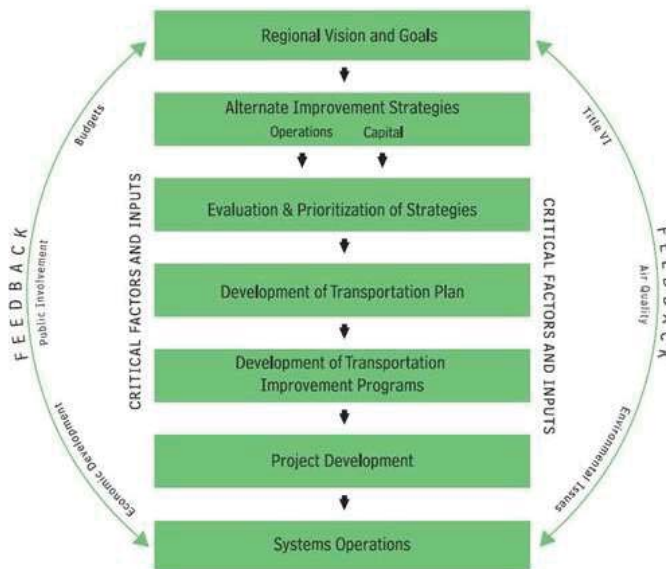
The previous transportation act was enacted in July 2012, and is known as the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21). This act authorized \$105 billion for surface transportation programs in Federal fiscal years (FFY) 2013 and 2014. Between 2014 and December 2015, continuing resolutions extended MAP-21 funding.

### Performance Based Planning

MAP-21 and the FAST Act require metropolitan planning organizations to implement performance-based planning and programming (PBPP). This involves integrating performance management concepts in to the transportation planning and programming process. PBPP uses data to support long-range and short-range investment decision-making. The process includes having goals, objectives, and targets for the transportation system. Additionally, PBPP requires the selection of performance measures for consistent comparison and analysis overtime to guide investment priorities.

Transportation planning includes a cooperative and performance-driven process by which long and short-range transportation improvement priorities are determined. Metropolitan planning organizations (MPOs), States, and transit operators conduct transportation planning, with active involvement from the traveling public, the business community, community groups, environmental organizations, and freight operators.

Figure 1.1 Transportation Planning Flow Chart



The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

- (1) Support the economic vitality of the metropolitan area, by enabling global competitiveness, productivity, and efficiency
- (2) Increase the safety of the transportation system for motorized and non-motorized users
- (3) Increase the security of the transportation system for motorized and non-motorized users
- (4) Increase accessibility and mobility of people and freight
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- (7) Promote efficient system management and operation
- (8) Emphasize the preservation of the existing transportation system
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism

### MAP-21 National Performance Goals

The planning process and factors support the National Performance Goals established in MAP-21 legislation. These goals include:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices



### Strategic Direction

PBPP is based on a strategic direction, which is used to shape decisions about policies and investments. In the transportation planning process, strategic direction is based upon a vision for the future, as articulated by the public and stakeholders. This vision often encompasses broad community factors such as quality of life, economic vitality, and environmental quality. PBPP includes:

- **Goals and Objectives** - Stemming from a state or region's vision, goals address key desired outcomes, and supporting objectives (specific, measurable statements that support achievement of goals) play a key role in shaping planning priorities
- **Performance Measures** - Performance measures support objectives and serve as a basis for comparing alternative improvement strategies (investment and policy approaches) and for tracking performance over time.
- **Planning Analysis** - Driven by data on performance, along with public involvement and policy considerations, agencies conduct analysis to develop investment and policy priorities:
- **Identify Trends and Targets** - Preferred trends (direction of results) or targets (specific levels of performance desired to be achieved within a certain timeframe) are established for each measure to provide a basis for comparing alternative packages of strategies and measuring actual progress. This step relies upon baseline data on past trends, tools to forecast future performance, and information on possible strategies, available funding, and other constraints.
- **Identify Strategies and Analyze Alternatives** - Performance measures are used to assess strategies and to prioritize options. Scenario analysis may be used to assess alternative packages of strategies, to consider alternative funding levels, or to explore what level of funding would be required to achieve a certain level of performance.
- **Develop Investment Priorities** - This step builds on strategy analyses, and involves prioritizing strategies and investments and making tradeoffs between different goal areas with a system-level understanding of the level and mix of investments in a given area, for inclusion in the LRTP and related supporting plans. This step requires prioritizing what performance outcomes are most important. This process of prioritization should account for performance outcomes using analytical methods, as well as policy priorities, and concerns such as equity, environmental justice, and other considerations.

Figure 1.2 Strategic Direction Flow Chart



### Programming

Programming involves selecting specific investments to include in an capital plan and/or in a State Transportation Improvement Plan (STIP) or Transportation Improvement Program (TIP). In a PBPP approach, programming decisions are made based on their ability to support attainment of performance targets or contribute to desired trends, and account for a range of factors.

- **Investment Plan** - To connect the Long-Range Transportation Plan (LRTP), which has an outlook of at least 20 years, to selection of projects in a TIP/STIP, some areas develop a mid-range (e.g., 10 year) investment plan or investment program. The investment plan may essentially be incorporated into the LRTP for an MPO, or may involve a set of investment plans for a State DOT or transit agency, addressing different modes, districts, or program areas.
- **Resource Allocation / Program of Projects** - Project prioritization or selection criteria are used to identify specific investments or strategies for a capital plan or TIP/STIP. Projects included in the TIP/STIP are selected on the basis of expected performance, and show a clear link to meeting performance objectives.

### Implementation and Evaluation

These activities occur throughout implementation on an on-going basis, and include:

- **Monitoring** - Gathering information on actual conditions.
- **Evaluation** - Conducting analysis to understand to what extent implemented strategies have been effective.
- **Reporting** - Communicating information about system performance and the effectiveness of plans and programs to policymakers, stakeholders, and the public.

The data generated through monitoring system conditions and evaluating the impacts of investments feeds into subsequent cycles of planning, and are critical for refining objectives, measures and targets, and for informing prioritization of future investments.

A significant aspect of PBPP is that each step in the process is clearly connected to the next. Goals tie directly into specific, measureable and actionable objectives, which are often developed in connection with the selection of performance measures. These objectives and performance measures, in turn, are used to develop targets or desired trends and are a basis for selecting and analyzing strategies for the LRTP. The LRTP priorities are tied into project selection decisions for the TIP/STIP. Public involvement and data from monitoring and evaluation efforts are used throughout the process.



### Federal Planning Priorities

The United States Department of Transportation encourages Metropolitan Planning Organizations (MPO) to incorporate three priorities, also known as planning emphasis areas, into their transportation planning efforts. The priorities are termed MAP-21/FAST Act Implementation, Regional Models of Cooperation, and Ladders of Opportunity. The Planning 2015-2016 Emphasis Areas are considered in CAMPO's Unified Planning Work Program and incorporate the planning activities below:

#### MAP-21/FAST Act Implementation

- Transition to Performance Based Planning and Programming
- Develop and implement a performance management approach to transportation planning and programming

#### Models of Regional Planning Cooperation

- Promote cooperation and coordination across MPO boundaries and State boundaries on transportation plans and programs, corridor studies, and regional projects
- Collaboration by sharing data collection, data storage and analysis, analytical tools, and performance based planning efforts

#### Ladders of Opportunity

- Improve access to essential services such as housing, employment, health care, schools/education, and recreation
- Identify transportation connectivity gaps to essential services

\*Additional information can be found at the link below:

[http://www.fhwa.dot.gov/planning/processes/metropolitan/mpo/fy\\_2016/index.cfm](http://www.fhwa.dot.gov/planning/processes/metropolitan/mpo/fy_2016/index.cfm)



## Chapter 2: Goals, Objectives, and Performance Measures

This chapter contains adopted goals, objectives, and performance measures for this transportation plan. The purpose of these goals, objectives, and performance measures are to help guide and evaluate investment into the Carson Area transportation network. Public comment, previous goals from CAMPO's 2035 Regional Transportation Plan, and new federal legislation were leading factors in the development of the goals, objectives, and performance measures below:

### Goals

- **Increase the safety of the transportation system for all users**
- **Maintain a sustainable regional transportation system**
- **Increase the mobility and reliability of the transportation system for all users**
- **Maintain and develop a multi-modal transportation system that supports economic vitality**
- **Provide an integrated transportation system**

### Objectives and Performance Measures

Initiated with the previous transportation bill, MAP-21, and continued with the FAST Act, federal law now requires MPOs to establish and track performance measures. Commonly referred to as performance based planning and programming, the established performance measures are intended to help assess the effectiveness of investment into the transportation network. The objectives and performance measures in this plan support one of the plan's five goals. Additionally, the objectives and performance measures have been developed through coordination with state and regional planning partners to allow for statewide consistency and comparison.

In addition to the establishment of performance measures, this plan provides baseline figures for future evaluation. The carefully selected objectives and performance measures were chosen based on data that is consistent and readily available. The objectives for this plan are believed to be realistic and measurable.



## Goal: Increase the Safety of the Transportation System for All Users

### Objective: Reduce the number of transportation system fatalities

- Performance Measure: Number (5-year rolling average) of fatal crashes in the CAMPO boundary
- Performance Measure: Number (5-year rolling average) of fatal crashes involving a bicyclist or pedestrian in the CAMPO boundary
- Performance Measure: Number (5-year rolling average) of fatal crashes involving trucks

### Objective: Reduce the number of transportation system serious injuries

- Performance Measure: Number (5-year rolling average) of serious crashes (injuries classified as type A on the KABCO scale) in the CAMPO boundary
- Performance Measure: Number (5-year rolling average) of serious injuries involving a bicyclist or pedestrian in the CAMPO boundary

### Objective: Reduce the rate of transportation system fatalities

- Performance Measure: Rate of fatalities calculated by the number of fatalities as a 5-year rolling average per 100 million VMT (vehicle miles traveled) in the CAMPO boundary

### Objective: Reduce the rate of transportation system serious injuries

- Performance Measure: Rate of serious injuries classified as type A on the KABCO scale calculated by the number of crashes as a 5-year rolling average per 100 million VMT (vehicle miles traveled) in the CAMPO boundary

### 2014 Safety Performance Measures

- 1.6\* - Number of Fatal Crashes
- 16.8\* - Number of Serious Injury\*\*\* Crashes
- 0.2\* - Number of Fatal Crashes involving a Bicyclist or Pedestrian
- 2.0\* - Number of Serious Injury\*\*\* Crashes involving a Bicyclist or Pedestrian
- 0.28\*\* - Rate of Fatal Crashes
- 2.94\*\* - Rate of Serious Injury\*\*\* Crashes
- 0.0 - Number of Fatal Crashes involving Trucks

\*The number is expressed as a five year rolling average

\*\*Rate is expressed as the number of crashes per 100 million vehicle miles traveled

\*\*\*A serious injury is defined by the National Safety Council (NSC) as incapacitating as defined by the KABCO scale



## Goal: Maintain a Sustainable Regional Transportation System

### Objective: Improve the pavement condition of roadways in the CAMPO boundary

- Performance Measure: Average PCI rating for collector and arterial roadways within the CAMPO boundary by jurisdiction (Carson City, Douglas County, and Lyon County)

### Objective: Reduce the amount of roadways in poor or very poor condition

- Performance Measure: Percentage of roadways with a PCI rating of 55 or below in the CAMPO boundary by jurisdiction (Carson City, Douglas County, and Lyon County)

### Objective: Have no structurally deficient bridge decks in the CAMPO boundary

- Performance Measure: Percentage of structurally deficient bridge decks with a roadway functional classification of 1-5, as approved by NDOT

### *Sustainability Performance Measures*

0% of structurally deficient bridge decks (category 1-5 roadways) in the Carson Area Metropolitan Planning Organization boundary

- 62.9 – Carson City average PCI for collector and arterial roadways
- 56.0 – Douglas County average PCI for collector and arterial roadways
- TBD – Lyon County average PCI for collector and arterial roadways
- 24 % – Carson City percentage of roadways with a PCI of 55 or below
- 14 % – Douglas County percentage of roadways with a PCI of 55 or below
- TBD % – Lyon County percentage of roadways with a PCI of 55 or below



## Goal: Increase the Mobility and Reliability of the Transportation System for All Users

### Objective: Increase the number of ADA compliant transportation facilities

- Performance Measure: The number of transportation facilities improved to ADA standards within the CAMPO boundary by jurisdiction

### Objective: Improve transit system efficiencies and accessibilities

- Performance Measure: The number of passengers per revenue hour/mile/day for Jump Around Carson and RTC Intercity
- Performance Measure: The cost per revenue hour/mile/trip for Jump Around Carson and RTC Intercity
- Performance Measure: The number of passengers per day for Jump Around Carson and RTC Intercity
- Performance Measure: Monthly ridership for Jump Around Carson (fixed route and paratransit) and RTC Intercity
- Performance Measure: Farebox recovery rate for Jump Around Carson and RTC Intercity
- Performance Measure: On-time performance (departure from a time point between zero and five minutes is considered on time) for Jump Around Carson's fixed route and RTC Intercity

### Objective: Maintain or improve travel times

- Performance Measure: Travel Demand Model Estimated Travel Times (see Chapter 4 for baseline numbers)



Fiscal Year 2015 Performance Measures

- 32 curb ramps and 1.3 miles of sidewalk improved to ADA standards in Carson City for the 2014/2015 fiscal year
- 2 intersections improved to ADA standards in Douglas County for the 2014/2015 fiscal year
- TBD transportation facilities improved to ADA standards in Lyon County for the 2014/2015 fiscal year

Figure 2.0 Transit Performance Measures

Fiscal Year 2015	Jump Around Carson (Fixed Route)	Jump Around Carson (Paratransit)	Intercity (Between Carson City and Reno)
Number of passengers per revenue hour	12.84	2.24	10.90
Number of passengers per revenue mile	1.00	0.26	0.35
Cost per revenue hour	\$52.97	\$43.80	\$87.14*
Cost per trip	\$4.13	\$19.52	\$7.90*
Cost per revenue mile	\$4.11	\$5.02	\$2.75*
Number of passengers per revenue day	631.54	61.51	142.00
Monthly ridership	16,420	1,599	3,009
Farebox recovery rate	8.73%	8.35%	42.80%
On-time performance	96.50%	98.20%	56.00%

\* Cost to Carson City Regional Transportation Commission



**Goal: Maintain and Develop a Transportation System that Supports Economic Vitality**

**Objective: Improve travel times on major truck routes during peak hours**

- Performance Measure: Travel times, during peak hours, from the travel demand model for U.S. Highway 395 and Highway 50

**Objective: Foster quality of life in the CAMPO boundary by increasing transportation choices and access to transportation services for all users**

- Performance Measure: Percentage of objectives met (measured with next plan)

Figure 2.1 Travel Time Performance Measures

Travel Times in Minutes between Metropolitan Planning Area Gateways		Year 2015	
From	To	AM	PM
U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	U.S. Hwy 50 East (Near Chaves Road)	30.2	39.4
	U.S. Hwy 395 South (2000 feet south of Johnson Lane)	23.1	30.4
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	16.8	18.7
U.S. Hwy 50 East (Near Chaves Road)	U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	35	33.6
	U.S. Hwy 395 South (2000 feet south of Johnson Lane)	48.2	53.6
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	41.9	41.9
U.S. Hwy 395 South (2000 feet south of Johnson Lane)	U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	26.4	26.4
	U.S. Hwy 50 East (Near Chaves Road)	46.6	55.2
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	16.1	15.3
U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	17.3	18.5
	U.S. Hwy 50 East (Near Chaves Road)	37.5	47.3
	U.S. Hwy 395 South (2000 feet south of Johnson Lane)	13.3	19.1



## Goal: Provide an Integrated Transportation System

### Objective: Accommodate additional modes of transportation on existing transportation facilities

- Performance Measure: Number of Complete Street projects constructed within the CAMPO boundary
- Performance Measure: Miles of bicycle lane added or reconstructed
- Performance Measure: Miles of sidewalk added or reconstructed
- Performance Measure: Miles of shared use path added or reconstructed

### *Fiscal Year 2015 Integrated Transportation System Performance Measures*

- 0.0 Complete Street projects constructed or reconstructed
- 0.35 miles of bicycle lane added or reconstructed
- 0.25 miles of sidewalk added or reconstructed
- 0.0 miles of shared use path added or reconstructed



## Chapter 3: Funding

The CAMPO transportation network of roads, bike lanes, sidewalks, signals, signs, and countless other transportation facilities provides mobility to its users, allowing for a high quality of life. A combination of local, regional, state, and federal funds maintain and improve this network; however, the current level of funding requires local and regional decision makers to prioritize investment into the transportation network. To sustain an effective transportation network, a careful balance between investing in maintenance projects and capital projects will need to be achieved. Capital projects include the construction or reconstruction of roadways, capacity improvements, safety improvements, or design improvements. To support the continued need for responsible investment, a goal of this plan is to maintain a sustainable regional transportation system, understanding that funding for the transportation network is limited.

All jurisdictions are required to have a balanced budget, meaning budgeted expenses cannot exceed anticipated revenue. For the purpose of consistency, CAMPO, NDOT, and Nevada's other three MPOs developed the following financial assumptions for future revenues and expenditures. Revenue projections assume a conservative 2% annual growth rate. Expenditures used a 10-year rolling average of the Producer Price Index (PPI) to develop a 3.5% inflation rate for construction costs. It was agreed that historical cost data provides reasonable justification for cost estimates going forward.

The need for timely maintenance to transportation assets is critical, the longer maintenance is deferred the more expensive transportation improvement projects will become. Additionally, the longer maintenance is deferred, the faster roadway conditions will deteriorate. Both Carson City and Douglas County have begun working with the University of Reno's (UNR) Pavement Engineering Program to improve the timing of transportation investments. As identified through the partnership, there are cost effective times in the life of a roadway when certain maintenance treatments should be applied to maximize investment benefits. Due to the backlog of deferred maintenance, that member agencies are experiencing, and the need to address deteriorating unsafe roadways, the windows of opportunity for properly timed maintenance improvements are being missed.

Due to an inflation rate that out paces revenue growth, 3.5% and 2.0% respectively, levels of expenditures will need to be reduced to achieve balanced budgets.



## Motor Vehicle Fuel Revenue Indexing

Due to a growing concern in the gap between funding and costs, a 2015 Assembly Bill (AB191) has required all counties, except Washoe County which already has fuel revenue indexing, to place a question on the November 8, 2016 ballot, asking voters to approve an annual increase to certain motor vehicle fuels taxes for a ten-year period. This annual increase is known as *Motor Vehicle Fuel Indexing*. The annual increase would be tied to the rate of inflation to help revenue keep pace with transportation costs.

The growing gap between motor vehicle fuel tax revenue and transportation costs are primarily due to two reasons:

1. The decline in purchasing power, due to the fact fuel tax is at a fixed rate, which causes inflation to erode revenue
2. The decline in the amount of gasoline sold per mile driven due to improved vehicle fuel-efficiency and other factors

Figure 3.0 Construction Cost and Fuel-Efficiency Growth



Source: ITEP, A Federal Gas Tax for the Future, September 2013

The intent of Motor Fuel Revenue Indexing is to enable taxes paid at the pump to better support the costs of maintaining and improving our transportation infrastructure. Where approved, counties will receive approximately 65% of the revenue generated by the indexing to fund roadway improvements and the State will receive the remaining 35% to fund roadway improvements on state roads. The State must spend the revenue in the county where it was collected. If approved, the measure will remain in place for a 10-year period, when counties will have the option to renew the measure by putting it back on the ballot for another vote. The Federal gas tax has not been increased since 1993 and the State fuel tax has not been increased since 1992.

\*More information is located here: [http://www.itep.org/itep\\_reports/2013/09/a-federal-gas-tax-for-the-future.php#.V2MZR2cm4fg](http://www.itep.org/itep_reports/2013/09/a-federal-gas-tax-for-the-future.php#.V2MZR2cm4fg).



## Surface Transportation Program (STP) Funds

The Nevada Department of Transportation (NDOT) has recently agreed to provide Surface Transportation Program (STP) funds directly to CAMPO for the first time, and is expected to do so on an annual basis. The program provides flexible funding that may be used to preserve or improve the conditions and performance on any Federal-aid highway, including bridge and tunnel projects, pedestrian and bicycle infrastructure, or transit capital projects. As under the MAP-21 Transportation Act, the recent FAST Act directs the Federal Highway Administration (FHWA) to apportion STP funding to states, which then are responsible for apportioning an amount to areas in proportion to its urban population.

Based on the CAMPO's urban area population of approximately 63,000, it is anticipated that approximately \$900,000 will be set aside for the CAMPO area, including Caron City, northern portions of Douglas County, and western portions of Lyon County, for 2017. The details of this arrangement are still being worked out, but this will mark a significant change for CAMPO since its inception over a decade ago. This reliable funding source will allow CAMPO member agencies to construct larger and more meaningful system improvements. STP funds are highly flexible in terms of what they can be used for and are a primary source of funding for MPOs across the country.

## Financial Forecast

### Revenue and Expenditures

This plan's financial forecast is based upon current equal levels of revenues and expenditures. Funding for transportation projects, capital improvements and maintenance, come from a variety of sources. With the exception of Surface Transportation Program funds and Federal Transit Administration (FTA) funds, the remainders of federal revenue sources are highly competitive. The State of Nevada does have funding available, but similar to federal dollars they are highly competitive. CAMPO staff and its member agencies aggressively compete for federal and state funds, however, due to project selection methods it is difficult to compete with Washoe and Clark counties with large populations and traffic volumes. Local funds make up a significant source of revenue for all three-member agencies. Local sources and funding levels differ between counties.

**The total anticipated revenue for 2017 available for transportation improvements within the Carson Area is approximately 8.6 million dollars per year.**

The anticipated revenue for this regional transportation plan are based on current revenue amounts budgeted by member agencies and the Nevada Department of Transportation.



Below is a list of funds that have been utilized for transportation improvements in the past by member agencies. More details on each fund are available in CAMPO's Transportation Improvement Program online at [www.CarsonAreaMPO.com](http://www.CarsonAreaMPO.com).

### ***Federal Funds***

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- STP Set-aside, formerly Transportation Alternatives Program (TAP)
- FTA Section 5307 (Urbanized Area Formula Grants)
- FTA Section 5310 (Elderly Persons and Persons with Disabilities)
- FTA Section 5339 (Bus and Bus Facility Grants)
- TIGER Discretionary Grants
- Community Development Block Grant (CDBG)

### ***State Funds***

- State Highway Fund

### ***Local Funds***

- Carson City Regional Transportation Commission (RTC)
- Carson City Street Maintenance Fund (Motor Vehicle Fuel and Sales Tax)
- Carson City Quality of Life Initiative
- Carson City 1/8-cent Sales Tax
- Douglas County Regional Transportation Commission (RTC) Motor Vehicle Fuel Tax and Shared Revenue Tax
- Lyon County Regional Transportation Commission (RTC) Motor Vehicle Fuel Tax and Shared Revenue Tax



The following transportation improvement projects have been identified by CAMPO’s member agencies and the Nevada Department of Transportation as financially feasible transportation improvements. The total cost of the planned improvements total approximately 68.1 million dollars.

Figure 3.1 Fiscally Constrained Transportation Improvements

Fiscally Constrained Transportation Improvements			
Anticipated Year of Improvements 2017-2025			
Agency	Project Description	Limits	Improvement
CC	Curry Street	Rhodes Street to Lake Glen Drive	Road enhancements to two lane Road
CC	Roop Street	Washington Street to Fifth Street	Widen to four lanes
CC	Saliman Road	Fairview Drive to Colorado Street	Expansion - Widen to four lanes
CC	William Street Corridor	Carson Street to Mills Park	Reduce to one lane per direction
CC	S. Carson Street Corridor*	Stewart Street to Freeway Interchange	Reduce to two lanes per direction
CC	Sierra Vista Lane**	Pinion Hills Road to Mexican Dam	Road enhancements to two lane Road
NDOT	US 50 Drainage Improvements	Spooner Summit to Clear Creek Interchange	Drainage Improvements
NDOT	I 580 Carson City Roadway Rehabilitation	William Street north to County Line	Roadway Rehabilitation
Anticipated Year of Improvements 2026-2040			
Agency	Project Description	Limits	Improvement
NDOT	Full Interchange at Spooner Jct	CC Freeway at US 395/US 50 W	Construct full interchange
LC	New Bridge Over Carson River	Dayton Valley Road to Chaves Road	Bridge over Carson River connecting Dayton Valley Road to Chaves Road

\* Additional funding is being sought and a corridor study is anticipated

\*\* Grant funded project with 5% local match

To determine financial feasibility, the cost of the projects were totaled and allocated an annual cost. The annual cost is approximately 2.8 million dollars, which is within the annual anticipated revenue for the Carson Area of approximately 8.6 million dollars. The remaining funds, approximately 67%, are anticipated to be used for maintenance and operation expenditures.



The following transportation improvement projects have been identified by CAMPO’s member agencies and the Nevada Department of Transportation as transportation improvements without available revenue. The total cost of the planned improvements total approximately 73.5 million dollars.

