



City of Jonesboro

Municipal Center
300 S. Church Street
Jonesboro, AR 72401

Meeting Agenda Finance & Administration Council Committee

Tuesday, June 10, 2025

4:00 PM

Municipal Center, 300 S. Church

1. CALL TO ORDER

2. ROLL CALL (ELECTRONIC ATTENDANCE) CONFIRMED BY CITY CLERK APRIL LEGGETT

3. APPROVAL OF MINUTES

[MIN-25:045](#) Minutes for the Finance Committee meeting on Tuesday, May 27, 2025

Attachments: [Minutes](#)

4. NEW BUSINESS

RESOLUTIONS TO BE INTRODUCED

[RES-25:057](#) A RESOLUTION TO CONTRACT WITH EAST ARKANSAS BROADCASTERS FOR RENTAL OF JOE MACK CAMPBELL SPORTS COMPLEX

Sponsors: Parks & Recreation and Finance

Attachments: [July 4th 2025 - EAB Signed Contract.pdf](#)
[JULY 4TH 2025 EAB 1.pdf](#)

[RES-25:058](#) A RESOLUTION TO CONTRACT WITH SAGA COMMUNICATIONS OF ARKANSAS LLC D/B/A JONESBORO RADIO GROUP FOR RENTAL OF SOUTHSIDE SPORTS COMPLEX

Sponsors: Parks & Recreation and Finance

Attachments: [JULY 4TH 2025 JRG.pdf](#)

[RES-25:060](#) A RESOLUTION TO CONTRACT WITH ROOFXSOLUTIONS FOR SPONSORSHIP OF ONE SOFTBALL FIELD AT THE SOUTH SIDE SOFTBALL COMPLEX

Sponsors: Parks & Recreation and Finance

Attachments: [Dairy Queen-Southside Softball 2025.pdf](#)

[RES-25:064](#) A RESOLUTION AUTHORIZING THE CITY OF JONESBORO GRANTS AND COMMUNITY DEVELOPMENT DEPARTMENT TO APPLY FOR THE FY2026 SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) FROM THE ARKANSAS STATE POLICE

Sponsors: Grants and Police Department

RES-25:066 RESOLUTION AUTHORIZING THE MAYOR AND CITY ATTORNEY TO CERTIFY THE CITY OF JONESBORO 2025 ANNUAL FEDERAL TRANSIT ADMINISTRATION (FTA) CERTIFICATIONS AND ASSURANCES FOR THE JONESBORO ECONOMICAL TRANSPORTATION SYSTEM (JET)

Sponsors: JETS, Grants and Finance

Attachments: [2025 Annual Cert & Assurances.pdf](#)

RES-25:067 RESOLUTION AUTHORIZING THE CITY OF JONESBORO, ARKANSAS, GRANTS AND COMMUNITY DEVELOPMENT DEPARTMENT TO APPLY FOR THE FY26 GREAT STRIDES/TRAILS FOR LIFE GRANT FROM THE ARKANSAS DEPARTMENT OF PARKS, HERITAGE AND TOURISM

Sponsors: Grants and Parks & Recreation

5. PENDING ITEMS

6. OTHER BUSINESS

7. PUBLIC COMMENTS

8. ADJOURNMENT



City of Jonesboro

300 S. Church Street
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Text File

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Minutes for the Finance Committee meeting on Tuesday, May 27, 2025



City of Jonesboro

Municipal Center
300 S. Church Street
Jonesboro, AR 72401

Meeting Minutes Finance & Administration Council Committee

Tuesday, May 27, 2025

4:00 PM

Municipal Center, 300 S. Church

1. CALL TO ORDER

2. ROLL CALL (ELECTRONIC ATTENDANCE) CONFIRMED BY CITY CLERK APRIL LEGGETT

Present 6 - Charles Coleman; Ann Williams; John Street; David McClain; Brian Emison and Anthony Coleman

Absent 1 - Joe Hafner

3. APPROVAL OF MINUTES

[MIN-25:038](#)

Minutes for the Finance Committee meeting on Tuesday, April 29, 2025

Attachments: [Minutes](#)

A motion was made by John Street, seconded by Anthony Coleman, that this matter be Passed . The motion PASSED with the following vote.

Aye: 5 - Charles Coleman; Ann Williams; John Street; David McClain and Anthony Coleman

Absent: 1 - Joe Hafner

4. NEW BUSINESS

RESOLUTIONS TO BE INTRODUCED

[RES-25:048](#)

A RESOLUTION OF THE CITY OF JONESBORO, AR TO CONTRACT WITH MIRACLE KIDS UNLIMITED FOR SPONSORSHIP OF ONE ATHLETIC FIELD AT THE SOUTHSIDE SPORTS COMPLEX

Sponsors: Parks & Recreation and Finance

Attachments: [Miracle Kids Unlimited - Signed Contract.pdf](#)

A motion was made by John Street, seconded by Ann Williams, that this matter be Recommended to Council . The motion PASSED with the following vote.

Aye: 5 - Charles Coleman; Ann Williams; John Street; David McClain and Anthony Coleman

Absent: 1 - Joe Hafner

[RES-25:049](#)

A RESOLUTION OF THE CITY OF JONESBORO, AR TO CONTRACT WITH ALL SCAPES IRRIGATION AND LAWCARE, LLC FOR SPONSORSHIP OF ONE DOOR AT THE SOUTHSIDE SPORTS COMPLEX

Sponsors: Parks & Recreation and Finance

Attachments: [All Scapes - Door Sponsorship Contract and Resolution.pdf](#)

A motion was made by John Street, seconded by Charles Coleman, that this matter be Recommended to Council . The motion PASSED with the following vote.

Aye: 5 - Charles Coleman;Ann Williams;John Street;David McClain and Anthony Coleman

Absent: 1 - Joe Hafner

[RES-25:050](#)

A RESOLUTION OF THE CITY OF JONESBORO, AR TO CONTRACT WITH CLINE ENVIRONMENTAL, INC. FOR SPONSORSHIP