Figure 3.2 Proposed Transportation Projects in the Fiscally Unconstrained Plan

Fiscally Unconstrained Transportation Improvements			
Anticipated Time of Improvements 2017-2025			
Agency	Project Description	Limits	Improvement
DC	College Pkwy/Arrowhead Dr Connection	College Parkway to Arrowhead Drive	Construct two-lane extension
DC	Heybourne Road Extension	Stephanie Way to Johnson Lane	New two-lane road
CC	Hillview Dr Extension	Koontz Lane to Valley View Drive	Construct two-lane extension
DC	North Valley	Off Topsy Lane for new development	New two-lane road
CC	Ormsby Blvd. Extension	Ash Canyon Road to Winnie Lane	Construct two-lane extension
CC	Snyder Avenue	Carson Street- East to Appion Way	Realignment and traffic signal
CC	Vista Grande Boulevard	Topsy Lane to Jacks Valley Road	New two-lane road
Anticipated Time of Improvements 2026-2040			
Agency	Project Description	Limits	Improvement
CC	East Valley Road	Connection to Vicky Lane	New alignment
CC	Fifth Street	Saliman Rd. to Lompa Ranch Entrance	Widen to four Lanes
DC	Johnson Lane	U.S. 395 to Vicky Lane	Widen to four lanes
DC	Lompa Ranch N/S Connector	William Street to 5th Street	Construct two-lane extension
DC	Robinson Street	East into Lompa Ranch (N/S Connector)	Extension
CC	Stephanie Lane	U.S. 395 to Santa Barbara Drive	Widen to four lanes

### Transit Expenditures and Revenues

Due to the availability of Federal Transit Administration (FTA) Grants and limited local funding, transit expenditures are not anticipated to exceed available revenues. As a metropolitan planning organization, CAMPO is provided Federal funding through the FTA. FTA funding sources come in the form of grants that require local matching, typically, in a local match ratio of 50% or 20%. Transit operations and capital is dependent on these FTA funding sources. As long as local transit funding remains consistent, there should be sufficient local funds to leverage the necessary Federal grants to maintain current transit operations.

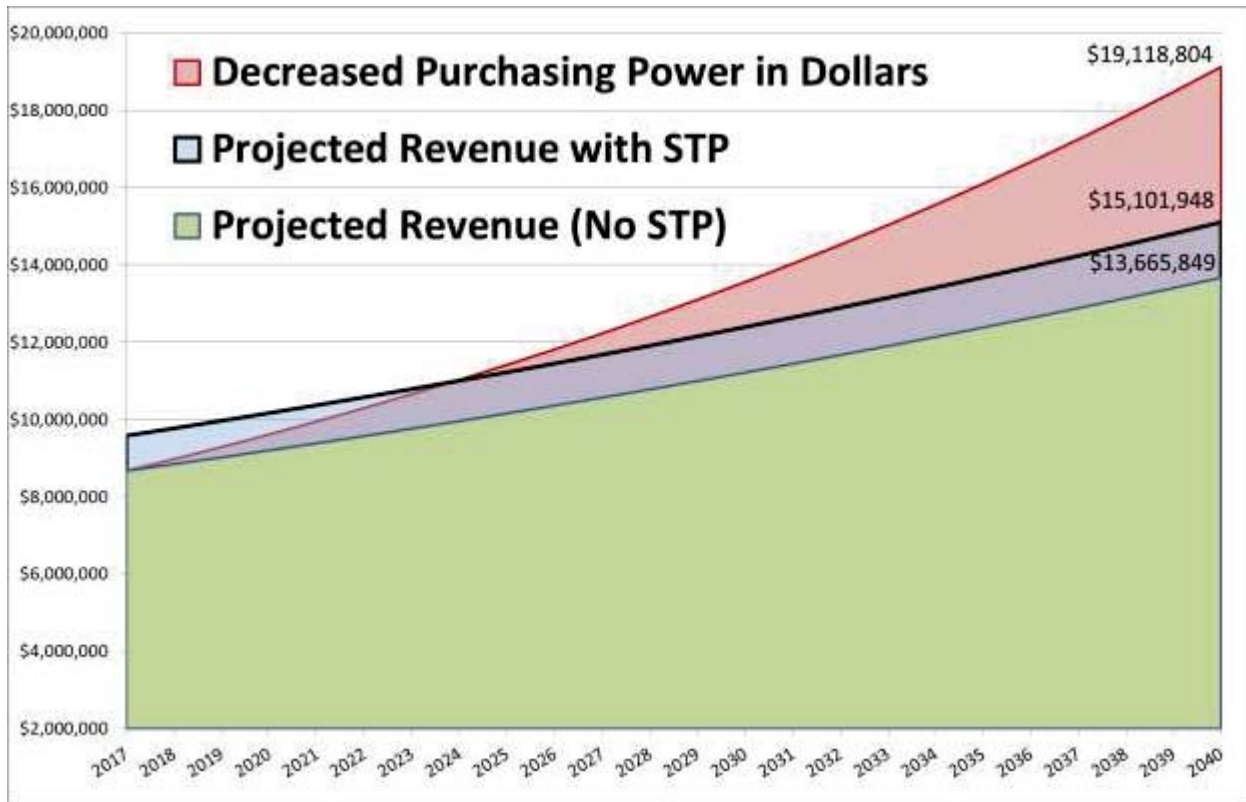


**Conclusion**

The need for timely maintenance to transportation assets is critical, the longer maintenance is deferred the more expensive transportation improvement projects will become. Additionally, the longer maintenance is deferred, the faster roadway conditions will deteriorate. Both Carson City and Douglas County have begun working with the University of Reno’s (UNR) Pavement Engineering Program to improve the timing of transportation investments. As identified through the partnership, there are cost effective times in the life of a roadway when certain maintenance treatments should be applied to maximize investment benefits. Due to the backlog of deferred maintenance, that member agencies are experiencing, and the need to address deteriorating unsafe roadways, the windows of opportunity for properly timed maintenance improvements are being missed.

Due to an inflation rate that out paces revenue growth, 3.5% and 2.0% respectively, levels of expenditures will need to be reduced to achieve balanced budgets. Figure 3.3 demonstrates the decrease in purchasing power over time.

Figure 3.3 Decreased Purchasing Power



## Chapter 4: Transportation System

The Carson area transportation system is of central importance to the region's economy and influential to the quality of life for people living and traveling in the Carson area. Only with a continued strategic investment into the region's transportation system will residents and the region's economy enjoy a sustainable transportation system. A successful investment strategy will be balanced, opportunity driven, supported by consensus, and continually evaluated. As required by the Federal government for use of federal funds, CAMPO is responsible for collecting data and tracking performance of investments. Performance measures designed to track progress toward adopted goals will allow CAMPO to evaluate regional investment.

Over the next 25 years, demand on the transportation system will grow and evolve. In the short term, over the next four years, population growth for the Carson area is forecasted to be modest with an average growth rate of 1% between Carson City, Douglas County, and Lyon County. The Carson area is still recovering from the recession when the area experienced slight population declines. As Northern Nevada's economy recovers and strengthens, higher growth rates and demand on the Transportation System should be expected. Higher growth rates, such as 8%-10% that were experienced in the mid 2000's are not predicted in the short term, but are possible.

Population estimates anticipate a growing senior population that will necessitate investment in safety improvements to address seniors with changing needs, related to eyesight, hearing, and reaction times. Additionally, investment in public transportation and pedestrian and bicycle facilities will be important to provide an aging population with mobility and independence, along with improved integration and mobility for all system users.

Construction of the Carson City Freeway extension and the USA Parkway will improve access to employment for this entire region. Completion of the Carson City Freeway is anticipated in the spring of 2017 and the completion of the USA Parkway is anticipated in December 2017. Both projects will affect the Carson area transportation system. Due to the shortened travel times from these improvements, additional traffic on the Highway 395 corridor between Douglas County and Carson City and on the Highway 50 corridor between Dayton and Carson City may be expected. To minimize congestion in these corridors, appropriately timed investment in access management, bottleneck removal, capacity building, and incident management coordination, are to be considered as needed.

At a local level, a strategy to improve the mobility, accessibility, and integration of the transportation system will include investment in Complete Streets. Complete Streets are streets for everyone, designed and operated to enable safe access and comfortable accommodation for all users of all ages and abilities; including pedestrians, bicyclists, transit riders, and motorists of all types. National studies demonstrate Complete Streets provide a better quality of life. Notably, the majority of participants in a Carson area transportation system survey felt that the transportation system influences their quality of life. To incorporate Complete Streets into the Carson area transportation system, local and state agencies should take advantage of investment opportunities when choosing roadway maintenance projects, roadway construction/reconstruction projects, and utility projects affecting roadways. Opportunities can be found through coordination between agencies and between intra agency departments. As local and state agencies perform deferred maintenance, utilization of pavement management software is encouraged to identify the most efficient investment opportunities.



## Demand on the System

### Population

The CAMPO area has a population of 83,370, comprised of the entire Carson City population of 55,274 and portions of Douglas and Lyon Counties, with 12,820 and 15,276 respectively. These population figures are from the 2010 census.

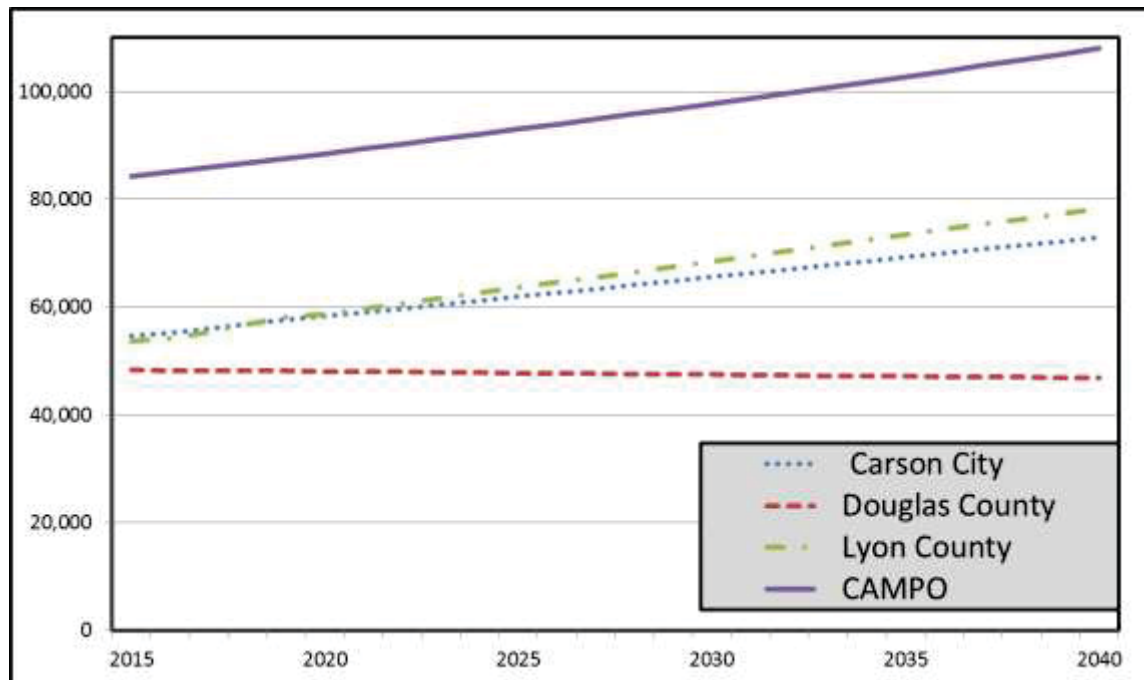
Figure 4.0 CAMPO 2010 Census Populations

CAMPO Members	Population within CAMPO	Percentage of Population
Carson City	55,274	66.3%
Douglas County	12,820	15.4%
Lyon County	15,276	18.3%
<b>Total Population</b>	<b>83,370</b>	

Source: 2010 Census

Since this plan is in the middle of a decennial census, population projections are derived from population estimates prepared by the Nevada State Demographer's Office. CAMPO population projections have assumed a 1% growth rate, which is the average growth rate between Carson City, Douglas County, and Lyon County. Population data used in this chapter is available in a report, prepared October 1, 2014, titled Nevada County Age, Sex, Race, and Hispanic Origin Estimates and Projections 2000 to 2033. The report is available at the following web address: <http://nvdemography.org>.

Figure 4.1 CAMPO Population Projections to 2040 Chart (Nevada State Demographer)



Source: Nevada State Demographer, Nevada County Age, Sex, Race, and Hispanic Origin Estimates and Projections 2000 to 2033, 2035 and 2040 projections estimated by CAMPO staff



Figure 4.2 CAMPO Population Projections to 2040 Table (Nevada State Demographer)

	2015	2016	2017	2018	2019	2020	2025	2030	2035	2040
Carson City	54,694	55,168	55,945	56,823	57,661	58,272	61,933	65,594	69,254	72,915
Douglas County	48,347	48,220	48,171	48,190	48,230	48,072	47,767	47,462	47,157	46,852
Lyon County	53,652	54,229	55,404	56,768	58,112	58,688	63,597	68,506	73,415	78,324
Metropolitan Planning Area	84,204	85,046	85,896	86,755	87,623	88,499	93,013	97,758	102,745	107,986

Source: Nevada State Demographer, Estimates and Projections 2000 to 2033

### Seniors

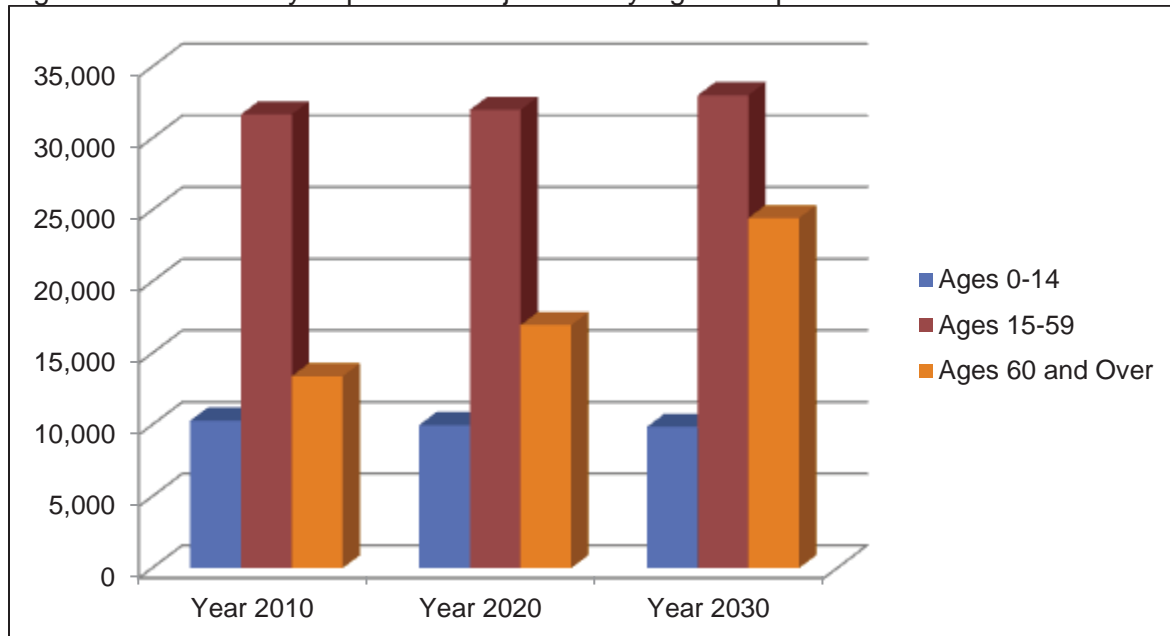
In the CAMPO area, seniors are anticipated to make up a larger percentage of the population than in the past. In Carson City, between 2010 and 2030, the population of people 60 years of age and older is anticipated to grow by 22%. In Douglas and Lyon Counties, this population cohort is anticipated to grow by, 36% and 62%, respectively.

Figure 4.3 Percentage of the Population 60 Years and Older

Member Agency	2010	2020	2030
Carson City	24%	29%	36%
Douglas County	30%	37%	39%
Lyon County	24%	27%	28%

This growing age group will necessitate changes to the transportation system to assist this age group in maintaining safe and independent mobility. The National Institute on Aging published an article in March of 2015, titled *Age Page: Older Drivers* (available link at: <https://www.nia.nih.gov/health/publication/older-drivers>), about safe driving for seniors. The article identified traits inherit to aging that have unsafe consequences to transportation system users. These traits are slower reaction time and reflexes, trouble hearing, dementia, and trouble seeing. Investment in safety measures that address these traits should be a priority.

Figure 4.4 Carson City Population Projections by Age Group



## Land Use

Land use has a significant influence on transportation. The relationship between transportation and land use is complex, with current land use patterns influencing transportation patterns and transportation patterns influencing where people and businesses want to be located. This document does not propose any changes to existing land use, but aims to highlight how land use decisions influence the transportation network and ultimately the quality of life for Carson area citizens.

As member jurisdictions strive to increase transportation services with limited funds, the cost to maintain a growing network of roads, sidewalks, bike lanes, traffic signals, street lighting, and other amenities, continues to grow. Land use patterns that are less dense typically result in lower revenue and higher costs per square mile, making it difficult for local governments to maintain and enhance government services such as the transportation network. This commonly results in general funds being used to maintain and make necessary improvements to the transportation network. Less dense land use patterns also make other modes of transportation, such as mass transit, walking, and bicycling more difficult. However, dense land use patterns are not the answer to everything, nor would it appeal to everyone's quality of life standard.

Due to the recent recession, the land use in the CAMPO area has experienced little change due to low development pressure. As Northern Nevada's economy strengthens, so will development pressures. As elected and appointed officials deal with this development pressure, the following factors should be considered to help minimize the cost of aging infrastructure and a growing transportation network.

- **Impact fee** - An impact fee is a fee imposed by a local government on a new or proposed development project to pay for all or a portion of the costs of providing public services to new development. Use of impact fees must be justified and proportional to the impact of the development. For example, an impact fee for a one-bedroom apartment would be less than an impact fee for a 2,000 square foot home on a quarter acre. With respect to transportation, impact fees could help with funding capital projects through development of collector and arterial roads that can provide access to community and commercial uses.
- **Transportation Network Connectivity** – New projects should be designed to establish connectivity within the existing street network, developing connections to the existing roadways as well as pedestrian and bicycle facilities wherever possible. As new residential subdivisions continue to build curvilinear streets with subdivision walls, network connectivity will continue to be degraded. The curvilinear design typically involves traffic from many local roads funneling onto a wider road facility that encourages unsafe driver behavior, such as speeding. Additionally, this design results in congested traffic (bottlenecks) due to limited access to the surrounding road network. Improved connectivity allows for the distribution of traffic and builds resilience into the transportation network. Improved connectivity for pedestrians and bicycles creates opportunity for these modes of transportation by creating shorter distance to travel, allowing non-motorized users to access more businesses, schools, and community facilities.



Currently, multiple land use developments are taking place within the CAMPO area. The following projects are anticipated to be influential to future land use and transportation patterns:

The **Tahoe Reno Industrial Center (TRIC)**, located in Storey County, is a 107,000-acre business park that encompasses a developable 30,000-acre industrial complex with pre-approved industrial and manufacturing uses. Important to CAMPO is the growth created as this park develops. The Carson area transportation system will experience higher demand from this use once USA Parkway is constructed. Also known as State Route 439, USA Parkway will provide access from U.S. Highway 50 to the industrial park as well as connection to Interstate 80. This roadway connection is anticipated to be completed by December 2017.



Figure 4.5 Map of TRIC

The **Carson City Freeway Extension** will add 2.9 miles of controlled access freeway from Fairview Drive to the signal at US 50/South Carson Street. The Freeway is designed for two lanes in each direction with provisions for future widening in the median. This project began in spring 2015. The construction duration is anticipated to last approximately 24 months (two construction seasons) and will consist of the following elements:

- A signalized intersection at US 50/South Carson Street
- Drainage facilities for roadway and offsite storm water runoff on the project, including drainage channels, a detention basin and box culverts
- Roadway earthwork and final grading from Fairview Drive Interchange to South Carson Street, including major excavation and embankment
- Roadway paving
- Landscaping
- Sound walls
- Signals, lighting, signing and pavement striping

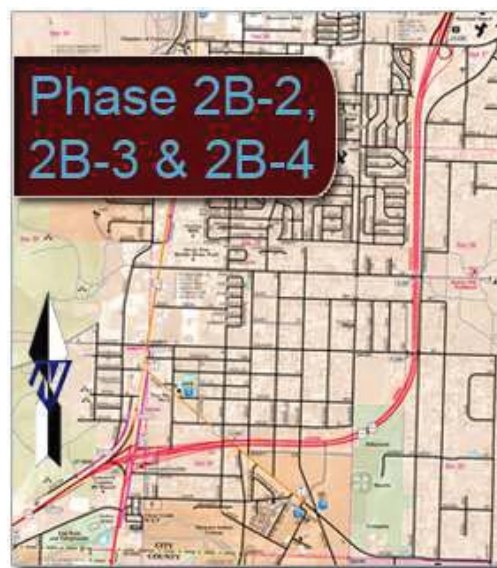


Figure 4.6 Carson City Freeway Extension

\*More information available at NDOT's Projects and Program website:

[http://www.nevadadot.com/Projects\\_and\\_Programs/Road\\_Projects/](http://www.nevadadot.com/Projects_and_Programs/Road_Projects/)



The **Schulz Ranch Residential Subdivision** is a recently approved project with 423 units. The subdivision is located in south Carson City, near Douglas County’s northern edge. Primary access and traffic demand will be at Topsy Lane and U.S. 395, in Douglas County, and on Snyder Avenue off of Bigelow Drive or Center Drive in Carson City.

The **Lompa Ranch North Specific Plan** that includes development plans for 251 acres for a mix of commercial and residential uses. The project is anticipated to have approximately 2,500 single-family and multi-family units and 300,000 square feet of commercial. This project will exert demand on the transportation network at numerous locations.

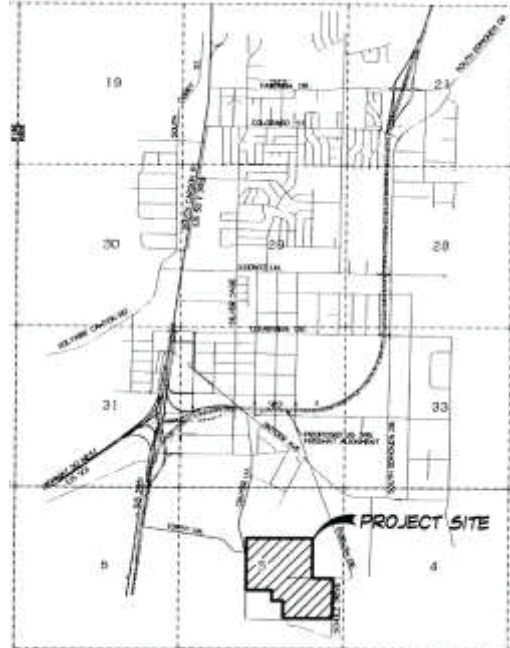


Figure 4.7 Schulz Ranch Residential

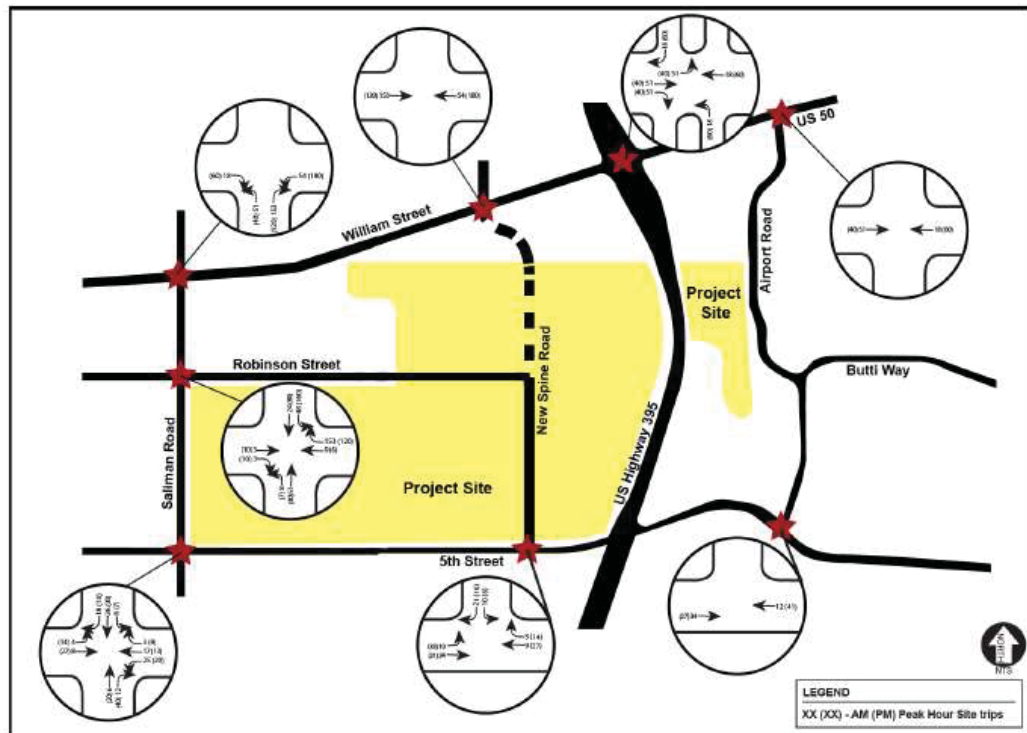


Figure 4.8 Lompa Ranch North Specific Plan Subdivision



## Freight

The Carson area transportation system is responsible for the movement of goods in and through the region. Due to the absence of other transportation modes, truck traffic carries all of the freight in the Carson area. An effective transportation system provides for the efficient, reliable, and safe movement of truck traffic. While the amount of truck traffic in this region is small compared to larger metropolitan areas, truck traffic is responsible for a fair portion of the overall traffic, reaching 20% on major highways.

Freight traffic supports the Carson area regional economy in two notable ways. First, it provides time sensitive and non-time sensitive goods to local business and individual consumers, allowing for businesses to operate and individuals to shop without the burden of driving. Freight traffic associated with shopping from home is anticipated to grow in coming years. In a recent study by the U.S. Department of Transportation, freight volumes in the United States are anticipated to increase by 45 percent. The study noted increases in online shopping, and how home package deliveries are becoming a factor in congestion on local roads and highways.

The second way freight traffic supports the Carson area regional economy is by providing services, products, and accommodations to freight carriers. This economic benefit is highlighted in a statewide freight plan sponsored by the Nevada Department of Transportation (NDOT). This freight plan is in development and anticipated to be complete in the summer of 2016. Information on the development of this plan is available online at the following web address: <http://www.nevadafreightplan.com/>

In the CAMPO area, the travel demand model shows a low level of service for two freight corridors. These corridors are U.S. Highway 50 east of the Carson City Freeway and on U.S. Highway 395, south of the Carson City Freeway. Both corridors are noted in the State's freight plan as bottlenecks for freight traffic traveling on the CAMPO transportation network. At this time, with unknown demand from the Tahoe Regional Industrial Center east of CAMPO and unknown travel patterns resulting from the completion of the Carson City Freeway, CAMPO has recommended future corridor studies in anticipation of congestion at these existing bottlenecks. The following freight studies and project have been recommended to the NDOT:

- Capacity and Operations Corridor Study for U.S. Highway 395 - Johnson Lane to U.S. Highway 50 and I-580 intersection
- Capacity and Operations Corridor Study for U.S. Highway 50, between I-580 to CAMPO boundary
- I-580/U.S. Highway 395 interchange improvement – completion of the Freeway Phase 2B-4



## Streets and Highways

The CAMPO road network is comprised of 505 lane miles of roadway with an estimated 571 million annual vehicle miles of travel (VMT) in 2014. Since 2010, the number of VMTs has increased by 25 percent and is projected to increase another 13 percent by 2025 and 27 percent by 2040, based on 2014 VMTs. As the age and usage of the road network increases, so does the need for investment. This section of the regional transportation plan includes data and analysis that can be used to help prioritize roadway investment. Included in this data are results from a travel demand model that CAMPO uses to forecast roadway usage and to identify congested areas of the network.

### Travel Demand Model

Travel demand modeling is a type of software used as a tool to estimate future transportation demand. The modeling takes into account future population, economic forecasts and other variables, including land use patterns and estimates of future activity from local governments. Since the last Regional Transportation Plan in 2012, the CAMPO model has been updated with new traffic counts, including counts from the Nevada Department of Transportation and AirSage data. AirSage data is anonymous wireless signaling data used to improve travel demand modeling. Additional updates to the model include 2014 Nevada State Demographer population and employment estimates, including major employment developments such as the Tahoe Regional Industrial Center.

The model provides data for a baseline year of 2015 and forecasted data for years 2025 and 2040. For the forecasted years, the model assumes certain transportation projects are constructed and produces scenarios of how the proposed improvements, along with the forecasted growth influences traffic conditions. The model provides two types of measures for analysis, a level of service (LOS) and travel time estimates. The LOS measure, which is a long-standing performance measure, can be used to evaluate roadway sections and intersections. The second measure, travel time estimates, also known as travel time reliability, measures traffic delay due to congestion by determining the time it takes to travel from one location to another. Travel time reliability is significant to many transportation system users, whether they are vehicle drivers, transit riders, or freight shippers. Personal and business travelers value reliability because it allows them to make better use of their own time. Shippers and freight carriers require predictable travel times to remain competitive.

\*The following pages include results from CAMPO's travel demand model. A complete report is provided here: <http://carson.org/home/showdocument?id=50163> for reference.



Figure 4.9 Travel Times between CAMPO’s Transportation Gateways

Travel Times in Minutes between Metropolitan Planning Area Gateways		Year 2015	
From	To	AM	PM
U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	U.S. Hwy 50 East (Near Chaves Road)	30.2	39.4
	U.S. Hwy 395 South (2000 feet south of Johnson Lane)	23.1	30.4
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	16.8	18.7
U.S. Hwy 50 East (Near Chaves Road)	U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	35	33.6
	U.S. Hwy 395 South (2000 feet south of Johnson Lane)	48.2	53.6
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	41.9	41.9
U.S. Hwy 395 South (2000 feet south of Johnson Lane)	U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	26.4	26.4
	U.S. Hwy 50 East (Near Chaves Road)	46.6	55.2
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	16.1	15.3
U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	17.3	18.5
	U.S. Hwy 50 East (Near Chaves Road)	37.5	47.3
	U.S. Hwy 395 South (2000 feet south of Johnson Lane)	13.3	19.1

In compliance with new federal regulations for performance based planning, the following objectives and performance measures have been incorporated into this plan. Figure 4.9 along with additional travel times provided within the travel demand model (available link at: <http://carson.org/home/showdocument?id=50163>), would be used to evaluate progress towards meeting the objectives below.

**Objective: Maintain or improve travel times**

**Objective: Improve travel times on major truck routes during peak hours**

Figures 4.11, 4.12, and 4.13 on the following pages graphically show the level of service for the years 2015, 2025, and 2040. Figure 4.11 shows existing conditions, Figure 4.12 and 4.13 show conditions in the 2025 and 2040 with the 10 financially feasible transportation projects noted in Chapter 3. The list of projects is duplicated below for quick reference.

Figure 4.10 Proposed Transportation Projects in the Fiscally Constrained Financial Plan

Proposed Projects in the Fiscally Constrained Plan					
Agency	Project Description	Project Limits	Improvements	2025	2040
NDOT	Carson City Freeway Extension	Fairview Drive to Spooner Junction	Construct 4-lane freeway	X	X
CC	Curry Street Improvement	Rhodes Street to Lake Glen Drive	Improved 2-lane roadway	X	X
CC	Roop Street Widening	Washington Street to Fifth Street	Widen to 4 lanes	X	X
CC	Salman Road Widening	Fairview Drive to Colorado Street	Widen to 4 lanes	X	X
CC	Carson Street Road Diet	E William Street to E Fifth Street	Reduce to one lane per direction	X	X
CC	William Street Corridor Road Diet	Carson Street to Saliman Road	Reduce to one lane per direction	X	X
CC	N. Carson Street Corridor Improvements	William Street to N. Freeway Interchange	Corridor Improvements	X	X
CC	S. Carson Street Corridor Improvements	Fifth Street to S. Freeway Interchange	Reduce to two lanes per direction	X	X
NDOT	Full Interchange @ Spooner Jct	CC Freeway at US 395/US 50 W	Construct full interchange		X
LC	New Bridge Over Carson River	Dayton Valley Road to Chaves Road	Construct bridge over Carson River to connect Dayton Valley Rd to Chaves Rd		X



Figure 4.11 Existing 2015 Travel Demand Model Condition

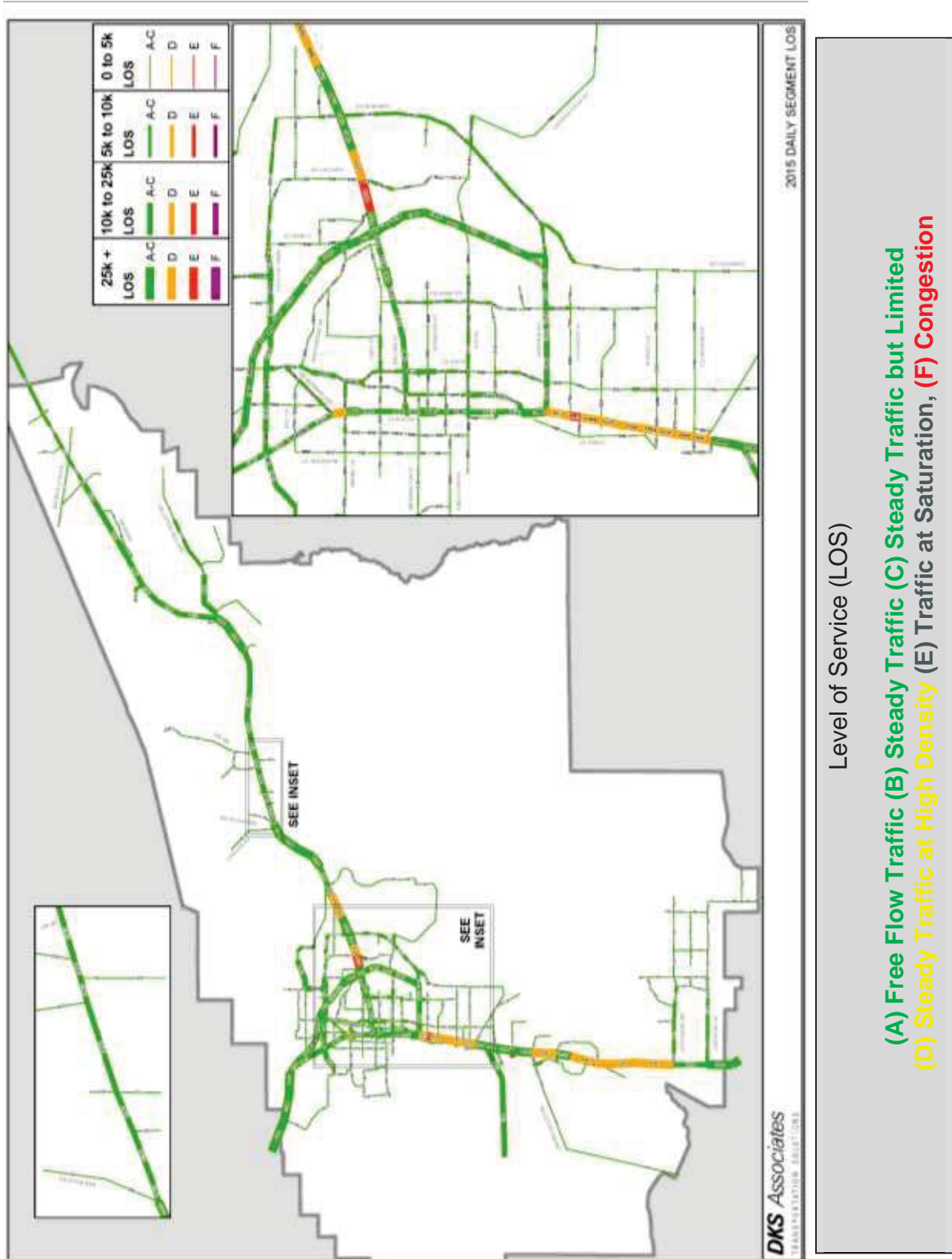


Figure 4.12 Projected 2025 Travel Demand Model Condition

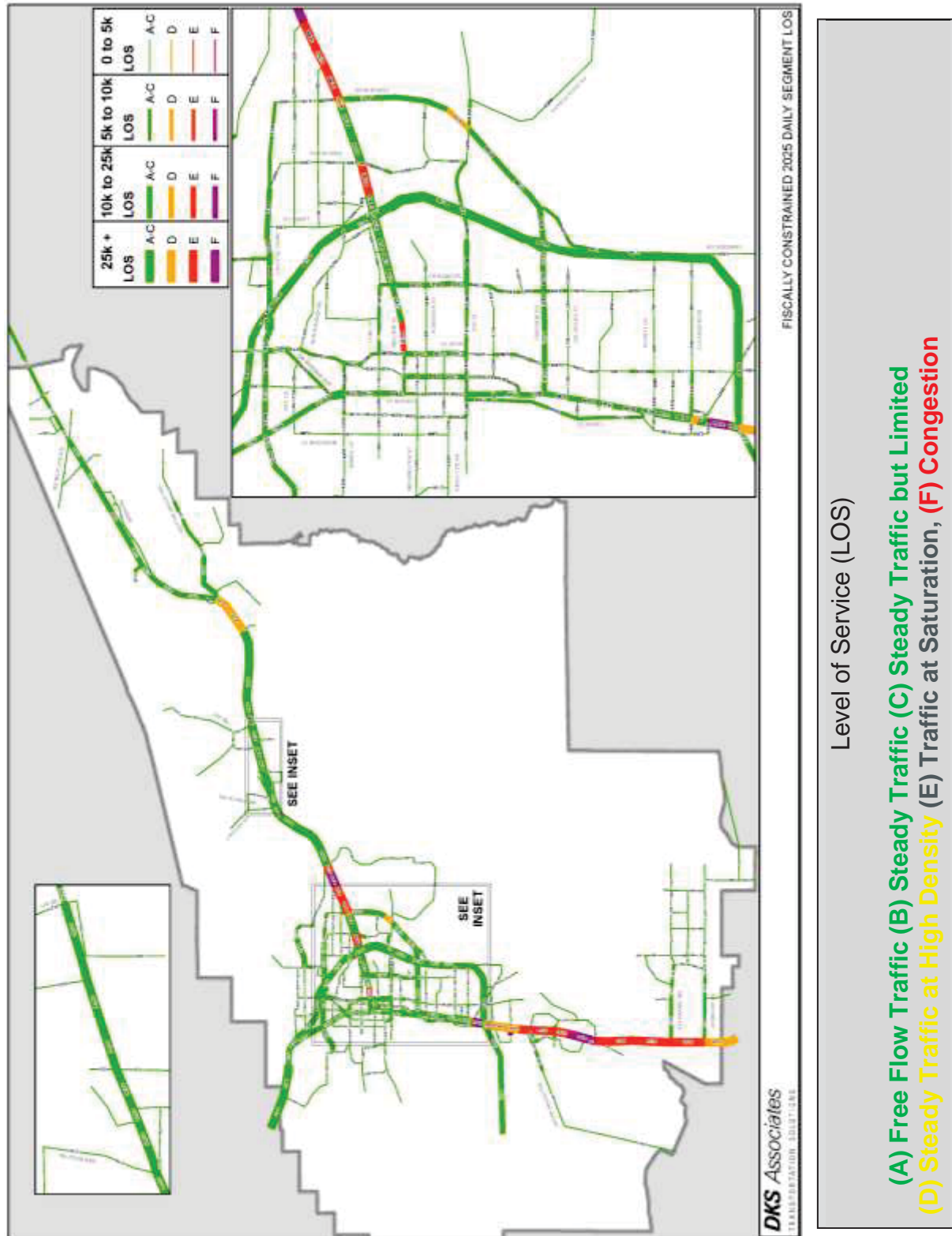
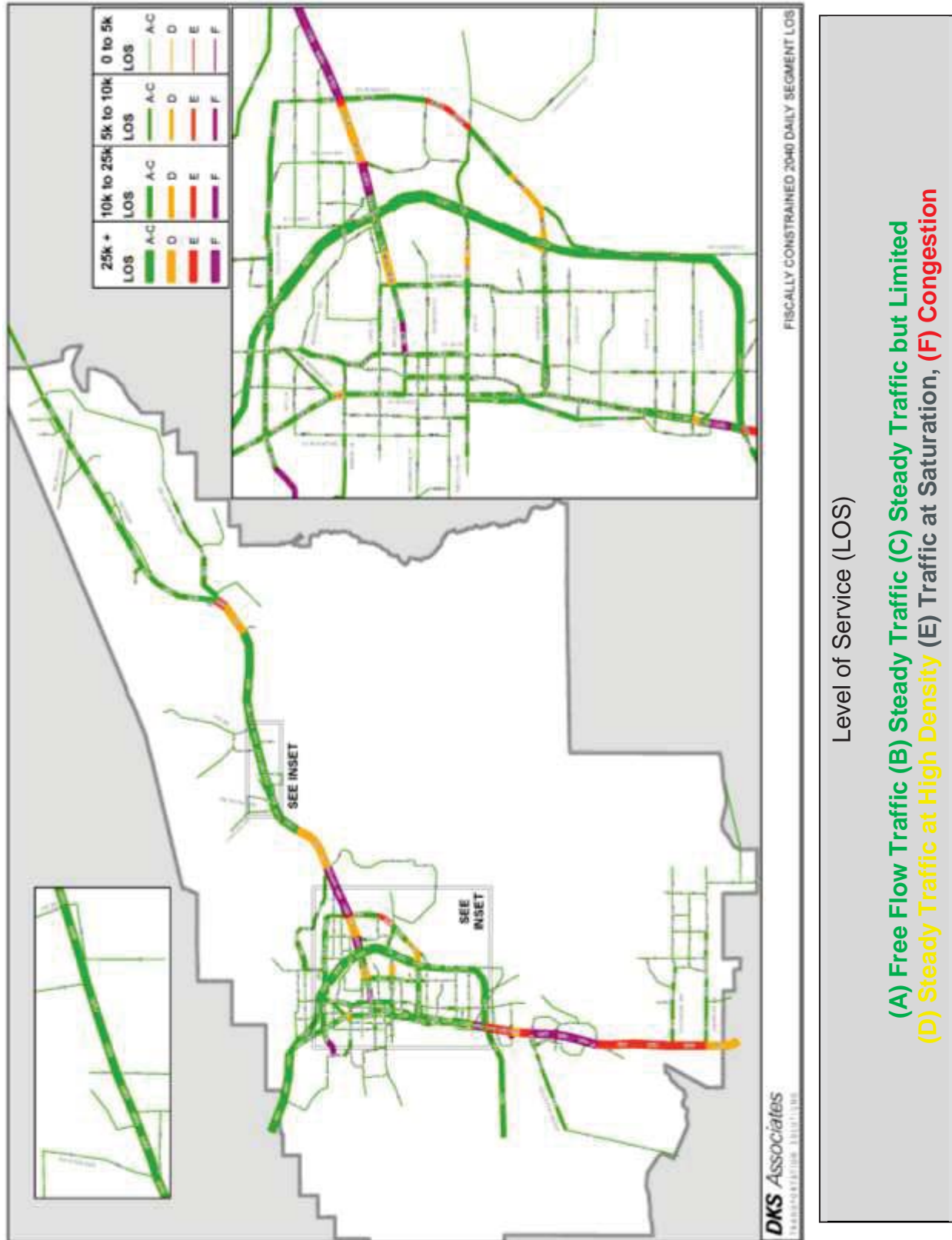


Figure 4.13 Projected 2040 Travel Demand Model Condition

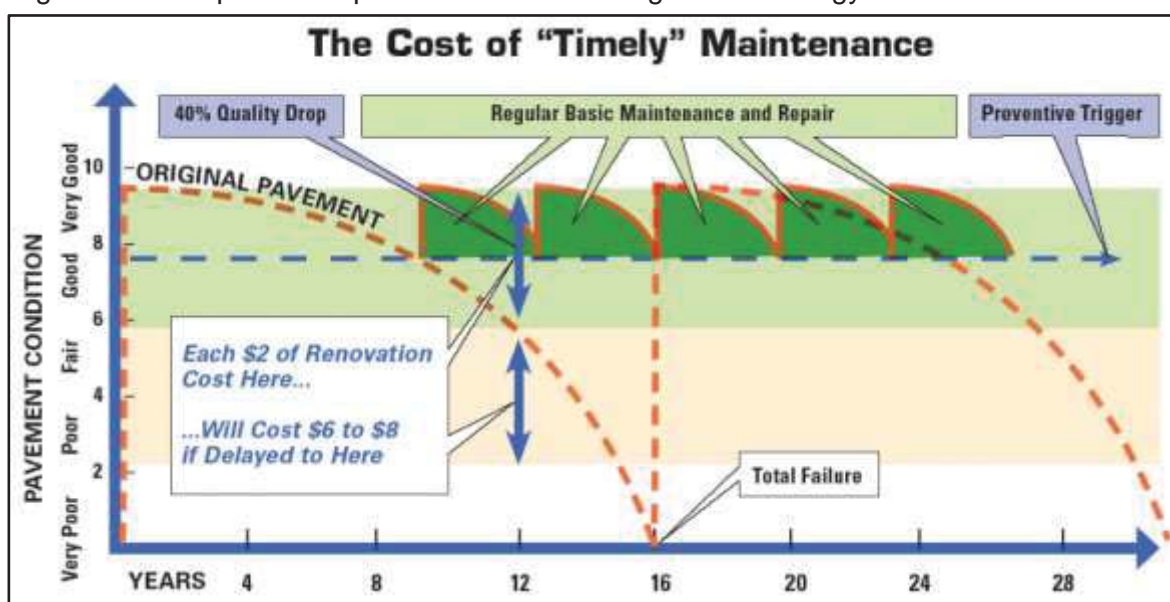


## Pavement Management System

A Pavement Management System (PMS) is a planning and operations tool used to help prioritize and time roadway investment, such as preventative maintenance and renovation to roadways. A PMS collects, stores, organizes, and analyzes pavement condition information. It is far less expensive to maintain a road in good condition than to allow a road to deteriorate before repairing it (refer to Figure 4.14). Pavement Management places priority on maintaining good condition roads, which over the long-term will effectively provide a higher condition roadway at a lower cost.

Safety issues associated with roadway deterioration as well as the need to reconstruct certain roadways to current standards make it difficult for agencies to commit 100% to this strategy.

Figure 4.14 Graphic Example of Pavement Management Strategy



Each of the CAMPO member agencies have individual pavement management programs. Carson City and Douglas County are in the process of refining their existing management systems. Lyon County is in the process of developing a pavement management system and has contracted with a consultant to collect pavement data. Each agency measures the health of their roadways with a scale known as the Pavement Condition Index (PCI), which is a numerical value between 0 and 100, 100 representing the best possible condition. The number and types of distresses in a particular section of pavement determine the PCI value.

The Nevada Department of Transportation (NDOT) maintains pavement data on all Federal-aid eligible roads in the state; this includes interstate highways, State Routes, and sample data on selected arterials and collectors within the CAMPO area. As a federal requirement, the NDOT uses the International Roughness Index (IRI), which measures the "roughness" of the roadway surface. The International Roughness Index and Pavement Condition Index are similar but cannot be converted from one scale to another. The IRI was chosen as a performance measure, through transportation legislation, as a pavement condition indicator for the National Highway Performance Program (NHPP). NDOT's collection of IRI conditions within CAMPO area will satisfy federal IRI requirements for CAMPO.



## Active Transportation

No transportation system is complete without Active Transportation. Active Transportation is any self-propelled, human-powered mode of transportation, such as walking or bicycling. An effective active transportation network should be user friendly and efficient. A utilized active transportation system can benefit the local economy, offer healthier lifestyles, and raise the region's quality of life.

As elected officials are forced to prioritize expenses, improvements for active transportation are often placed at the bottom. However, jurisdictions throughout the country are finding success in adding active transportation improvements by pairing pedestrian and bicycle improvements with routine maintenance projects as well as larger roadway improvement projects. The success lies with implementing small design changes to existing roadways to improve conditions. As the Carson area's senior population grows, active transportation improvements will be critical to allow for aging in place. This involves designing the built environment to be usable to the greatest extent possible by all people, regardless of special needs or age. Walkable communities are places where people can easily and safely walk to access goods, services and local amenities. They are places with a variety of transportation options and where pedestrian activity is encouraged.

Streets are a vital part of livable, attractive communities. Everyone, regardless of age, ability, income, race, or ethnicity, ought to have safe, comfortable, and convenient access to community destinations and public places—whether walking, driving, bicycling, or taking public transportation. However, many of our streets are designed only for cars. A nationwide movement launched by the National Complete Streets Coalition in 2004, Complete Streets integrates people and places in the planning, design, construction, operation, and maintenance of our transportation networks. Complete Streets promote the development and implementation of policies, professional practices to ensure streets are safe for people of all ages, and abilities, balance the needs of different transportation modes, and support local land uses, economies, cultures, and the natural environment.

In 2015, CAMPO produced an ADA Transition Plan for transportation facilities. The plan evaluated 26 signalized intersections, approximately 30 miles of sidewalk, and 41 transit stops. The plan prioritizes the intersections, sidewalk areas, and the transit stops on a 13 point scale, identifying high and low priority issues.

All three of CAMPO's member agencies have made progress in planning for bicycle users. In 2014, Douglas County, with efforts sponsored by the Nevada Department of Transportation (NDOT), adopted a countywide bicycle plan that identifies a bike network. Lyon County, with efforts from NDOT, has drafted a countywide bike plan and is nearing completion. In 2014, the League of American Bicyclists recognized Carson City with a bronze level Bike Friendly Community (BFC) award, joining more than 325 visionary communities from across the country. Bike network maps for all three of the member agencies are included in this document.



## Complete Streets

The term Complete Streets refer to how streets are designed and operate to enable safe access and comfortable accommodation for all users of all ages and abilities; including pedestrians, bicyclists, transit riders, and motorists of all types. As supported in an article by Smart Growth America, Complete Streets support economic development and enhance the visual experience for users.

This article is included here: <http://www.smartgrowthamerica.org/documents/cs/factsheets/cs-economic.pdf> for reference.

In addition to accommodating motorists on the roadway, a Complete Streets design focuses on the needs of travelers outside that group, including younger or older people, those with disabilities, and those who travel by transit, bicycle, or on foot, and who have oftentimes been overlooked in the transportation planning process. Many areas in the Carson area lack safe places to walk or bicycle. Access to key community resources such as parks, shops, grocery stores, and schools, is often limited to automobile traffic.

The Complete Streets design is about safety and efficiency. Nationwide, people are injured or killed each year while walking or bicycling, and oftentimes the built environment is a contributing factor. Though the Carson area has historically had few accidents involving pedestrians and bicyclists, they have occurred. A goal of this plan is to increase the safety of all modes on the transportation system.

The Complete Streets design seeks to develop an integrated and connected network of streets that are safe and accessible for all people. This design makes active transportation such as walking and bicycling more convenient; provides increased access to employment centers, commerce, and educational institutions; and allows more options in traveling so transportation is less of a financial burden. These noted benefits are found to improve the quality of life in communities.

Figure 4.15 Graphic Example of a Complete Street Design Treatment



Source: The National Complete Streets Coalition – [www.CompleteStreets.org](http://www.CompleteStreets.org)

Existing conditions and future plans should be taken into consideration when evaluating a roadway for Complete Streets treatments. There are varying types of treatments that can accommodate a community's need and in some cases, a particular road treatment may not be necessary. For example, a wide shoulder may be more appropriate than a bike lane on a rural road or if there are no land uses that generate pedestrian traffic then a sidewalk may not be an appropriate treatment.



## Americans with Disabilities Act (ADA)

The ADA is a civil rights law that mandates equal opportunity for individuals with disabilities. The ADA prohibits discrimination in access to jobs, public accommodations, government services, public transportation, and telecommunications. ADA requires all Programs, Services and Activities (PSAs) of public entities to provide equal access for individuals with disabilities. The Act applies to all facilities, including facilities built before and after 1990.

An objective of this plan is to increase the number of ADA compliant transportation facilities. Efforts toward achieving this objective will be measured by tracking the number of transportation facilities improved to ADA standards within the CAMPO boundary by jurisdiction.

Governmental agencies with 50 plus employees are required to perform self-evaluations of their current facilities (and infrastructure) regarding ADA access requirements. The agencies are then required to develop an ADA Transition Plan to address deficiencies. Plans are intended to achieve the following:

1. A list of obstacles to ADA compliance and the procedure for removing and/or accommodating these obstacles
2. A list of structural modifications that are needed
3. The timeline when these changes will be accomplished
4. Estimated costs of each change outlined in the plan
5. Identify the public officials responsible for implementation of the Transition Plan

In line with an objective from CAMPO's previous regional transportation plan, completed in 2015, Carson City conducted a comprehensive evaluation of its transportation related policies, programs, and a portion of their facilities along public rights-of-way to determine the extent to which individuals with disabilities may be restricted in their access to transportation facilities within Carson City. The self evaluation evaluated 26 signalized intersections, approximately 30 miles of sidewalk, and 41 transit stops. The plan prioritizes the intersections, sidewalk areas, and the transit stops on a 13 point scale, identifying high and low priority issues.

\* The Carson City Transition Plan is available at the internet address below:  
<http://www.carson.org/modules/showdocument.aspx?documentid=44923>



## Bicycle Friendly Designation

In November 2014, the League of American Bicyclists recognized Carson City with a Bronze level Bicycle Friendly Community (BFC) award, joining more than 325 visionary communities from across the country. With the announcement, Carson City joins a leading group of communities, in all 50 states, that are transforming neighborhoods.

The BFC program helps communities evaluate quality of life, sustainability and transportation networks, while creating benchmarks to evaluate progress toward improving bicycle-friendliness. The Bronze level BFC award recognizes Carson City's commitment to improving conditions for bicycling through investment in bicycling promotion, education programs, infrastructure and pro-bicycling policies.



Provided with this award is a one page report card that rates Carson City on the 10 building blocks of a bicycle friendly community and outlines the steps needed to progress from a bronze to a silver award. The full report is included here:

<http://carson.org/home/showdocument?id=50165>.



- » Appoint an official Bicycle Advisory Committee to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects.
- » Increase the amount of high quality bicycle parking throughout the community.
- » Continue to expand the on and off street bike network and to increase network connectivity. On roads with posted speed limits of more than 35 mph, it is recommended to provide protected bicycle infrastructure.
- » Install a bicycle wayfinding system along touring routes.
- » Make intersections safer and more comfortable for cyclists.
- » Offer bicycling skills training opportunities for adults more

frequently.

- » Host a League Cycling Instructor (LCI) seminar or sponsor the certification tuition of interested cyclists to increase the number of certified bicycle safety instructors in your community.
- » Promote cycling throughout the year by offering or supporting family-oriented community or social rides, and bicycle-themed festivals, parades or shows.
- » Ensure that police officers are initially and repeatedly educated on traffic law as it applies to bicyclists and motorists.
- » Update the Unified Pathways Master Plan. The overarching goal should be to encourage residents to bike more often for recreation and transportation.



## Bicycle Plans

As a result of communities throughout Nevada steadily expanding their support for bicycling over the last few decades, NDOT formalized this growing support in the Nevada Statewide Bicycle Plan, completed in 2013.

The first strategy listed within the State Bicycle Plan is for NDOT to assist local jurisdictions with adopting local bicycle plans that are endorsed by the Nevada Bicycle and Pedestrian Advisory Board (NBPAB). In support of this strategy, NDOT financially sponsored and assisted in the development of bicycle plans outside of the State's four Metropolitan Planning Organizations (MPOs). This included bicycle plans for Douglas County and Lyon County. The Carson Area Metropolitan Planning Organization has incorporated these planning efforts in areas of overlap.

\* The Nevada Statewide Bicycle Plan, Douglas County Bicycle Plan, and when adopted, the Lyon County Bicycle Plan are available at the following internet address:

[http://www.nevadadot.com/About\\_NDOT/NDOT\\_Divisions/Planning/BikePed/Bicycle\\_Plans.aspx](http://www.nevadadot.com/About_NDOT/NDOT_Divisions/Planning/BikePed/Bicycle_Plans.aspx).

Planning maps of the bike networks, within the CAMPO planning area, for all three of the member agencies are provided for reference on the following pages, a list of the maps is provided below.

## Bike Network Planning Maps

- Carson City Bike Facility Map (shows existing and proposed bike facilities)
  - Figure 4.16 – Northeast Carson City Bike Facility Map
  - Figure 4.17 – Southeast Carson City Bike Facility Map
  - Figure 4.18 – Southwest Carson City Bike Facility Map
  - Figure 4.19 – Northwest Carson City Bike Facility Map
- Carson City Bike Route Map (shows existing and proposed bike routes)
  - Figure 4.20 - Northeast
  - Figure 4.21 - Southeast
  - Figure 4.22 - Southwest
  - Figure 4.23 - Northwest
- Figure 4.24 - Douglas County Proposed Bike Network
- Figure 4.25 - Lyon County Proposed Bike Network





Figure 4.17 – Southeast Carson City Bike Facility Map



Figure 4.18 – Southwest Carson City Bike Facility Map



Figure 4.19 – Northwest Carson City Bike Facility Map

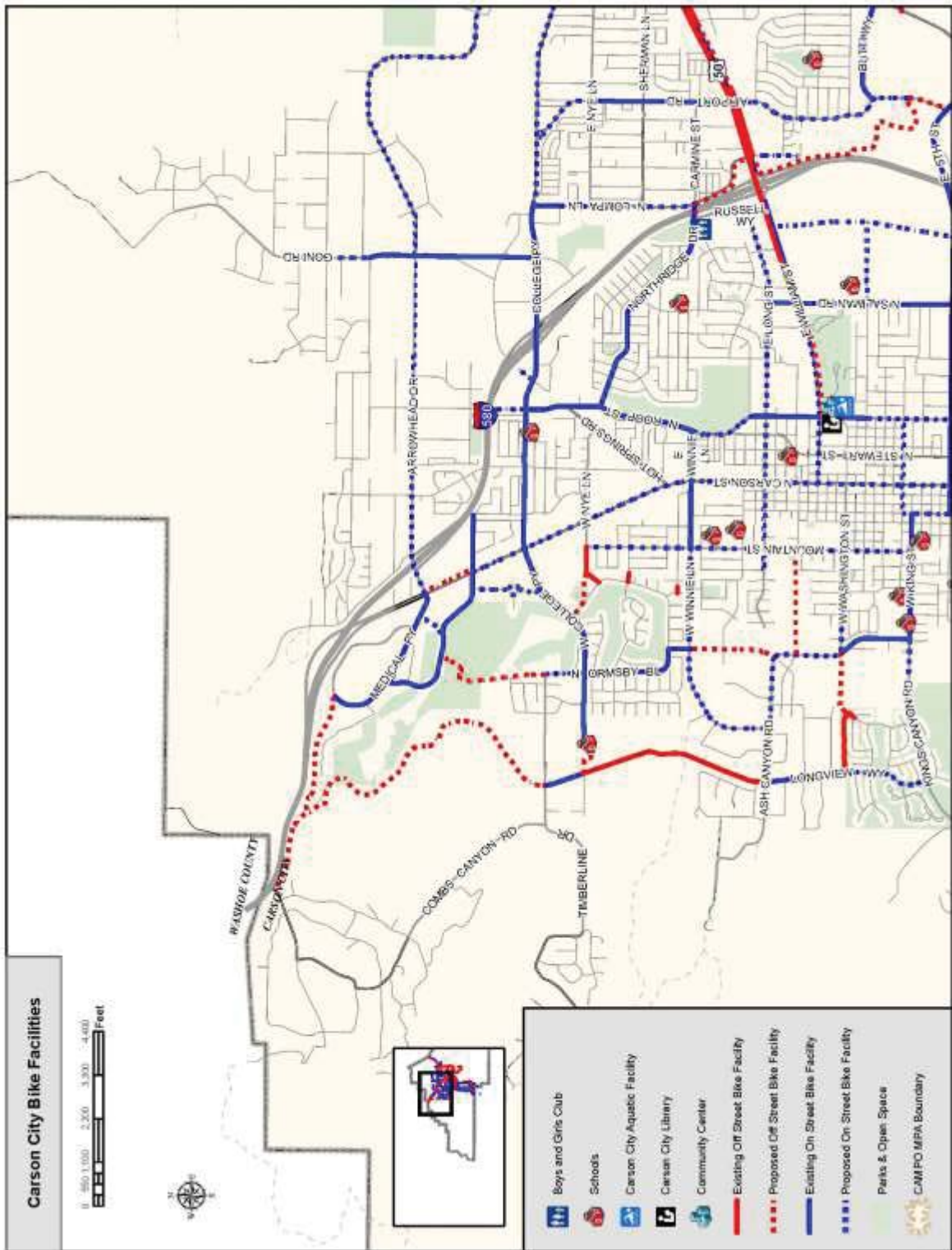


Figure 4.20 Northeast Carson City Bike Route Map

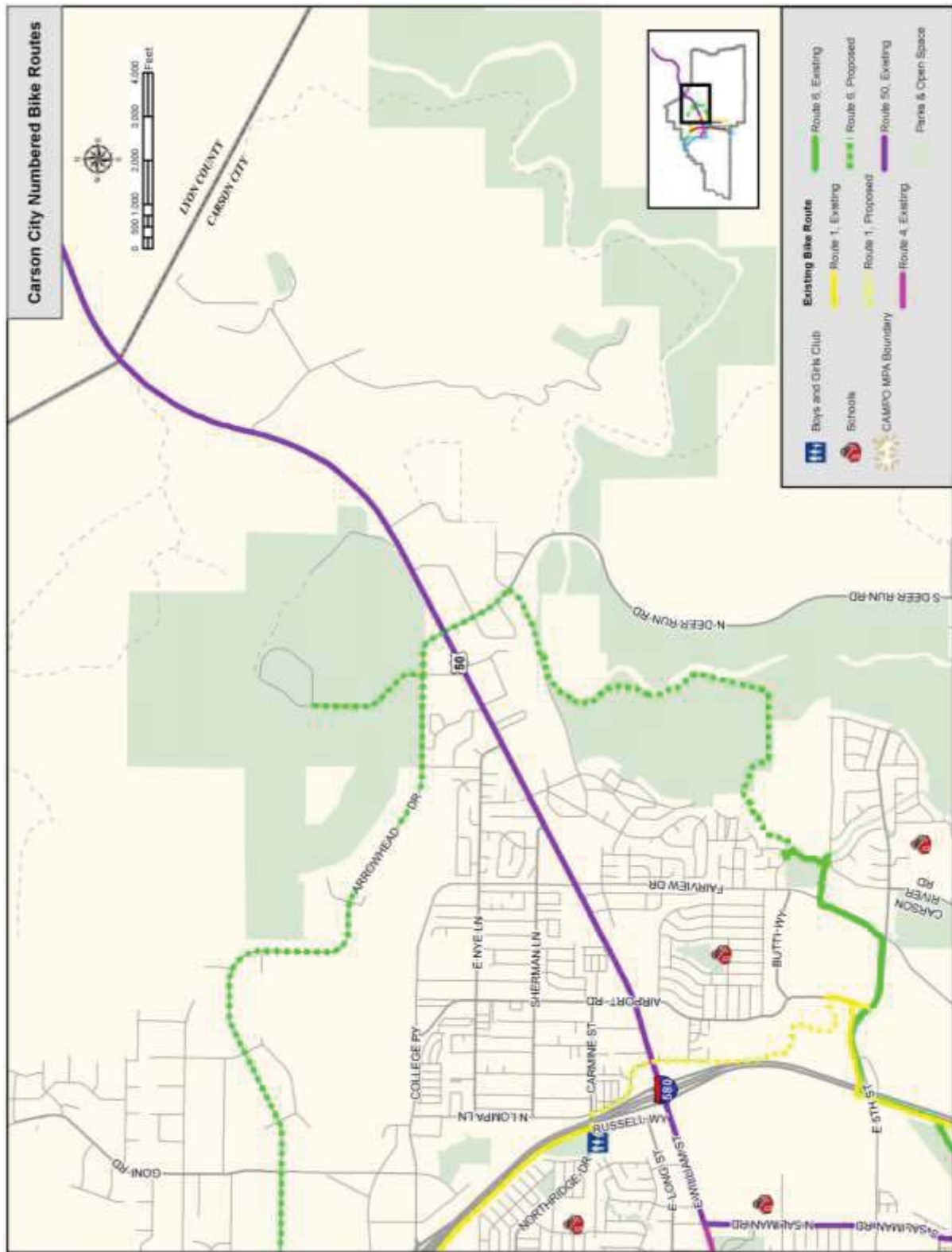


Figure 4.21 Southeast Carson City Bike Route Map

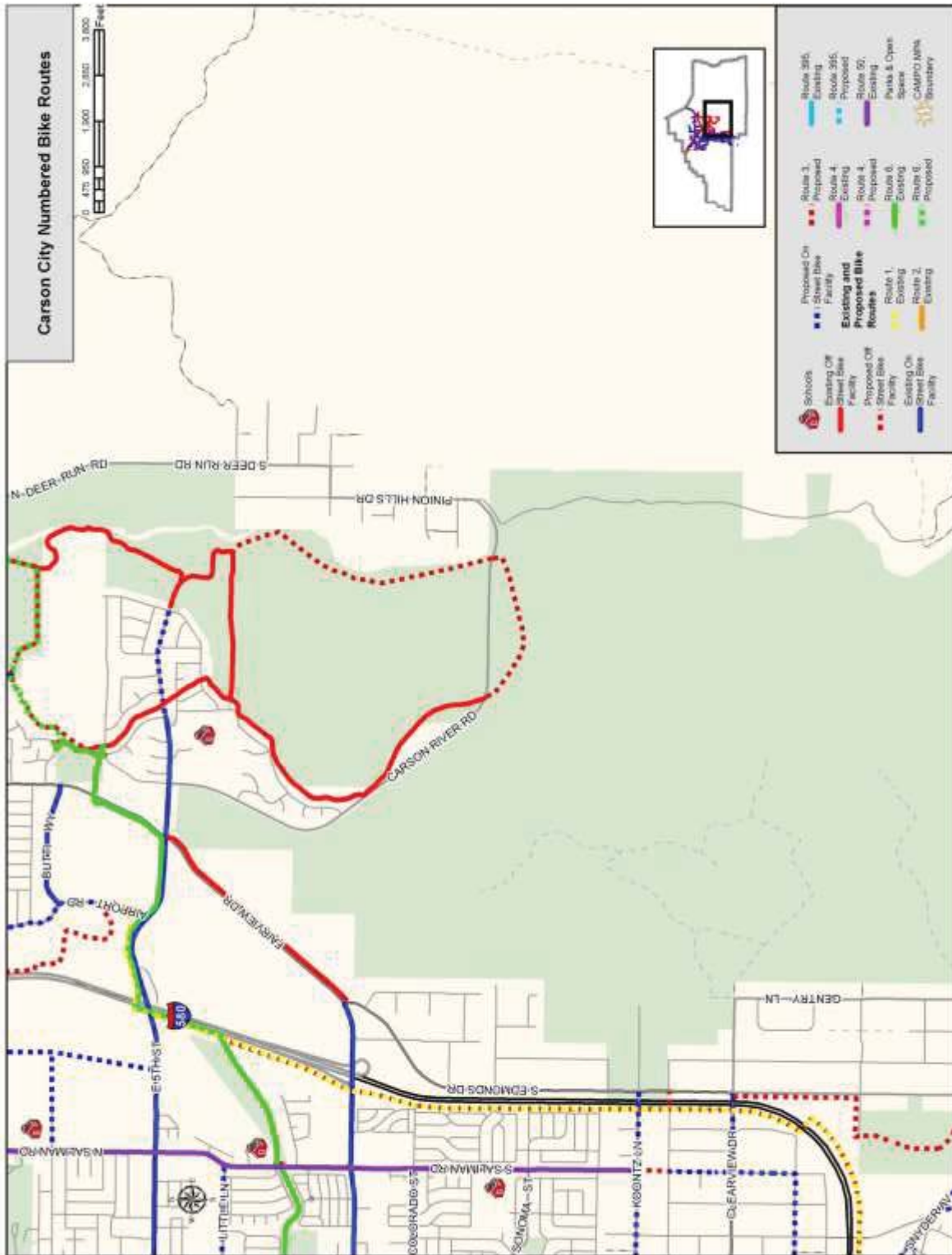


Figure 4.22 Southwest Carson City Bike Route Map

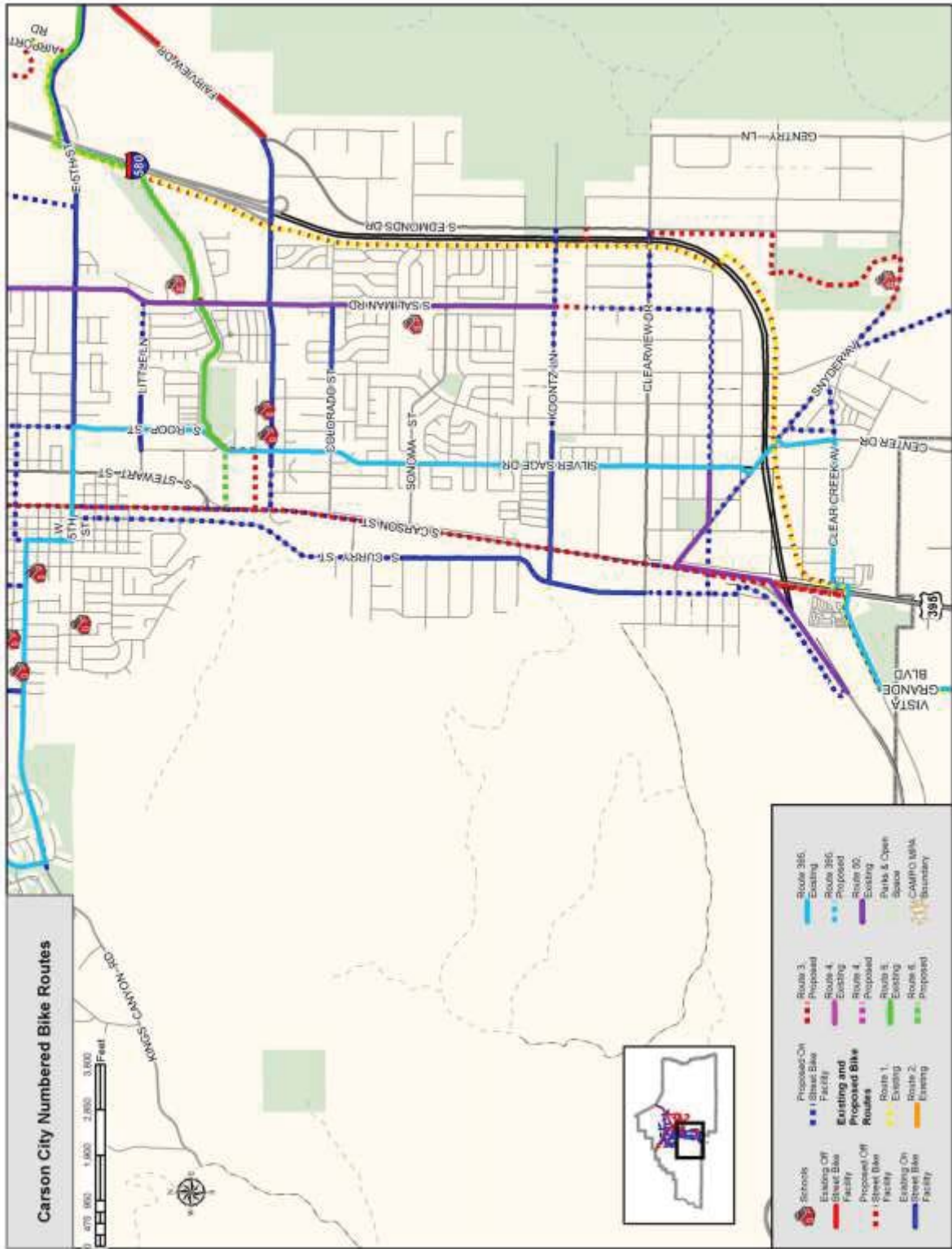


Figure 4.23 Northwest Carson City Bike Route Map

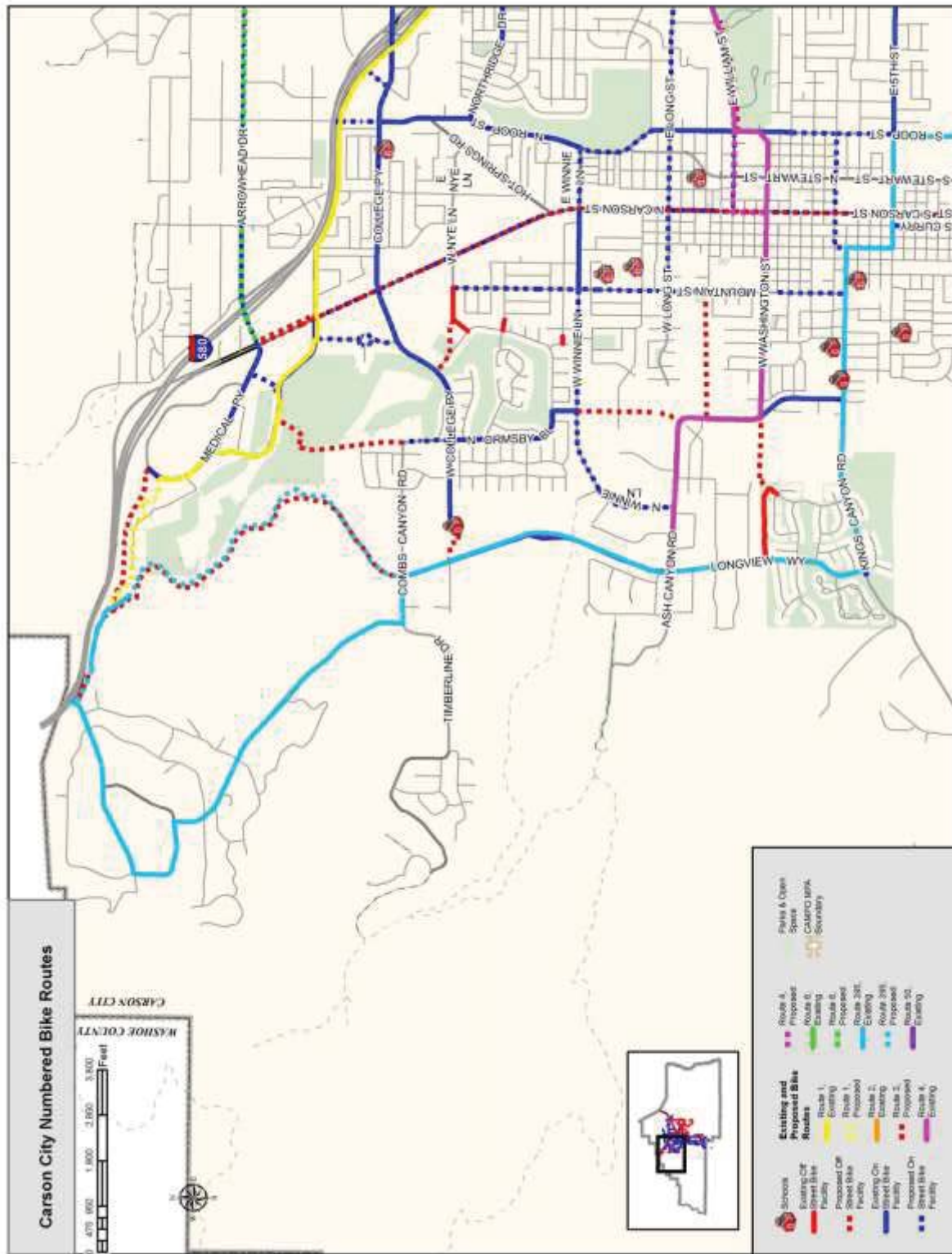


Figure 4.24 - Douglas County Proposed Bike Network

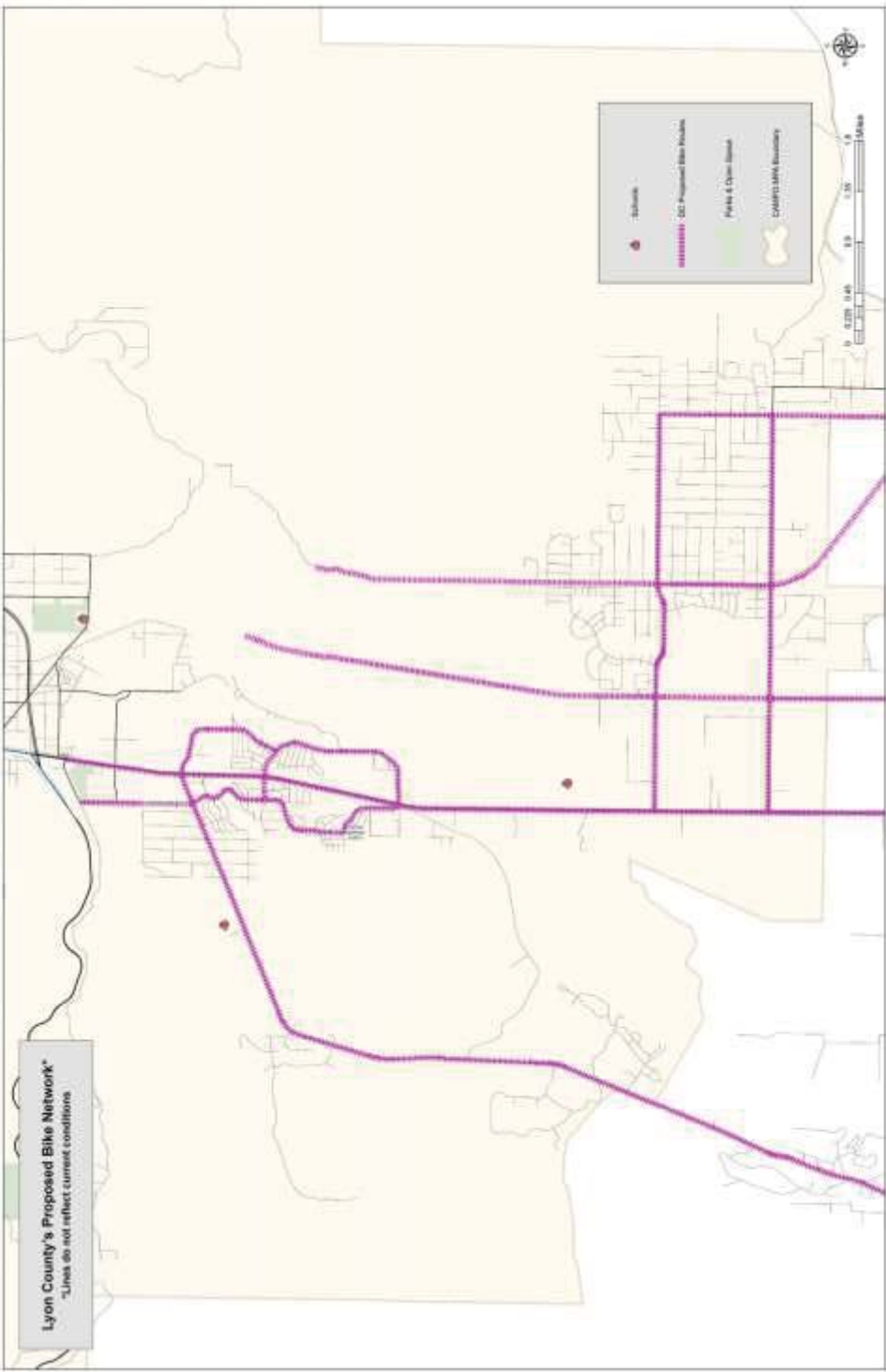
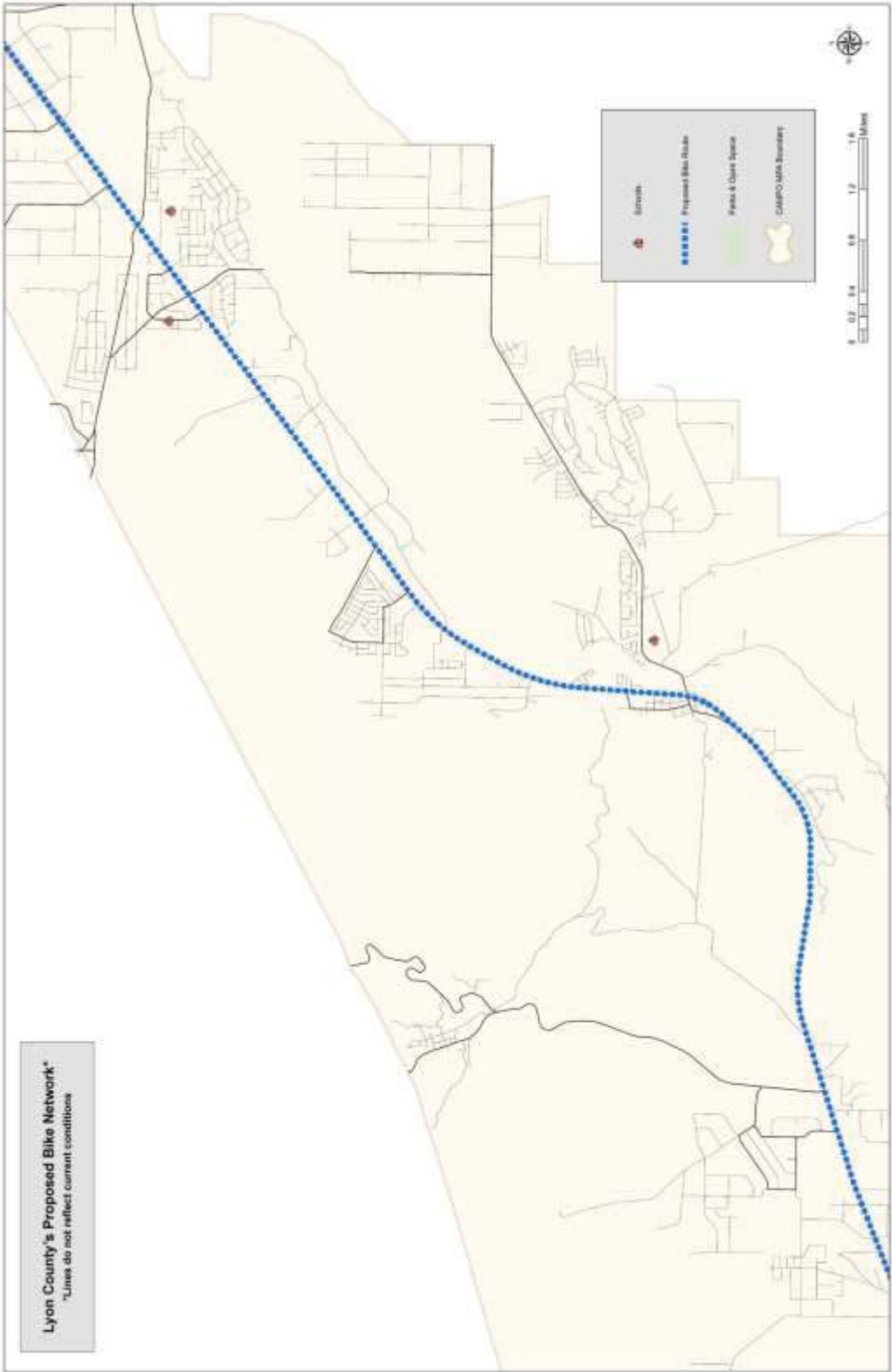


Figure 4.25 - Lyon County Proposed Bike Network



## Public Transportation

Public transportation provides improved mobility and access throughout the Carson Area. Presently, the principal benefit is safe and reliable transportation for the transit dependent population, a demographic that is anticipated to grow due to longer life spans and Nevada's attractive retirement atmosphere. Due to the dispersed pattern of residential, employment areas, and the region's mild traffic congestion, public transportation is not the preferred mode of travel. However, public transit provides an important complementary resource to active transportation and ride sharing users, allowing users to pair public transportation with other modes of travel. Public transportation provides access to jobs, community facilities, retail establishments, and healthcare facilities to individuals who cannot afford or are unable to drive a personal vehicle. Additionally, public transportation reduces traffic congestion and transportation emissions, providing a regional benefit.

In the Carson Area, public transportation (shared transportation available to the public for a fee) options are bus services and ride hailing services. Bus service providers include four public and two private sources and are listed below. Ride hailing services within the Carson area include Capital Cabs Company and UBER.

- Jump Around Carson (JAC), administered by the Carson City Regional Transportation Commission (RTC), is the primary provider for the Carson City area
- RTC Intercity, an intercity bus service between Carson City and Reno, operated by RTC of Washoe County with funding from Carson City RTC
- Douglas Area Rural Transit (DART), a dial a ride service for seniors and disabled riders, operated by Douglas County
- BlueGo, with bus services between Lake Tahoe, Carson City, and Douglas County operated by the Tahoe Transportation District
- Carson Valley Airporter, operated by Amador Coach Line, is a private company that provides bus services from Douglas County and Carson City to the Reno Tahoe Airport
- Silverado Mainline, operated through a public-private partnership between the Nevada Department of Transportation and Silverado Mainline, provides daily services between Las Vegas and Reno, includes a stop in Carson City.

The Federal Transit Administration (FTA) provides grant funding that requires local match, to CAMPO and the other transit providers. Without these federal grant funds, public transportation would not be financially feasible. The utilization of these federal grant funds supports needed public transportation and brings millions of dollars to the local and regional economy.

As healthcare services, employment areas, and other destinations continue to straddle jurisdictional lines, transit providers will need to help riders navigate from one transit service to another, allowing riders to transfer throughout the region seamlessly.



Public transportation supports a goal of this plan, which is to increase the mobility and reliability of the transportation system for all users. In compliance with new federal regulations on performance based planning, this plan establishes the following objective and performance measures for the two transit services receiving Federal Transit Administration (FTA) grant funding through CAMPO.

**Objective: Improve transit system efficiencies and accessibilities**

- Performance Measure: The number of passengers per revenue hour/mile/day for Jump Around Carson and RTC Intercity
- Performance Measure: The cost per revenue hour/mile/trip for Jump Around Carson and RTC Intercity
- Performance Measure: The number of passengers per day for Jump Around Carson and RTC Intercity
- Performance Measure: Monthly ridership for Jump Around Carson (fixed route and paratransit) and RTC Intercity
- Performance Measure: Farebox recovery rate for Jump Around Carson and RTC Intercity
- Performance Measure: On-time performance (departure from a time point between zero and five minutes is considered on time) for Jump Around Carson’s fixed routes and RTC Intercity route.

Figure 4.26 Fiscal Year 2015 Performance Measures

Fiscal Year 2015	Jump Around Carson (Fixed Route)	Jump Around Carson (Paratransit)	Intercity (Between Carson City and Reno)
Number of passengers per revenue hour	12.84	2.24	10.90
Number of passengers per revenue mile	1.00	0.26	0.35
Cost per revenue hour	\$52.97	\$43.80	\$87.14*
Cost per trip	\$4.13	\$19.52	\$7.90*
Cost per revenue mile	\$4.11	\$5.02	\$2.75*
Number of passengers per revenue day	631.54	61.51	142.00
Monthly ridership	16,420	1,599	3,009
Farebox recovery rate	8.73%	8.35%	42.80%
On-time performance	96.50%	98.20%	56.00%

\* Cost to Carson City Regional Transportation Commission



### Jump Around Carson (JAC)

Carson City Regional Transportation Commission operates Jump Around Carson (JAC), a public bus service. Governed by the Carson City Regional Transportation Commission (RTC), JAC provides four fixed routes that meet at a transfer station hourly. 62% of the Carson City population is within a quarter mile of one of the fixed routes.



Hours of Operation are Monday through Friday, 6:30 a.m. to 7:30 p.m., and Saturday 8:30 a.m. to 4:30 p.m. Each route operates on 60-minute headway from the Downtown Transfer Plaza, which facilitates transfers to the entire service area. Fares are \$1.00 for adults and \$0.50 for children ages 5-18, seniors 60 and over and persons with disabilities. Children under age five ride free.

With use of Federal Transit Administration funds for fixed route bus services, JAC is required to provide complementary paratransit service. JAC Assist, an ADA paratransit service, provides curb-to-curb transportation for eligible persons with disabilities who cannot use the fixed route bus service. JAC Assist operates during the same days and hours as the fixed route system. Fares are \$2.00 per one-way trip with an origin and destination within 3/4 mile of any fixed route. As a matter of local policy, paratransit service is provided an additional 1/4-mile (total of 1 mile from any fixed route) for a fare of \$4.00 per one-way trip with an origin or destination within this non-ADA zone.

Future expansion of JAC operations is evaluated in the Carson City Transit Development Plan. The plan is a short range-planning document for fiscal years 2014-2018. The document evaluates the existing system, potential improvements to the system, and provides options to expand the system while maximizing benefit to riders and the community. Future expansion options would require additional local resources to leverage more federal funds.

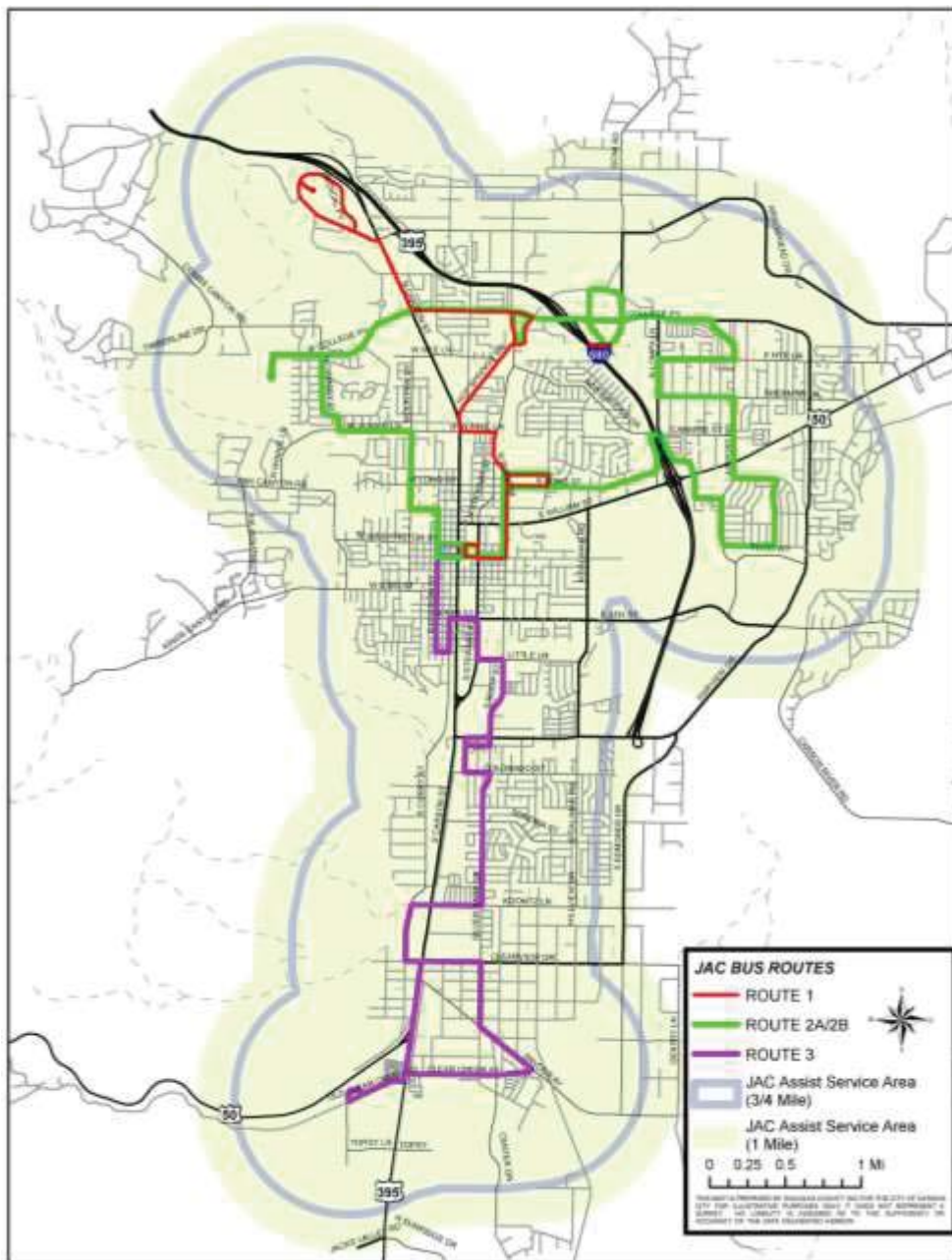
\* The Carson City Transit Development Plan is available on the Jump Around Carson webpage: [www.ridejac.com](http://www.ridejac.com)



Figure 4.27 shows JAC’s four fixed routes and the JAC Assist Service Area for paratransit. The paratransit service area is represented by the shaded buffer area around JAC’s fixed routes. The four fixed routes are listed below:

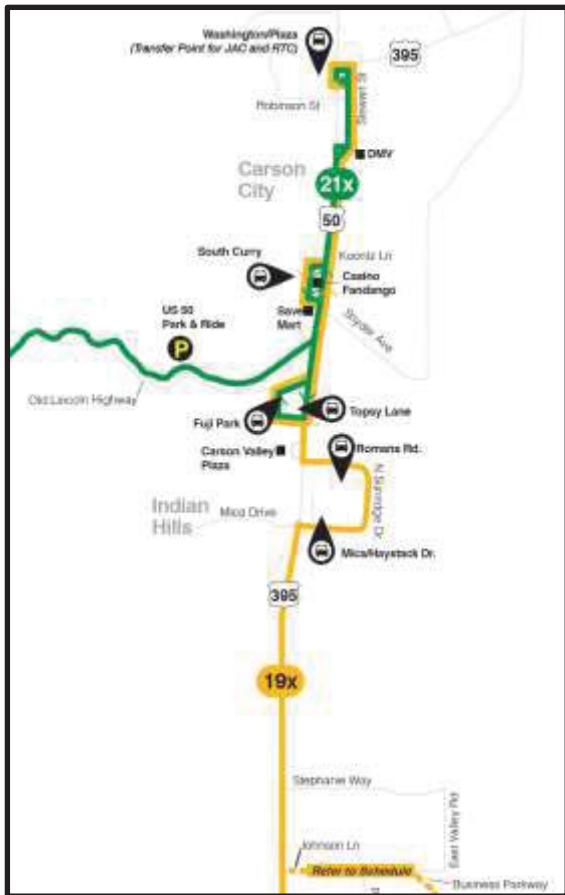
- Route 1 – North Carson Area
- Route 2A – North Town West/East Carson Area (clockwise)
- Route 2B – North Town East/West Carson Area (counter-clockwise)
- Route 3 – South Carson Area

Figure 4.27 JAC and JAC Assist Service Area



# RTC INTERCITY

In partnership, the Carson City RTC and the [RTC of Washoe County](#) provide intercity bus service between Carson City and Reno Monday through Friday. The service offers reclining seats, individual climate control, storage space for small personal items, and free Wi-Fi. Passengers are able to transfer between JAC, BlueGo, and RTC Ride (Washoe County's bus system) at no additional cost. This service provides approximately 10,000 plus rides to students enrolled in the University of Nevada Reno and the Truckee Meadows Community College. Total annual ridership is estimated at 36,000.



Operated by the [Tahoe Transportation District](#), BlueGo operates a commuter bus service between South Lake Tahoe, Carson City and the Carson Valley known as the Lake & Valley Express. The Lake & Valley Express operates mainly Monday through Friday, with a reduced schedule on weekends. Passengers are able to transfer between JAC buses and Douglas Area Rural Transit (DART) buses. BlueGo also operates a fixed route service, the seasonal Nifty 50 Trolley, and seasonal ski shuttles that serve the greater South Lake Tahoe area.



Operated by Douglas County, Douglas Area Rural Transit (DART) is primarily a dial-a-ride curb-to-curb bus service for senior and disabled riders. The dial-a-ride service area includes the Johnson Lane and Indian Hills residential areas, which are both located within the CAMPO boundary. While



transfer agreements are not in place, DART riders are able to transfer onto other regional bus services to reach their destination. DART operates a small public fixed route service called DART Express within the Minden/Gardnerville area (outside of the CAMPO boundary). DART Express bus stops are planned around existing BlueGo stops, which provide access to Carson City and South Lake Tahoe.



The Carson Valley Airporter is a privately run bus service providing one way and roundtrip transportation from Douglas County and Carson City to the Reno Airport. Amador Stage Lines provide this service. The service performs daily stops at the following locations:

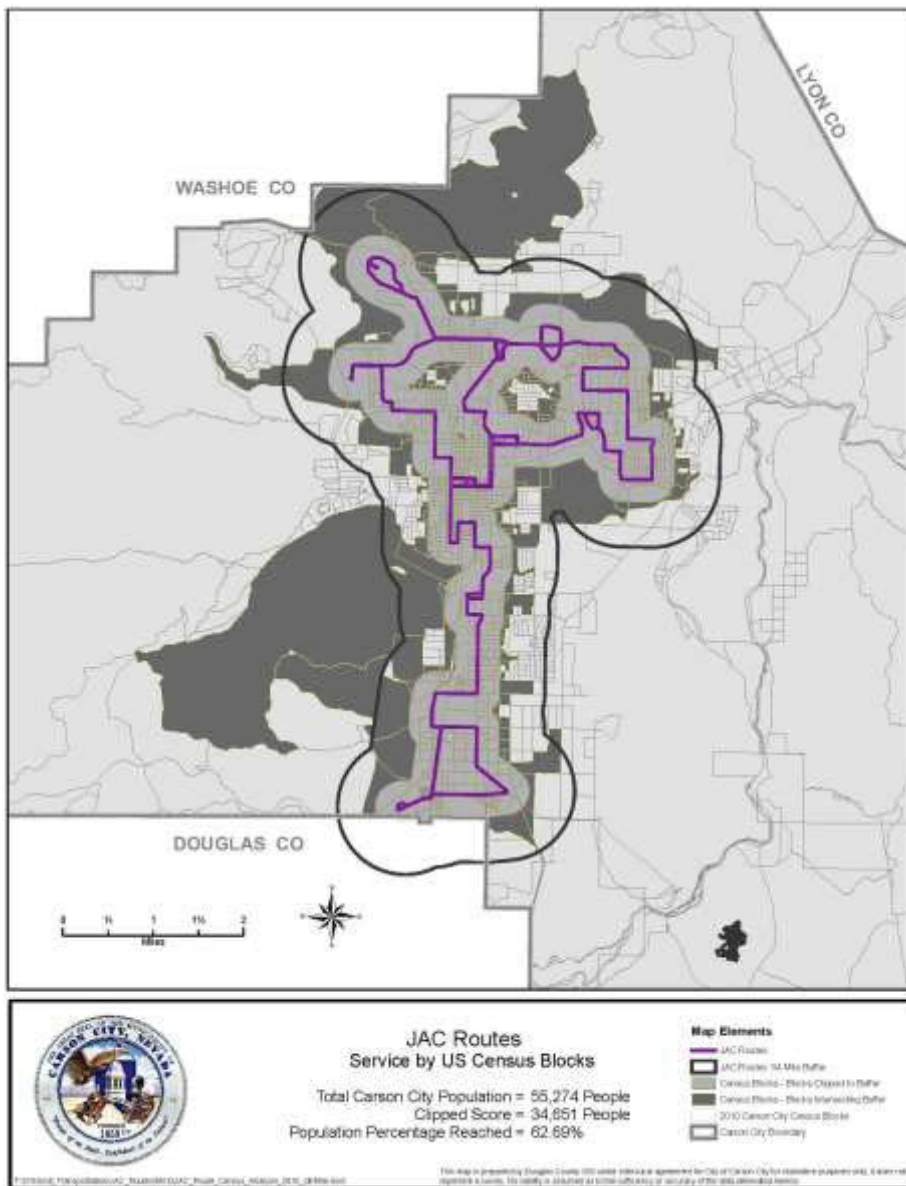
- Gardnerville Community Center in Douglas County
- Carson Valley Inn in Douglas County
- Holiday Inn Express in Minden in Douglas County
- Courtyard by Marriott in Carson City
- Carson City at the Downtown Transfer Plaza (intersection of Robinson & Plaza Streets)
- Hampton Inn in Carson City
- Reno National Bowling Center
- Reno-Tahoe International Airport



Title XI and Environmental Justice

Title XI of the Civil Rights Acts of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. CAMPO has guidelines set by the FTA to ensure nondiscrimination. Environmental Justice works towards identifying and addressing the effects of all programs, policies, and activities on minority and low-income populations. CAMPO works to develop transportation projects that fit within the region without sacrificing safety or mobility.

Figure 4.28 JAC Routes throughout Census Blocks



## Chapter 5: Safety

CAMPO is committed to creating a safer transportation network for all users and modes of transportation. The cause of crashes typically includes multiple factors, such as driver error, roadway conditions, and roadway design. The Carson Area transportation network is over a hundred years old and is in need of safety improvements. Prioritizing network improvements is difficult, especially with limited resources. Additionally, transportation improvements can have significant impacts on local land use, which includes homes and businesses, making the selection of improvements more difficult.

In January 2012, the Federal Highway Administration (FHWA) began promoting the implementation of proven safety countermeasures. Through research, these safety measures have shown great effectiveness in improving safety throughout the country. These safety measures address access management, design elements for non-motorized users, intersection design, roadway treatments, and traffic signal visibility. All three-member agencies of CAMPO, to some degree, have begun to implement these proven safety countermeasures. These proven safety trends are discussed in detail within this chapter.

To help local decision makers and transportation professionals prioritize improvements and gauge the effectiveness of safety improvements, national safety performance measures have been established. Consistent with federal regulations, this chapter establishes objectives and performance measures to track progress toward creating a safer transportation system. Four objectives and seven performance measures are incorporated into this plan for future comparison. The objectives and 2014 performance measures are listed below:

**Objective: Reduce the number of transportation system fatalities**

**Objective: Reduce the number of transportation system serious injuries**

**Objective: Reduce the rate of transportation system fatalities**

**Objective: Reduce the rate of transportation system serious injuries**

### ***2014 Safety Performance Measures***

- 1.6\* - Number of Fatal Crashes
- 16.8\* - Number of Serious Injury\*\*\* Crashes
- 0.2\* - Number of Fatal Crashes involving a Bicyclist or Pedestrian
- 2.0\* - Number of Serious Injury\*\*\* Crashes involving a Bicyclist or Pedestrian
- 0.28\*\* - Rate of Fatal Crashes
- 2.94\*\* - Rate of Serious Injury\*\*\* Crashes
- 0.0 - Number of Fatal Crashes involving Trucks

\*The number is expressed as a five year rolling average

\*\*Rate is expressed as the number of crashes per 100 million vehicle miles traveled

\*\*\*A serious injury is defined by the National Safety Council (NSC) as incapacitating per the KABCO scale



## Safety Trends

In January 2012, the Federal Highway Administration (FHWA) began promoting the implementation of proven safety countermeasures. Through research, these safety measures have shown great effectiveness in improving safety.

Information on each countermeasure is available on FHWA’s website at the following link: <http://safety.fhwa.dot.gov/provencountermeasures/>. Dollar signs are below each icon to give the reader a sense of cost for each type of treatment. Please note the cost of implementation can vary significantly from project to project.



A brief description of each countermeasure is provided below:

### Roundabouts

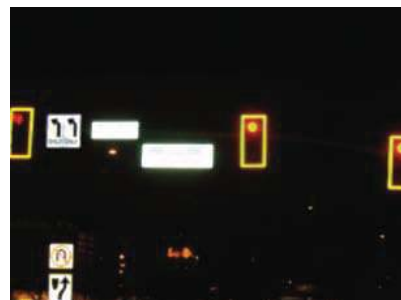
A roundabout is a type of circular intersection or junction in which road traffic flows almost continuously in one direction around a central island. Compared to stop signs, traffic signals, and earlier forms of roundabouts, modern roundabouts reduce the likelihood and severity of collisions by reducing traffic speeds and minimizing T-bone and head-on collisions. Roundabouts reduce conflict points from 32 to 8 at a standard intersection.

### Corridor Access Management

Access management is a set of techniques that State and local governments use to control access to highways, major arterials, and other roadways.

### Backplates with Retroreflective Borders

Backplates are added to a traffic signal indication to improve the visibility of the illuminated face of the signal by introducing a controlled-contrast background. The borders also assist colorblind drivers in navigating an intersection.



### Longitudinal Rumble Strips and Stripes on Two-Lane Roads

Longitudinal rumble strips are milled or raised elements on the pavement intended to alert inattentive drivers through vibration and sound that their vehicles have left the travel lane. Rumble strips are not recommended where bicyclists use shoulders unless there is a minimum clear path of four feet in which a bicycle may safely operate and there is a 12-foot longitudinal gap in the rumble strip every 60 feet.

### Enhanced Delineation and Friction for Horizontal Curves

Enhanced delineation or friction to a roadway curve includes adding signs and markings to help drivers safely negotiate curves or pavement surface treatment that improves roadway friction keeping vehicles on the roadway.

### Safety Edge<sub>SM</sub>

The Safety Edge<sub>SM</sub>, an NDOT design standard, is a proven technology that shapes the edge of a paved roadway at approximately 30 degrees from the pavement cross slope during the paving process. The Safety Edge<sub>SM</sub> eliminates tire scrubbing, a phenomenon that contributes to losing control of a vehicle and rollovers. The Safety Edge is an NDOT design standard.

### Medians and Pedestrian Crossing Islands in Urban and Suburban Areas

Pedestrian or median crossing islands—also known as center islands, refuge islands, or median slow points—are raised islands placed on a street at intersections or midblock locations to separate crossing pedestrians from motor vehicles.



### Pedestrian Hybrid Beacon

The pedestrian hybrid beacon (also known as the High intensity Activated crossWalk (or HAWK)) is a pedestrian-activated warning device located on the roadside or on mast arms over midblock pedestrian crossings. The beacon head consists of two red lenses above a single yellow lens. The beacon head is “dark” until the pedestrian desires to cross the street.



## Road Diet

A **road diet**, also called a lane reduction or **road** rechannelization, is a technique in transportation planning whereby the number of travel lanes and/or effective width of the **road** are reduced to achieve systemic improvements.

## Safety Performance

In compliance with new performance based planning requirements, this plan establishes seven performance measures that will create a baseline for future comparison and will evaluate regional progress toward achieving the plan's safety objectives. These performance measures are requirements of the previous transportation bill Moving Ahead for Progress in the 21st Century (MAP-21) and of the recently approved transportation act, Fixing America's Surface Transportation (FAST) Act. The Nevada Department of Transportation and Nevada's four metropolitan planning organizations (MPO) have agreed to specific language of the performance measures to allow for comparison throughout the state and among MPOs. Additionally, use of the Fatality Analysis Reporting System (FARS) data will be used to ensure consistency over time and accurate comparison. The performance measures are listed below:

- Performance Measure: Rate of serious injuries classified as type A on the KABCO scale calculated by the number of crashes as a 5-year moving average per 100 million VMT (vehicle miles traveled) in the CAMPO boundary
- Performance Measure: Number (5-year rolling average) of serious crashes (injuries classified as type A on the KABCO scale) in the CAMPO boundary
- Performance Measure: Number (5-year rolling average) of serious injuries involving a bicyclist or pedestrian in the CAMPO boundary
- Performance Measure: Rate of fatalities calculated by the number of fatalities as a 5-year moving average per 100 million VMT (vehicle miles traveled) in the CAMPO boundary
- Performance Measure: Number (5-year rolling average) of fatal crashes in the CAMPO boundary
- Performance Measure: Number (5-year rolling average) of fatal crashes involving a bicyclist or pedestrian in the CAMPO boundary
- Performance Measure: Number (5-year rolling average) of fatal crashes involving trucks in the CAMPO boundary



## Performance Measure Reporting

FARS is a nationwide census providing the National Highway Traffic Safety Administration (NHTSA), Congress, and the American public yearly data regarding fatal injuries suffered in motor vehicle traffic crashes. In an effort to smooth out the annual data and identify trends, the performance measures use a five-year rolling average to track the number of crashes. With NDOT’s assistance, the following vehicle miles traveled (VMT) have been estimated for the CAMPO Planning Area, and were used for the two performance measures expressing rate per 100 million miles of VMTs.

Figure 5.0 Annual Vehicle Miles Traveled in the CAMPO Planning Area

Year	Vehicle Miles Traveled
2010	458,370,939
2011	470,558,752
2012	487,520,736
2013	487,200,339
2014	571,234,641

Source: Nevada Department of Transportation

Figure 5.1 Safety Performance Measures

Calendar Year	Number* of Fatal Crashes	Rate** of Fatal Crashes	Number of Serious Injury Crashes	Rate of Serious*** Injury Crashes	Number of Fatal Crashes involving Bicyclist or Pedestrian	Number of Serious Injury Crashes involving Bicyclist or Pedestrian	Number of Fatal Crashes involving Trucks
2010	2.2	0.48	13.0	2.84	0.60	1.4	0
2011	2.2	0.47	14.6	3.10	0.40	1.4	0
2012	2.2	0.45	14.2	2.91	0.40	0.8	0
2013	2.0	0.41	14.8	3.04	0.60	1.0	0
2014	1.6	0.28	16.8	2.94	0.20	2.0	0

\* The number is expressed as a five year rolling average

\*\* Rate is expressed as the number of crashes per 100 million vehicle miles traveled

\*\*\* A serious injury is defined by the National Safety Council (NSC) as incapacitating



## Crash Maps

Crash maps have been created with all available crash data. The data is from 2006 to the present, however, due to the legal matters associated with crashes data can lag. The maps have been created to allow for a spatial analysis of crashes in the CAMPO Planning Area. Due to the multiple factors that cause crashes, it is difficult to use maps to identify a problem or a deficiency in the roadway. Additionally, and specific to the CAMPO area, due to the changing transportation network, specifically the construction of the Carson City Freeway, past problem areas that have seen reductions in congestion may no longer be a problem.

Maps of vehicle crashes and crashes involving bikes or pedestrians are provided for reference. A list of the maps is provided below:

- Figure 5.2 Carson City Vehicle Crashes 2006 - 2015
- Figure 5.3 Carson City North Vehicle Crashes 2006 - 2015
- Figure 5.4 Carson City South Vehicle Crashes 2006 - 2015
- Figure 5.5 Portion of Douglas County within the CAMPO Area Vehicle Crashes 2006 - 2015
- Figure 5.6 Portion of Lyon County within the CAMPO Area Vehicle Crashes 2006 - 2015
- Figure 5.7 Portion of Douglas County within the CAMPO Area Crashes involving a Bike or Pedestrian 2006-2015
- Figure 5.8 North Carson City Crashes involving a Bike or Pedestrian 2006-2015
- Figure 5.9 South Carson City Crashes involving a Bike or Pedestrian 2006-2015
- Figure 5.10 Carson City Density Map 2006-2015



Figure 5.2 Carson City Vehicle Crashes 2006 - 2015

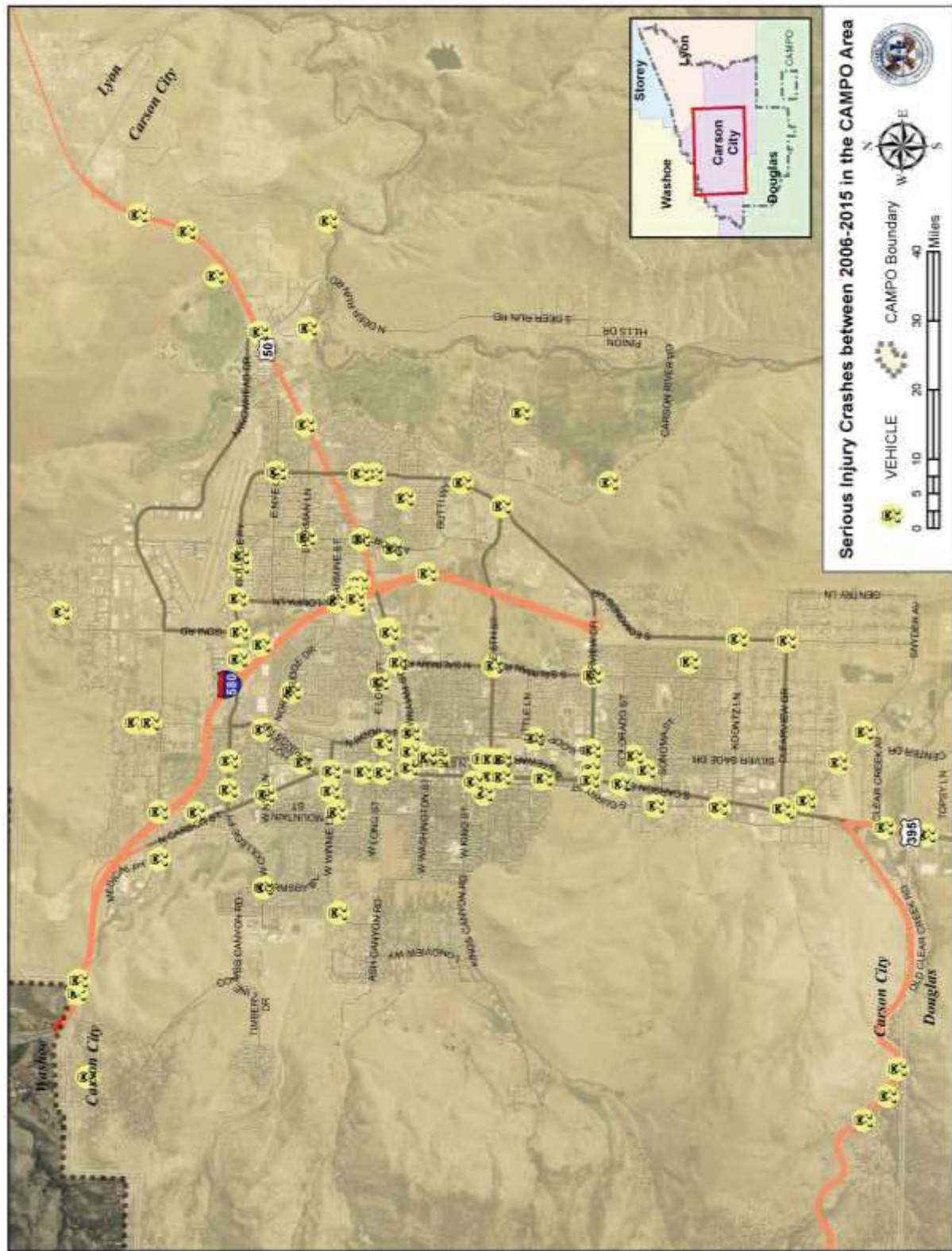


Figure 5.3 Carson City North Vehicle Crashes 2006 - 2015

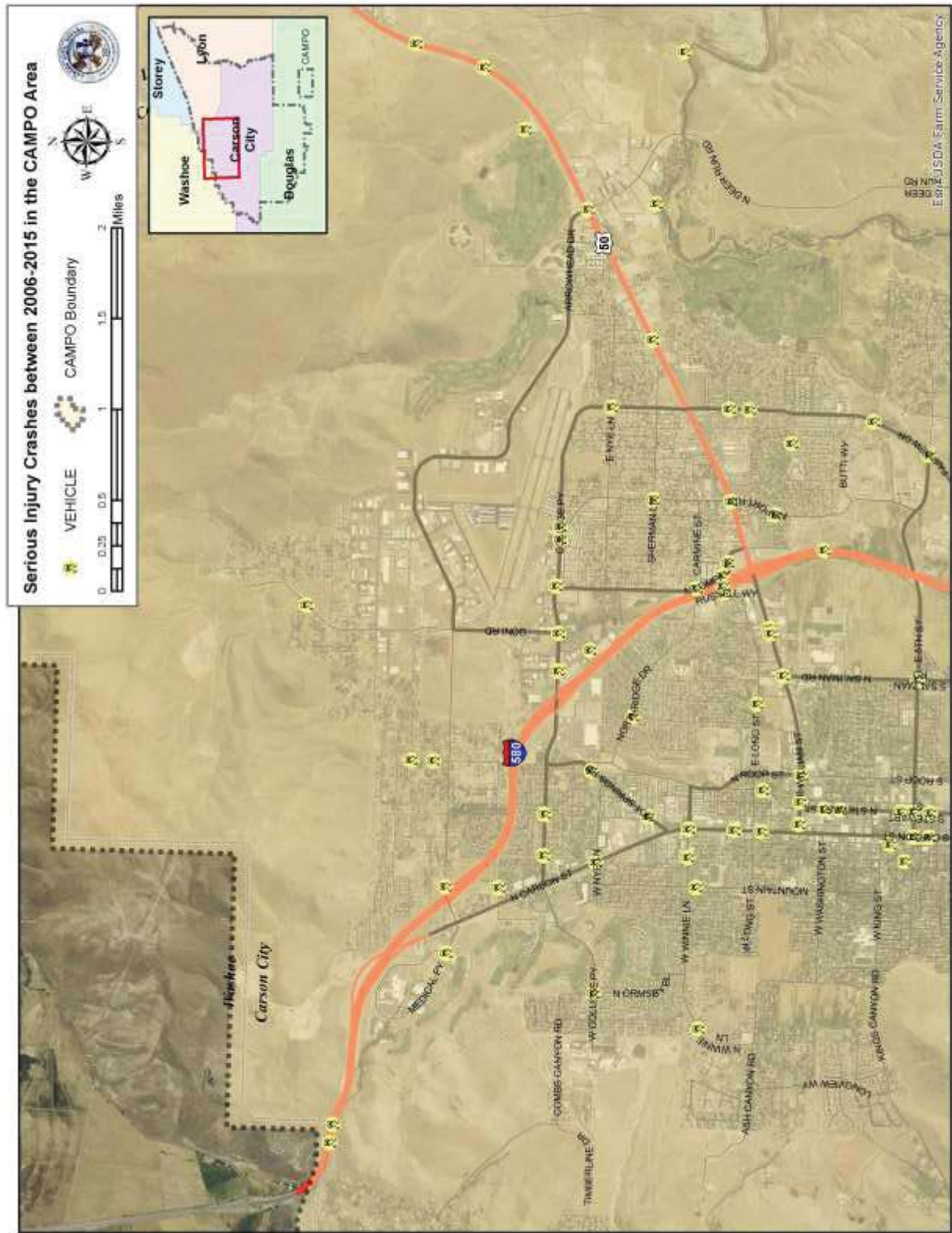


Figure 5.4 Carson City South Vehicle Crashes 2006 - 2015



Figure 5.5 Portion of Douglas County within the CAMPO Area Vehicle Crashes 2006 - 2015

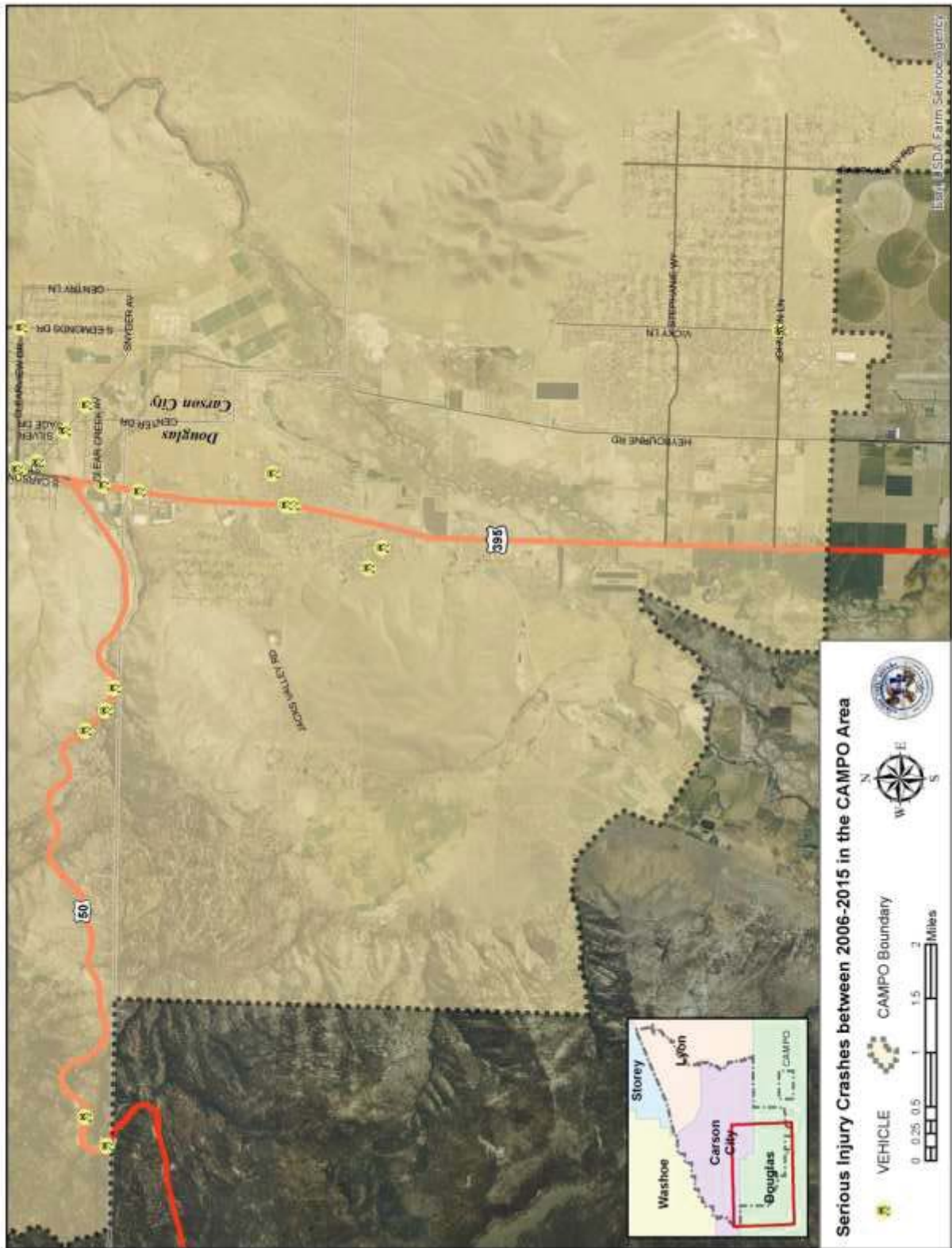


Figure 5.6 Portion of Lyon County within the CAMPO Area Vehicle Crashes 2006 - 2015

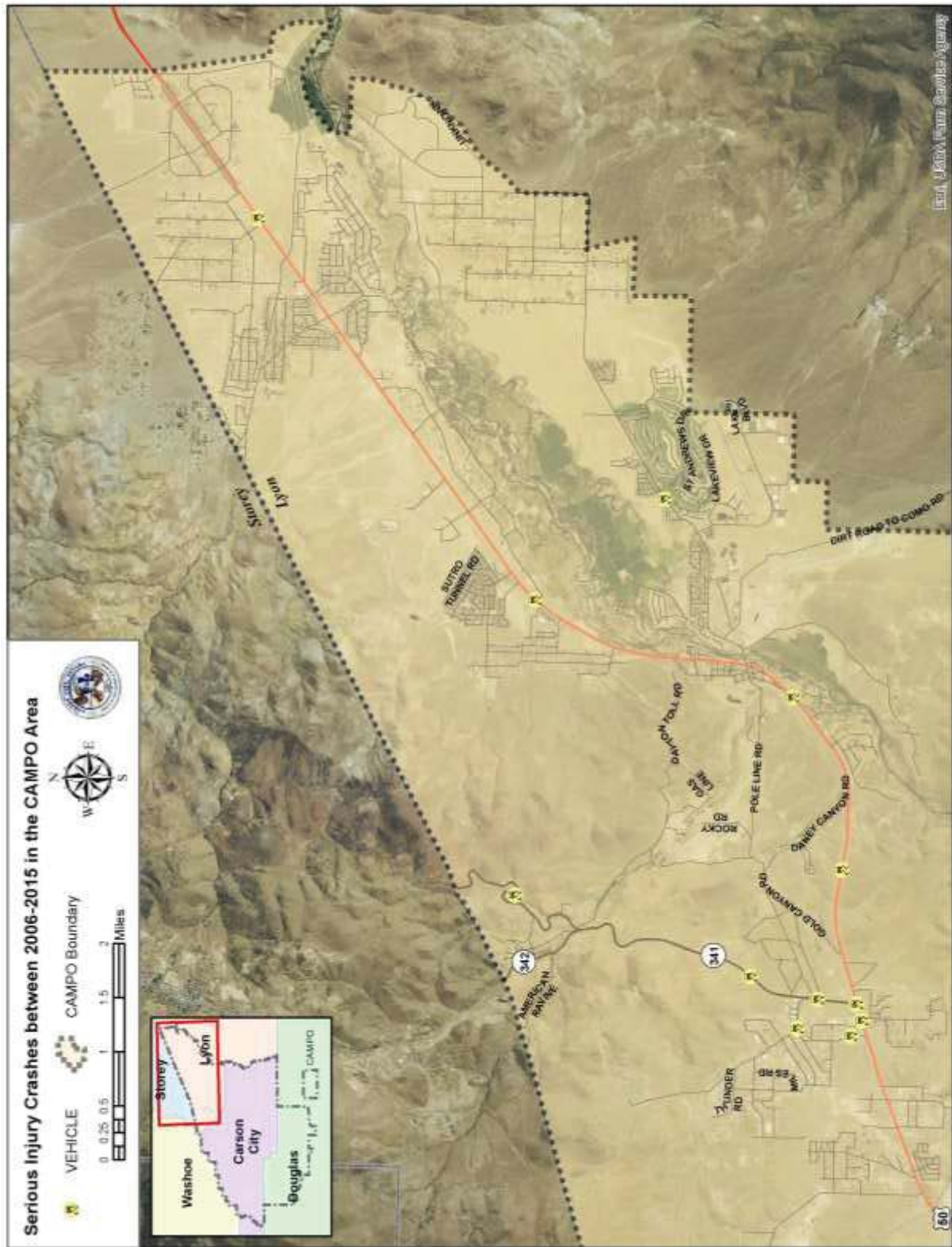


Figure 5.7 Portion of Douglas County within the CAMPO Area Crashes involving a Bike or Pedestrian 2006-2015

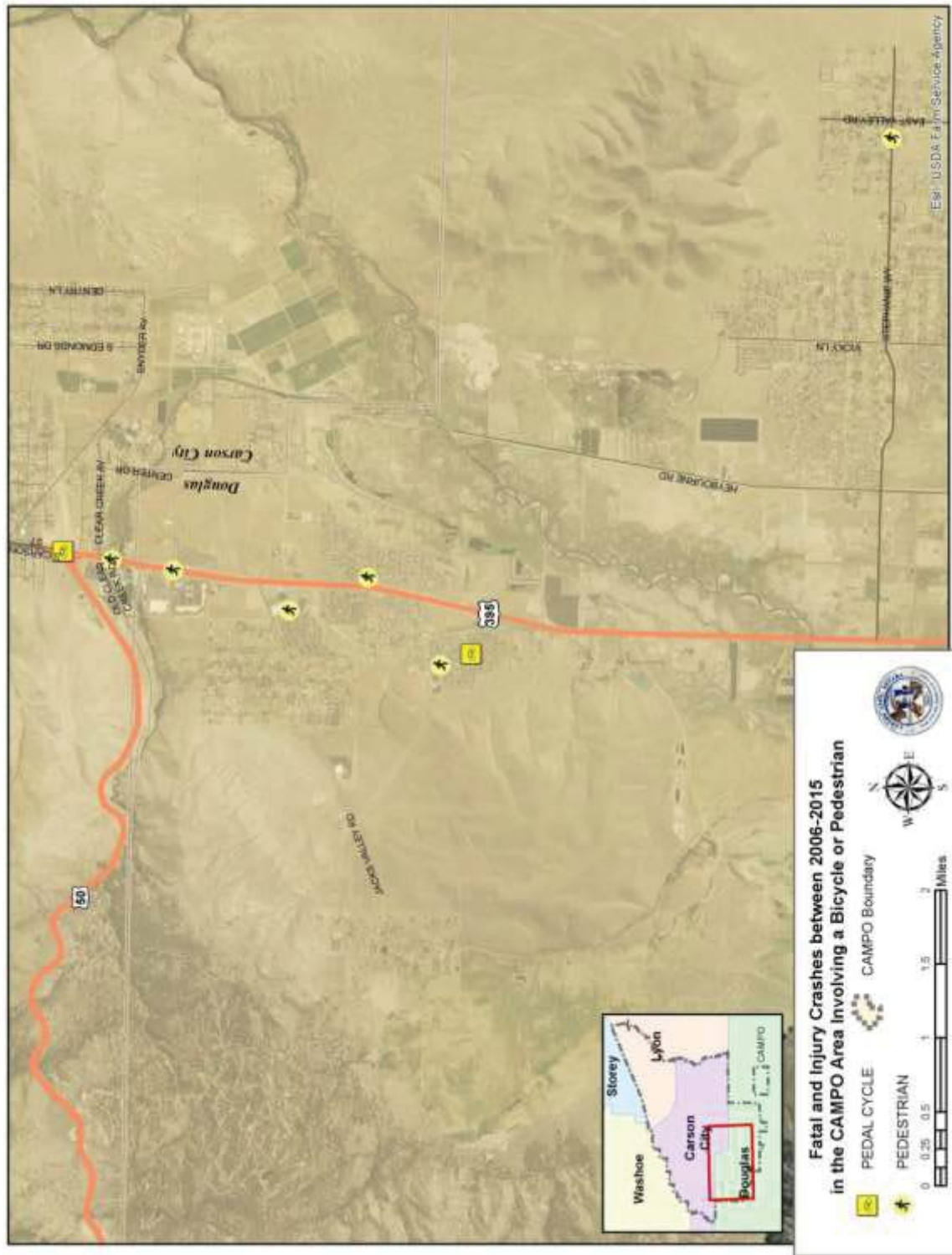
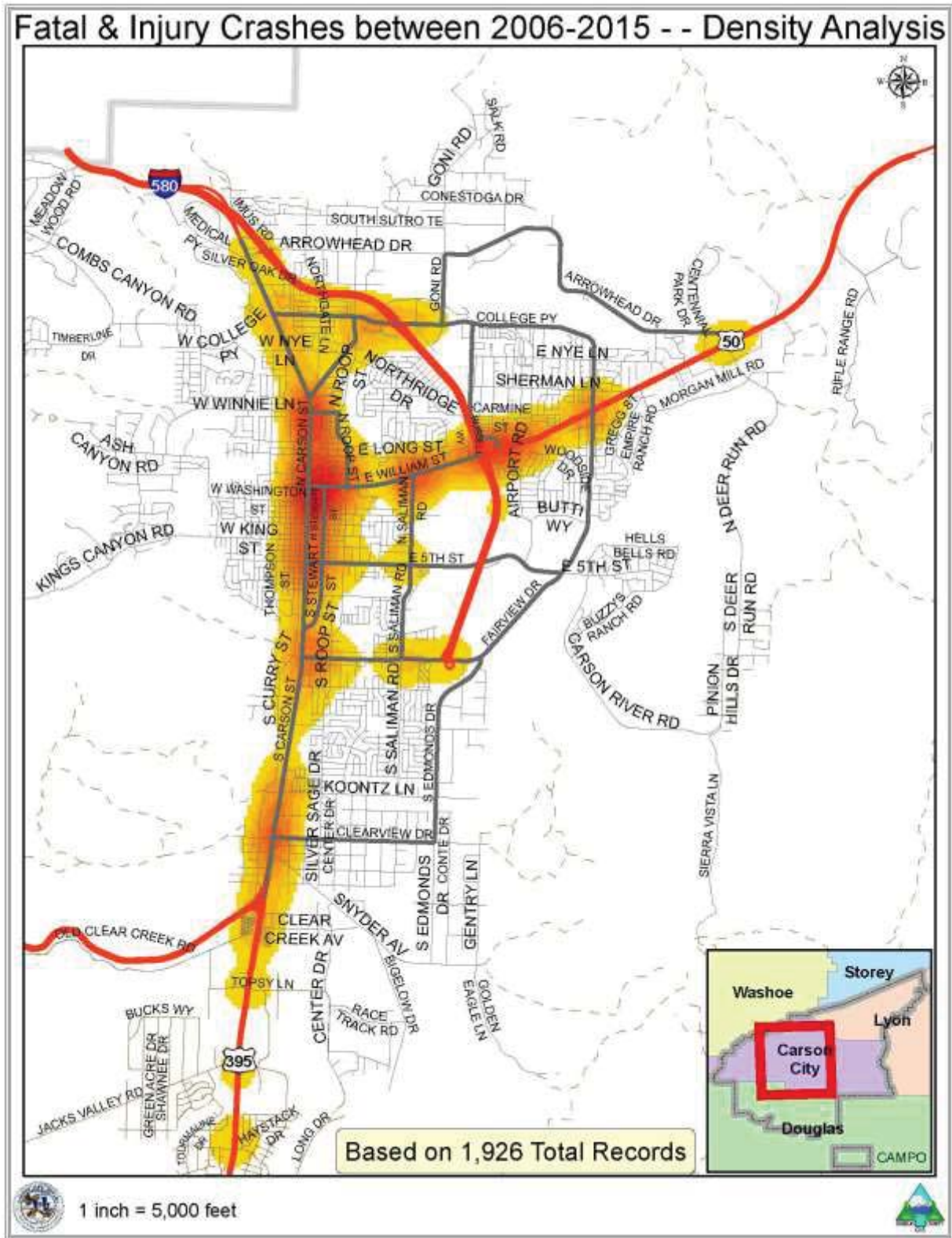




Figure 5.9 South Carson City Crashes involving a Bike or Pedestrian 2006-2015



Figure 5.10 Carson City Density Map 2006-2015



## Federal and State Programs

In 2010, the Nevada Department of Transportation (NDOT) adopted a Zero Fatalities goal. This goal is consistent with the national Toward Zero Deaths strategy sponsored by the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), and other national agencies and associations.

NDOT has recently approved the **2016-2020 Strategic Highway Safety Plan (SHSP)**. The plan identifies highway traffic crashes as one of the nation's leading causes of death. The plan identified six Critical Emphasis Areas (CEAs) that were associated with a relatively high number of fatalities. The six CEAs are impaired driving, lane departures, seat belts, pedestrians, and intersections.

\* The 2016-2020 Strategic Highway Safety Plan is available at the following link:

[https://nevadadot.com/About\\_NDOT/NDOT\\_Divisions/Planning/Traffic\\_Safety\\_Engineering/Nevada\\_Strategic\\_Highway\\_Safety\\_Plan.aspx](https://nevadadot.com/About_NDOT/NDOT_Divisions/Planning/Traffic_Safety_Engineering/Nevada_Strategic_Highway_Safety_Plan.aspx)

The Nevada Strategic Highway Safety Plan 2016-2020 tracks the following additional objectives:

- Reduce the number of impaired driving-related fatalities and serious injuries
- Reduce the number of intersection-related fatalities and serious injuries
- Reduce the number of fatalities and serious injuries due to leaving the roadway
- Reduce the number of fatalities and serious injuries due to motorcycle-related crashes leaving the roadway
- Reduce the number of fatalities and serious injuries related to unprotected occupants
- Reduce the number of pedestrian fatalities and serious injuries



## Chapter 6: Transportation System Resiliency

This chapter provides information on how climate change and extreme weather events can affect the transportation system. This transportation plan does not create any regional or local laws, but rather raises awareness of how climate change and severe weather events will affect regional transportation.

In response to federal direction, transportation plans are expected to identify the risks of climate change and extreme weather events to current and planned transportation systems. Climate change and extreme weather events present significant and growing risks to the safety, reliability, effectiveness, and sustainability of the Nation's transportation infrastructure and operations.

The impacts of a changing climate (such as higher temperatures and changes in seasonal precipitation) and extreme weather events (such as intensity of rain events) are affecting the lifecycle of transportation systems. For example, inland flooding from unusually heavy downpours can disrupt traffic, damage culverts, and reduce service life. High heat can degrade materials, resulting in shorter replacement cycles and higher maintenance costs.

While transportation infrastructure is designed to handle a broad range of impacts based on historic climate, preparing for climate change and extreme weather events is critical to protecting the integrity of the transportation system and the sound investment of taxpayer dollars.

The FAST Act expands the focus on the resiliency of the transportation system as well as activities to reduce storm water runoff from transportation infrastructure. In addition, it requires strategies to reduce the vulnerability of existing transportation to natural disasters.

The following stressors can be evaluated through pavement management system software, this application is able to identify different distresses in pavement, some of which are caused by severe climate changes. Pavement management software helps agencies to preserve infrastructure and reduce vulnerability by appropriately timing maintenance treatments.



## Asset Sensitivity

At the request of the Federal Highway Administration (FHWA), a Sensitivity Matrix was developed to help agencies identify which assets are at risk and from what climate stressors. The matrix was developed by the International Finance Corporation (IFC). The complete matrix can be found at [http://www.fhwa.dot.gov/environment/climate\\_change/adaptation/tools/](http://www.fhwa.dot.gov/environment/climate_change/adaptation/tools/). The following stressors are considered to be possible for the Carson Area:

### Increased Temperatures and Extreme Heat

Impact on  
Infrastructure



**Paved Roads (Surface and Subsurface)** - Sustained high temperatures can cause asphalt concrete pavement to soften resulting in rutting and shoving. Concrete pavement can heave at the joints. When high heat is accompanied by drought conditions, asphalt concrete pavement can crack making it more vulnerable to water when it does rain. Asphalt binder is designed to withstand temperatures up to a certain threshold. Incremental temperature increases up until that point is not likely to cause much damage. Thresholds vary depending on pavement design. Pavement binder may exhibit sensitivity beginning at 108°F, particularly if combined with truck traffic. Although aggregate is not sensitive to temperature, it can influence the sensitivity of the overall hot mix asphalt paving. For example, more aggregate that is angular may help to prevent rutting, which can result from high temperatures. During extreme heat spells when the temperature can remain above 100°F, with relatively little cooling at night, the pavement can soften. Areas with high truck traffic (particularly areas where trucks stop) can experience shoving during heat spells. Damage can be particularly bad in areas where trucks stopped, since the force of stopped "shoved" the soft pavement and caused damage. During a heat wave in July 2000, three lanes on Interstate 80 in the San Francisco Bay Area buckled due to thermal expansion, shutting down the freeway.

**Unpaved Roads** – No documented relationship.

Impact on Service,  
Access, Maintenance,  
and Operations



**Stormwater Drainage (Culverts, Side Drains, etc.)** - No documented relationship.

**Signals and Signs** - No documented relationship.

**Road Work and Maintenance, Driver Safety, and Traffic and Service** - High temperatures can increase health and safety risk as well as engine and equipment heat stress for road maintenance, truck operations, bus operations, private vehicles, and public vehicles. Risk of an accident increases with increasing extreme heat conditions (most likely due to slowed reaction time or loss of concentration or alertness). The largest increase was found to be in the category of single-vehicle accidents. Health and safety risk as well as possible engine/equipment heat stress begins at around 85°F, but the situation becomes more critical at 105-110°F. Restrictions limiting the number of hours that road crew maintenance can work begin at 85°F. At 110°F, operations are generally restricted.



Drought

Impact on Infrastructure



**Paved Roads (Surface and Subsurface)** - Droughts can contribute to cracking and splitting of pavements. As the ground beneath the roadway dries beyond normal ground moisture levels, droughts can cause pavement to crack as the ground shrinks beneath the asphalt.

**Unpaved Roads** – On gravel roads, dusty conditions occur when a disturbed road surface has dried out. Soil fines can actually shrink due to moisture loss, which, in turn, loosens and weakens the soil surface. A gravel road surface may lose one inch of material per year from dusting. Lack of moisture will encourage washboard formation and prolonged dry weather can aggravate the problem. This is because the crust that forms on the surface of a good gravel road will tend to loosen in dry weather. This allows the stone and sand-sized particles of gravel to “float” and the material can easily align itself into the washboard pattern under traffic.

Impact on Service, Access, Maintenance, and Operations



**Stormwater Drainage (Culverts, Side Drains, etc.)** - Sedimentation in culverts can occur during periods of low flow.

Certain culvert installations may encounter sedimentation problems. The most common of these are multibarrel installations and culverts built with depressions at the entrance. Culverts with more than one barrel may be necessary for wide shallow streams and for low fills. It is well documented that one or more of the barrels will accumulate sediment, particularly the inner barrel in a curved stream alignment. It is desirable for these installations to be straight and aligned with the upstream channel. Culverts built with an upstream depression possess a barrel slope, which is less than that of the natural channel.

**Signals and Signs** - No documented relationship.

**Road Work and Maintenance, Driver Safety, and Traffic and Service** - Dry conditions leading to the movement of dust from gravel roads can cause off-site damage, be a health hazard to humans, wildlife and plant life, or become a traffic safety hazard.



Wildfires

Impact on  
Infrastructure



**Paved Roads (Surface and Subsurface)** – Typical asphalt mixtures have the potential to ignite during tunnel fires. Experimental study found that samples of typical road surface asphalts ignited between 480 and 530°C. Further investigation observed some degradation of the asphalt at temperatures as low as 300°C. Even without igniting the bituminous mixtures, high temperatures can lead to excessive softening of pavements. For concrete, aggregates begin to expand by 600°C. This results in internal stresses that initiate the disintegration of the concrete. Concrete pavements are non-combustible and more resistant to fire than bituminous mixtures, but can still experience expansion at around 600°C.

Debris flows following wildfires can flood and damage roads.

**Unpaved Roads** – Debris flows following wildfires can flood and damage roads.

Impact on Service,  
Access, Maintenance,  
and Operations



**Stormwater Drainage (Culverts, Side Drains, etc.)** - Wildfires can denude hillslopes of vegetation and change soil properties that affect watershed hydrology and sediment-transport processes. Even small post-wildfire rainstorms can increase overland runoff that erodes soil, rock, ash, and vegetative debris from hillslopes. This increased runoff concentrates in stream channels and entrains the sediment that can lead to the generation of destructive debris flows. Post-fire debris flows can exert great impulsive loads on objects in their paths, block drainage ways, and damage structures.

**Signals and Signs** – No documented relationship.

**Road Work and Maintenance, Driver Safety, and Traffic and Service** - Smoke from fires fueled by drought caused low enough visibility to close highways and airborne dust has been a factor in major traffic accidents. There can be road closures due to fire threats or reduced visibility from smoke. Generally only a problem when visibility is under ¼ miles; low visibility can affect all sectors of surface transportation.



Precipitation-Driven Inland Flooding

Impact on Infrastructure



**Paved Roads (Surface and Subsurface)** – Flooding at waterway crossings (where water has velocity) can cause pavement and embankment failure, which begins when the water is high enough to flow over the roadway surface. Heavy precipitation and flooding can erode paved road surface. Over time, precipitation can worsen existing pavement damage (for example, from cracking due to temperature impacts). During heavy precipitation events, rain can leak in under the pavement and damage the subgrade, which is very sensitive to moisture levels. The sensitivity of pavements depends on the type of pavement design. Thin bituminous pavements are more sensitive to water than other types, if moisture breaches the subgrade from the pavement shoulder; it deforms the subgrade, which is then subjected to high stress loads during traffic. Some of the common damage from moisture includes: surface defects, surface deformations, and cracking. If the pavement is completely submerged, the water may begin to infiltrate the subgrade. If this happens multiple times, it will damage the pavement, particularly if the road has high traffic loads as well. Paved roads begin to experience damage at around a 50-100 year storm.

**Unpaved Roads** – Heavy precipitation events often wash out unpaved roads. While unpaved roads are more susceptible to damage during flooding events, they are cheaper to fix. Unpaved surface is more sensitive than paved roads to low levels of damage resulting from flooding.

Impact on Service, Access, Maintenance, and Operations



**Stormwater Drainage (Culverts, Side Drains, etc.)** - Heavy precipitation events can cause debris accumulation, sedimentation, erosion, scour, piping, and conduit structural damage. Damage generally does not occur until around a 50-100 year storm.

**Signals and Signs** – Even light rain slows traffic and decreases the capacity of a road to handle traffic. Rain increases safety risk on the road by impairing visibility, mobility, and increasing the likelihood of hydroplaning. Under very light rain conditions, road capacity may be reduced by 1-3%. Under light rain conditions, capacity may be reduced by 5-10%. Similarly, measured roadway speed decreases 1-2% under very light rain, 2-4% under light rain, and 4-7% under heavy rain.

**Road Work and Maintenance, Driver Safety, and Traffic and Service** - No documented relationship.



Wind

Impact on Infrastructure



**Paved Roads (Surface and Subsurface) – Minimal Impact**

**Unpaved Roads – Minimal Impact**

Impact on Service, Access, Maintenance, and Operations



**Stormwater Drainage (Culverts, Side Drains, etc.) -** Wind damages trees, buildings, and other structures. Debris from this destruction can clog the stormwater drainage system, resulting in flooding impacts to the surrounding area.

**Signals and Signs -** Winds can blow over highway, street, and road signs. If street signs (such as stop signs) are not buried deeply in strong soils, they may not comply with design standards and may fail at (much) lower wind speeds.

**Road Work and Maintenance, Driver Safety, and Traffic and Service -** High winds cause safety risks and travel delays, a loss of visibility, impaired mobility, loss of communications and power, freight/cargo damage risk, increased risk of collisions/spills of hazardous cargo, and transport schedule delays.

Winds become dangerous to road maintenance, truck operations, and other road users at around 39 mph and are very dangerous at 74 mph. The American Association of State Highway and Transportation Officials (AASHTO) Load and Resistance Factor Design (LRFD) wind load provisions assume that no traffic will be present on a bridge when wind speed exceeds 56 mph.

Highway operations experience the following impacts during conditions with winds of above 74 mph: safety risks, loss of life, loss of visibility, loss of traction, loss of communications and power, and road damage. Milder impacts may also be experienced at winds less than 74 mph.



## Changes in Freeze/Thaw

Impact on  
Infrastructure



**Paved Roads (Surface and Subsurface)** - Changes in freeze thaw affect different types of paving in different ways. There are many complexities to the way that asphalt cement is blended, and some asphalt binders respond better to freeze thaw cycles than others. Additionally, the volume and spacing of air voids in the aggregate mix has an effect on how susceptible an asphalt roadway is to freeze/thaw. The basic challenge with freeze/thaw cycles and concrete and asphalt is that water on the roadway seeps into cracks that are caused by normal wear and tear from cars, and during freeze and thaw cycles, the water freezes, which increases pressure underneath the pavement surface, and then melts as the temperatures warm. When the water freezes and pressure increases, the asphalt in particular rises up into a small bubble. As the temperature warms and the ice melts, the asphalt "bubble" is unsupported, and cars driving over it cause it to weaken and collapse into the hole beneath it. This is what is known as a pothole. This same phenomenon also causes additional surface cracks, deformations, and wheel ruts.

One threshold that can be used to look at this relationship is the number of freeze/thaw cycles. One study looked at the effect that 0, 6, 12, 18, and 24 days of freeze thaw cycles have on the engineering properties of asphalt concrete. The researchers found that as the number of day's increases, asphalt cement has an exponentially lower Marshall Stability value. Marshall Stability measures the maximum load sustained by the asphalt material.

**Unpaved Roads** – No documented relationship.

Impact on Service,  
Access, Maintenance,  
and Operations



**Signals and Signs** - No documented relationship.

**Road Work and Maintenance, Driver Safety, and Traffic and Service** - Potholes, cracks, and rutting in the road surface result in increased maintenance costs and present a safety risk to drivers. During the colder months in some parts of the world, frozen subgrades in the roadway can provide a more solid road foundation for heavy vehicles. However, as the thaws begin, or as the number of cycles increases, the road surface becomes more susceptible to cracking and potholes. The number of new potholes after a winter season (particularly one with many freeze/thaw cycles) can number into the tens of thousands per year in a large city. The City of Tulsa, for example, made over 70,000 temporary pothole repairs in 2010.



Winter Storms

Impact on Infrastructure



**Paved Roads (Surface and Subsurface)** - Some of the challenges from winter storms lie in increased freeze/thaw cycles as discussed above.

**Unpaved Roads** - Snow and/or ice accumulation on gravel or dirt roads is more challenging to manage and clean up than on paved roads. Furthermore, as snow and ice melt, especially on gravel roadways, car wheels can push gravel and dirt out of their most functional formations, which requires maintenance. However, gravel and dirt roads while frozen hold up relatively well to vehicular traffic.

Impact on Service, Access, Maintenance, and Operations



**Signals and Signs** - The majority of the winter storm impacts on roadways are related to roadway service. Winter storms bring heavy snowfall or freezing rain, and are often accompanied by strong winds. These impacts affect operational infrastructure, rather than the road surface. High winds and heavy precipitation can cause power outages that render traffic lights and overhead streetlights useless.

**Road Work and Maintenance, Driver Safety, and Traffic and Service** - The snowfall, wind, and reduced visibility brought by winter storms have a significant effect on roadway operations and roadway use. In particular, winter storms affect driver behavior, vehicle capacity, crash risk, and agencies' capabilities to perform emergency maintenance and other responsibilities. Several studies have looked at the effect that winter storms have on travel time and traffic speed, and have found that winter storms result in significant reductions in traffic speed and increases in traffic delay. Another major challenge related to winter storms is the increase in precipitation and decrease in visibility that can affect driver safety. Drivers have less control over their vehicles during winter storms (due to slick roadways, windy conditions, and reduced visibility), which increases crash risk. Finally, winter weather presents a significant cost to transportation agencies. FHWA's highway statistics publication shows each year, state and local transportation agencies spend \$2.3 billion on snow and ice removal, accounting for 20% of their annual transportation budgets.



## Chapter 7: The Planning Process

Development of the CAMPO 2040 Regional Transportation Plan involved public presentations to the CAMPO Board, two public planning meetings, two Bicycle and Pedestrian Advisory Workgroup meetings, and an online survey. CAMPO staff employed new strategies in an effort to increase public participation. The survey and associated advertisements proved to be beneficial in achieving a higher level of public participation.

Public outreach greatly benefits the Regional Transportation Plan process; it allows staff to gain insight on how the public perceives current transportation-related issues. Among other topics, the survey indicated the Carson area residents *strongly agree* that the local and regional transportation system impacts their quality of life. CAMPO staff sought input from other agencies such as the Nevada Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration, specifically in developing performance measures.

### Planning Meetings for the Regional Transportation Plan

The CAMPO staff used three types of meetings to solicit comments regarding the regional transportation plan. Public planning meetings, held at the Carson City Community Center, were held as an informal open house meeting, intended for the public for staff to present information and to solicit comments and questions. The second type of meeting was the monthly CAMPO Board meetings. These meetings were used to present information to the CAMPO Board and to the public. The third type of meeting was CAMPO's quarterly Bicycle and Pedestrian Advisory Workgroup, comprised of regional stakeholders aimed at coordinating bike and pedestrian efforts. A summary of these meetings is provided below:

#### Public Planning Meetings (Open house format)

- October 20, 2015, 4:00 to 6:00 pm – Public planning kick off meeting to introduce the development of the Regional Transportation Plan and solicit public comment
- February 25, 2016, 4:30 to 6:30 pm – Public planning meeting to present results from the online survey, travel demand model and crash data analysis. Additionally, bike map exhibits were displayed. Public comment and questions were solicited.

#### CAMPO Monthly Meetings

- October 14, 2015 – Staff updated CAMPO Board on plan development and introduced survey
- March 9, 2016 – Staff updated the CAMPO Board on the status of the plan and presented results from the travel demand model and the analysis of crash data.

#### Bicycle and Pedestrian Advisory Workgroup Meeting

- November 23, 2015 – provided stakeholders an overview of the Regional Transportation Plan and solicited comments
- February 22, 2016 – provided stakeholders draft bike maps and solicited comments
- May 16, 2016 – presented final bike network maps and provided information on the status of the plan



The online survey helped to identify concerns and priorities for the Carson Area transportation system. The following bullets are notable highlights from the survey. Complete results from the survey are include later in this chapter

- Over 72% reported being very or somewhat concerned with cracks or potholes in the roadway
- Over 64% reported being very or somewhat concerned with sidewalks in poor condition
- Over 76% reported being very or somewhat concerned with driver behavior
- Of the seven options for spending money (Question 9) “repair existing roads” got the most allocation – 34%

## Online Survey

### Survey Promotion

CAMPO conducted a short online survey to identify regional transportation concerns and priorities to help in the development of this 20 plus year regional transportation plan. The survey was opened on October 6, 2015, and was closed December 21, 2015. The survey included 11 questions and 153 responses were collected. Staff advertised the survey in the Nevada Appeal and Record Courier (local newspapers), CarsonNOW (a local online news site), on the Carson Proud Facebook page (a local organization aiming to get residents involved), and on the CAMPO website. The following advertisements were used for the online survey:

#### Carson Proud



#### CarsonNOW.org

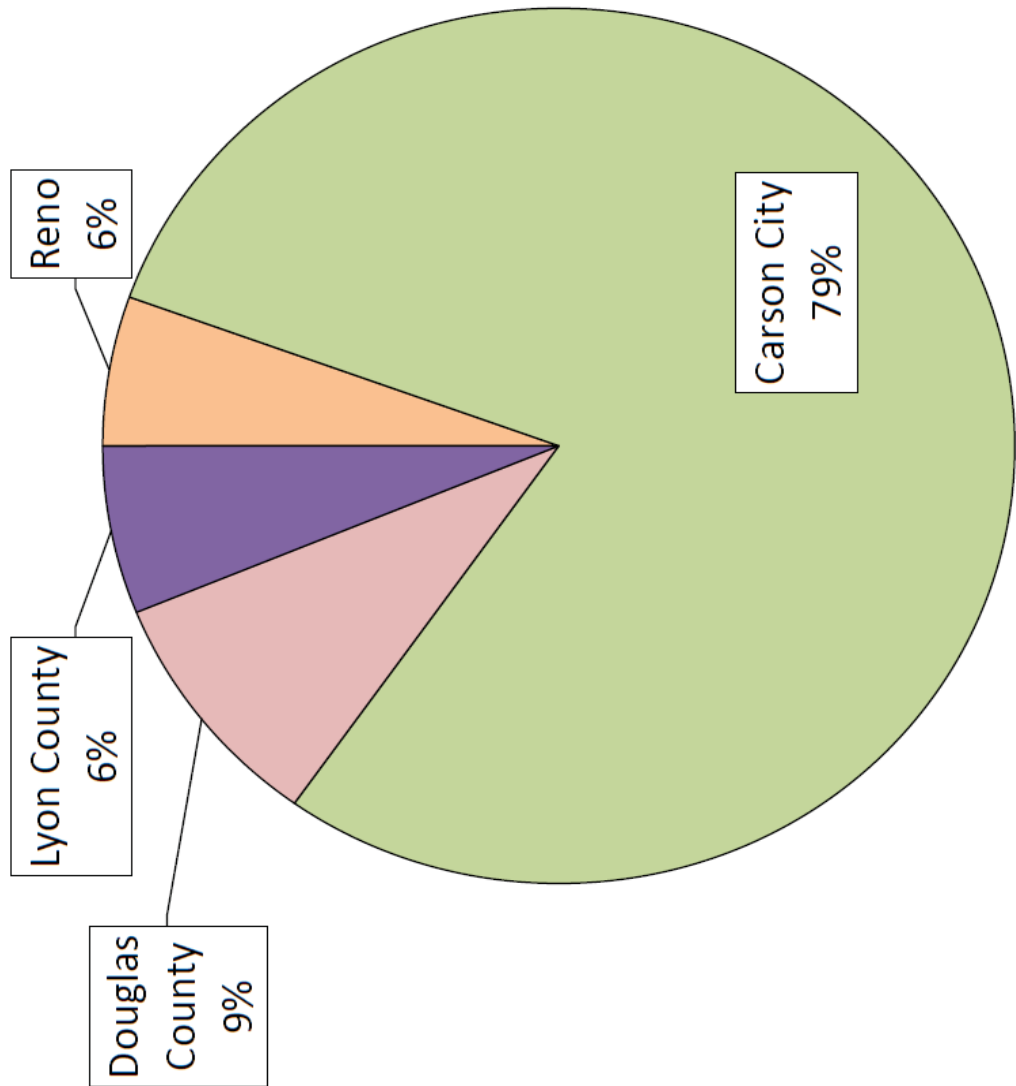


#### Nevada Appeal

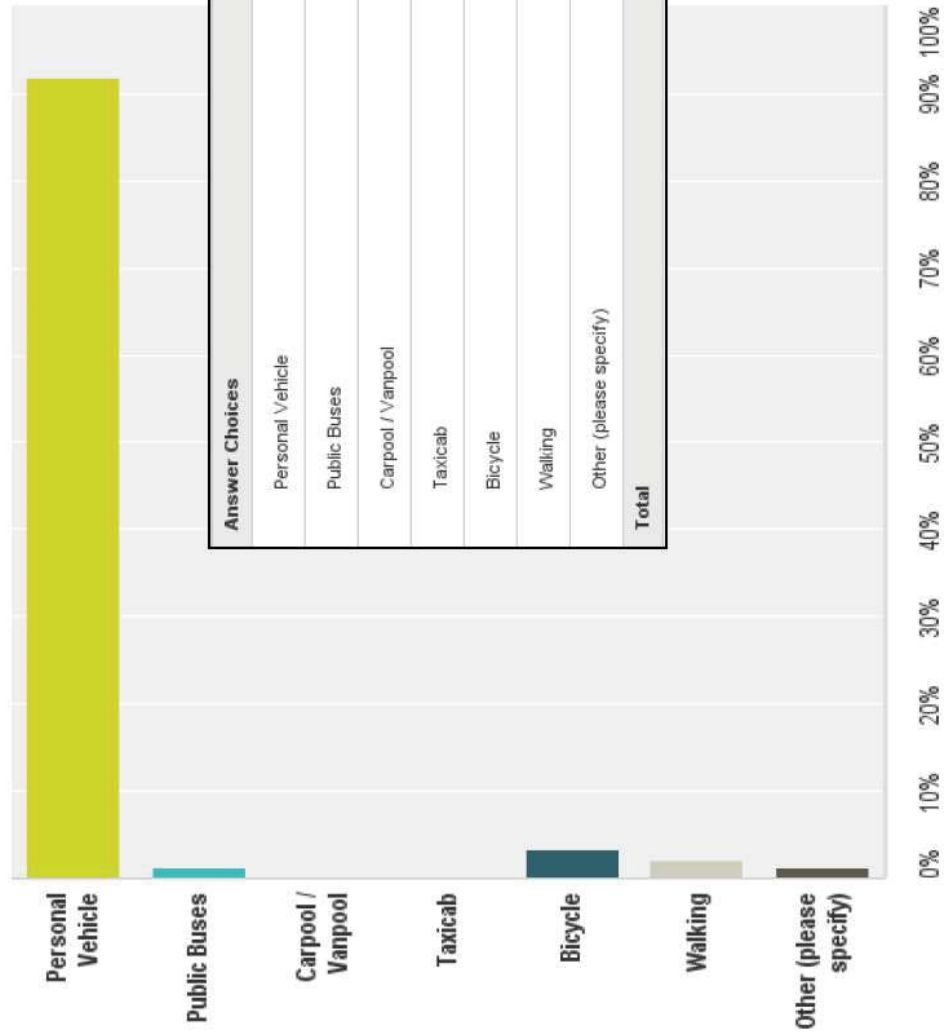


Survey Results

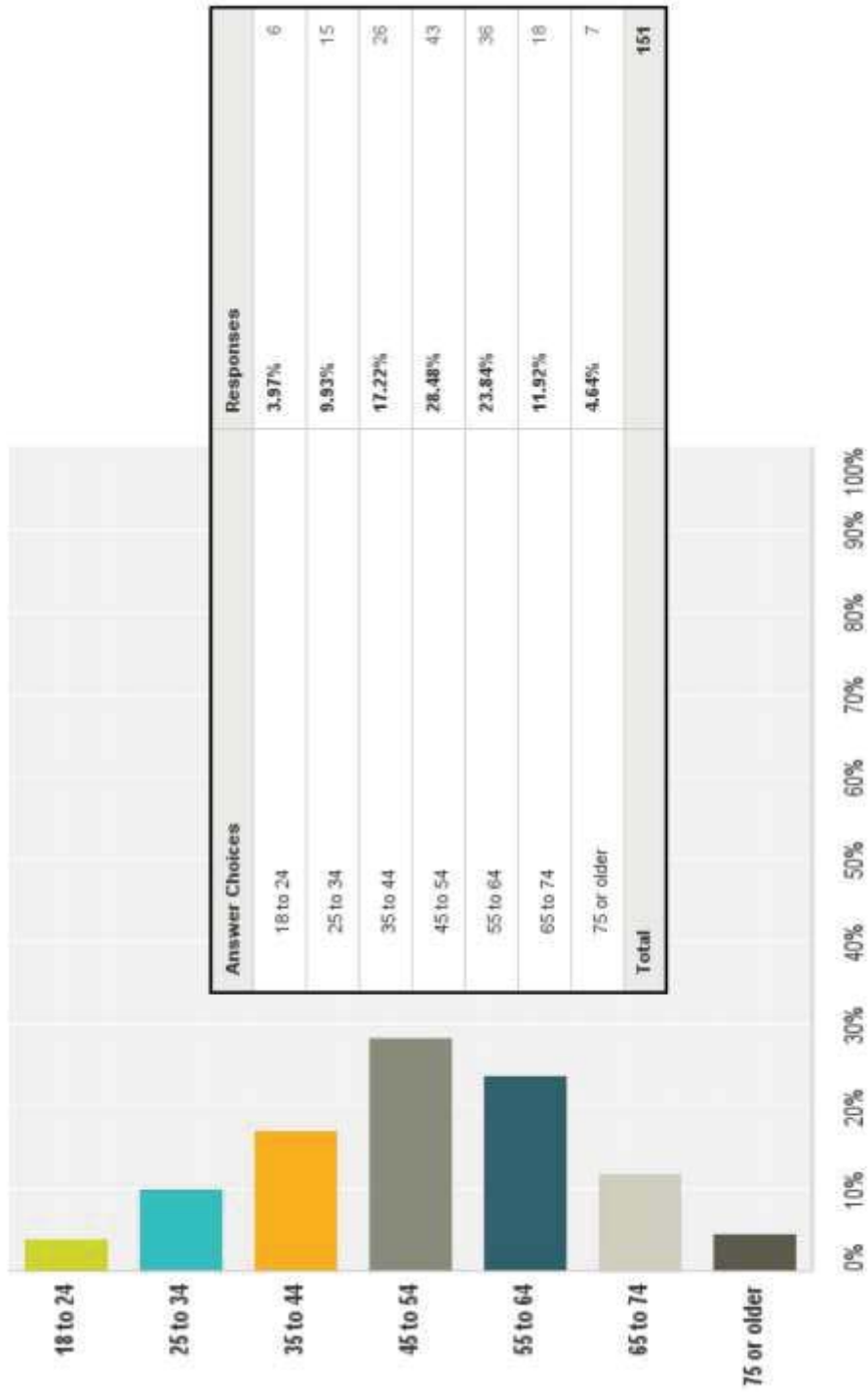
# Question 1: In what ZIP code is your home located?



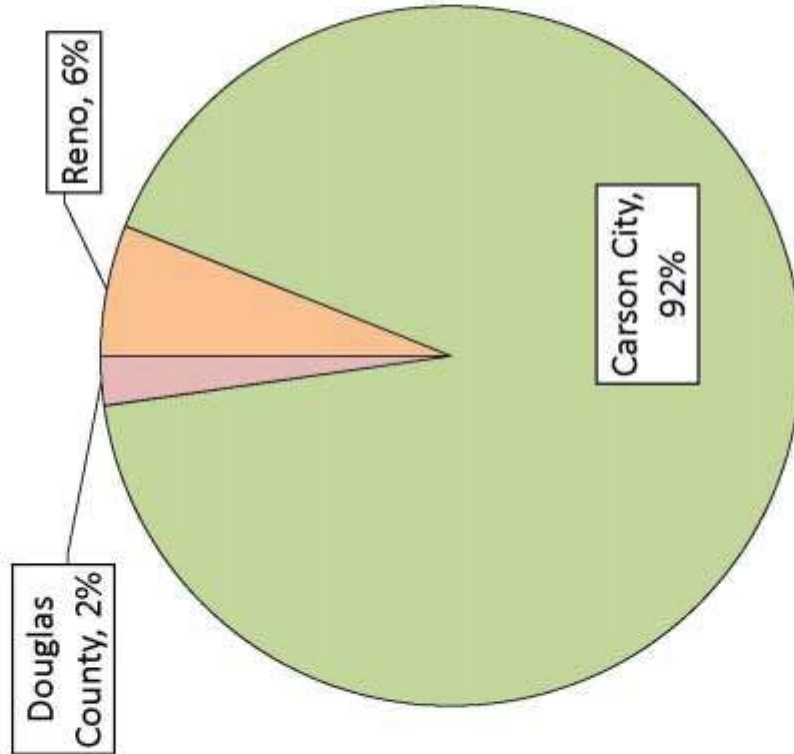
# Question 2: What is your primary mode of transportation?



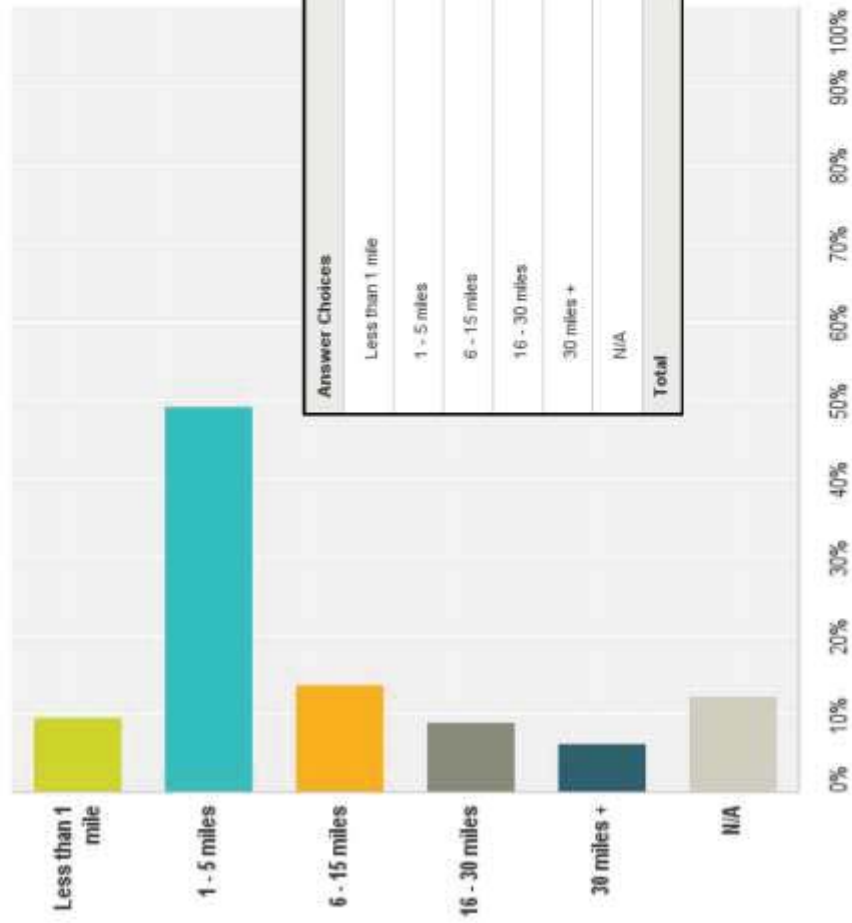
# Question 3: What is your age?



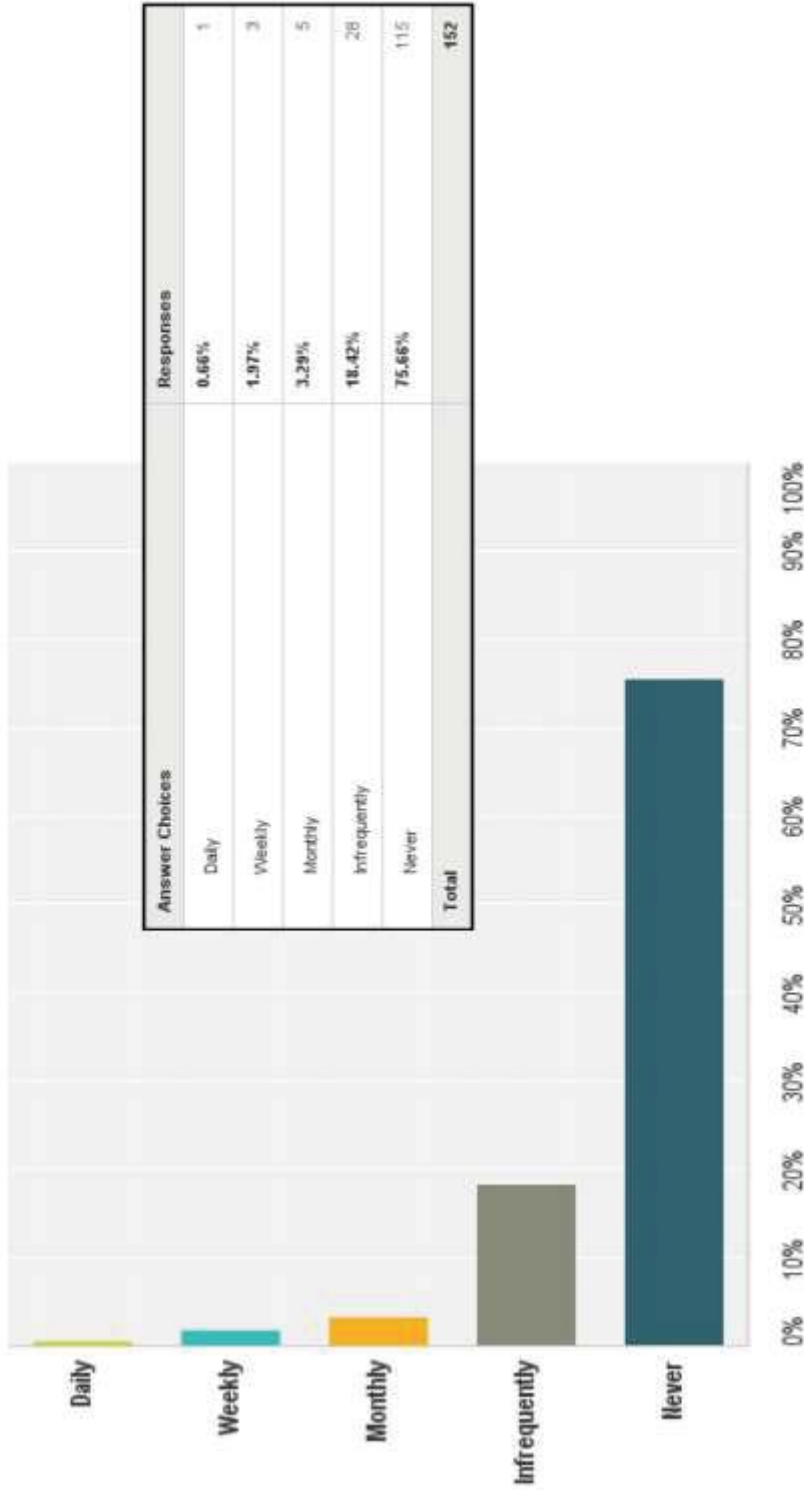
## Question 4: In what ZIP code is your workplace located?



# Question 5: How far is your commute to work/school?



# Question 6: How frequently do you ride a public bus?



# Question 7: Do you feel that the local and regional transportation system impacts your quality of life?

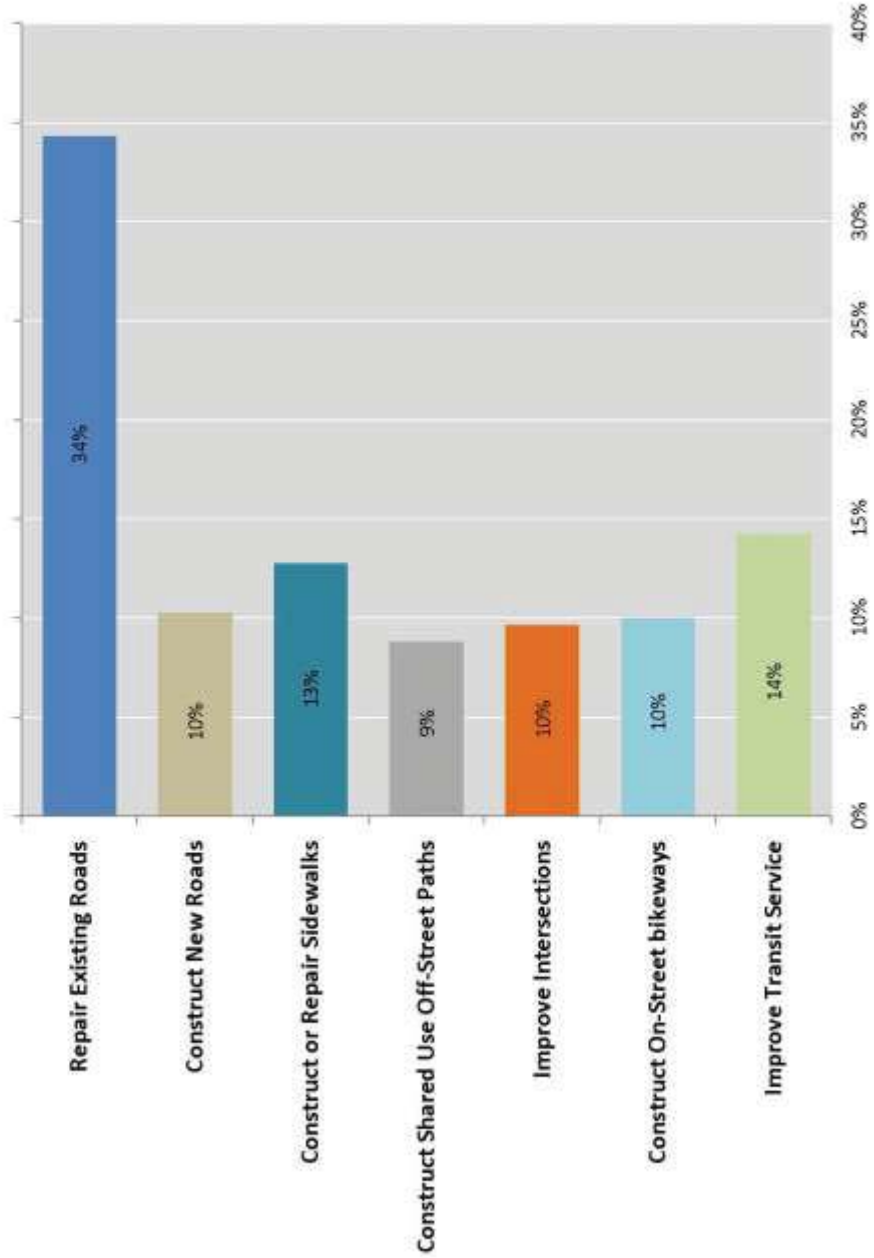


## Question 8: When traveling in the Carson City area, which transportation issues concern you the most?

Topics of Concern	Very Concerning	Somewhat Concerning	Not Very Concerning	Not at all Concerning
Driver Behavior	43%	33%	20%	5%
Cracks or potholes in the roadway	33%	39%	22%	5%
Roadway pavement is too rough	19%	34%	41%	6%
Traffic congestion	23%	31%	35%	11%
Poor street lighting	29%	33%	27%	12%
Traffic signal timing	34%	34%	23%	9%
Impaired vision due to landscaping or signage	22%	35%	33%	9%
Too much truck traffic	12%	24%	49%	16%
Unattractive roadways	13%	25%	41%	22%
Bus routes are too far away	21%	14%	35%	30%
Bus service not frequent enough	21%	14%	35%	30%
Lack of sidewalks	28%	33%	23%	16%
Sidewalks in poor condition	32%	32%	24%	12%
Lack of bike lanes	36%	28%	17%	18%
Lack of off-road paths	26%	29%	22%	23%



### Question 9: What percentage of transportation resources would you allocate to the following transportation strategies?



**Question 10: In your opinion, what is the most important improvement that can be made to the Carson City area transportation system in the next five years (short term)?**

**Recurring themes from written responses:**

- Complete Freeway
- Roadway repair
- Lighting
- Improve connectivity for bikers and walkers
- Sidewalk repair
- Expand bus service
- Leave downtown alone
- Pedestrian safety
- Improve traffic signals
- Improve crosswalk



**Question 11: In your opinion, what is the most important improvement that can be made to the Carson City area transportation system in the next 10 to 20 years (long term)?**

**Recurring themes from written responses :**

- Complete Freeway with overpass
- Maintain existing roadways
- Improve transit, mainly to employment centers
- More shared use paths



## Chapter 8: Transportation Technologies

The future of transportation will have a meaningful effect on society's safety, pollution levels, movement of goods, and productivity. Intelligent technology systems, smart cars, autonomous vehicles, unmanned aerial vehicles, and the Hyperloop system are emerging technologies that will in some way impact the Carson area by the year 2040. Appropriately planning for these technologies and the influence they will have to our region is recommended.

Vehicle crashes, vehicle emissions, stormwater pollution from transportation facilities, and unproductive travel times are all realities of the Carson area transportation system. Some of the emerging technologies might not exist in the Carson area in the next 25 years, but they will still have an impact on our region and our quality of life.

### Intelligent Technology Systems (ITS)

ITS includes a variety of technological engineering. Examples of ITS include timing of traffic signals to reduce congestion during peak travel times, remote metering to identify traffic volumes, remote or automated system controls so the transportation system can react to changing conditions, and system communication to improve emergency response time or to inform drivers of approaching conditions.

The primary benefits of ITS include creating a safer transportation system and reducing congestion. However, if autonomous vehicles continue to emerge, the infrastructure and software used in ITS may be mutually beneficial to the autonomous vehicle industry.

\*More information is located here: <http://www.its.dot.gov/strategicplan/> or <http://www.govtech.com/transportation/How-Transportation-Technologies-Will-Change-Everything-.html>.

### Smart cars

Smart cars are commonly considered small compact cars; however, the term smart car is evolving. While being efficient is typically one aspect, new technology is being incorporated for safety. Smart car technology can include crash avoidance, night-vision enhancements, and automated communication technology, to communicate with the transportation network to inform the driver or notify emergency services. Manufacturers are already offering some of these technologies, while others are still in development.

\*More information is located here: <http://www.foxnews.com/tech/2013/11/27/five-future-transportation-technologies-that-will-actually-happen.html>.



## Autonomous vehicles

The autonomous vehicle is not a new concept; however, investment from manufacturers, research institutions, and governments has recently been growing. The State of Nevada has created public policy allowing the testing of autonomous vehicles on public roadways. The implications of autonomous vehicles to the transportation system, our economy, and our quality of life may be significant.

The key findings from a publication on autonomous vehicles are provided below:

### Benefits of Autonomous Vehicles

- Without driver error, fewer vehicle crashes will result
- The mobility of the young, the elderly, and the disabled will be increased
- Traffic flow could be more efficient and congestion decreased
- Vehicle occupants could spend travel time engaged in other activities, so the costs of travel time and congestion are reduced
- Fuel efficiency can be increased and alternative energy sources facilitated
- Because such vehicles won't need proximate urban parking, space used for parking could be repurposed

### Possible Drawbacks to Autonomous Vehicles

- Because the technology would decrease the cost of driving, congestion might increase, rather than decrease
- Occupations and economies based on public transit, crash repair, and automobile insurance might suffer as the technology makes certain aspects of these occupations obsolete

\*More information is located here: [http://www.rand.org/pubs/research\\_reports/RR443-2.html](http://www.rand.org/pubs/research_reports/RR443-2.html).

## Unmanned Aerial Vehicles (UAV)

The technology of UAVs is being embraced by the State of Nevada. The use of UAVs in emergency response, infrastructure inspections, and product delivery is currently emerging. As this industry develops, transportation professionals will need to be mindful of this technology and its impact to the transportation system.

\*More information is located here: <http://www.nevadabusiness.com/2015/10/unmanned-aerial-vehicles-cultivating-a-new-industry-in-nevada/>.



## Hyperloop System

The Hyperloop system is a high-speed mode of travel, which could potentially reach a top speed of 760 miles per hour. The Hyperloop system involves building a full-length tube between destinations within which a transport pod carrying passengers or cargo is levitated by magnets and accelerated through a controlled environment. The system is intended to be carbon-free and powered by renewable energy.

There are several companies looking to bring the Hyperloop into reality. One company has chosen the Apex Industrial Park in the city of North Las Vegas, Nevada, as the location for initial testing.

More information is located here: <http://www.cnn.com/2015/12/09/hyperloop-technologies-choose-nevada-to-test-superfast-transport-system.html>.

As these technologies emerge, transportation professionals will need to be mindful of how the transportation system will evolve. Appropriately planning for these technologies may help to maximize investment benefits by providing solutions for today and preparing for the future. As these technologies develop, there may be improvements to our transportation system that could accommodate or amplify the benefits of new technology.

Autonomous vehicles and the Hyperloop system both have the potential to shape a region's population, land use pattern, and traffic pattern. Being mindful of the success and timing of these transportation trends will help the Carson Area Metropolitan Planning Organization and its three member agencies successfully plan for the year 2040.

Further development of transportation technologies will greatly benefit the Carson area, through technology advancements, our transportation network will become more sustainable, efficient, and connected. The above emerging technologies have the ability to transform our transportation network through a multitude of benefits such as lowering pollution levels, faster transit times, and reducing vehicle crashes.

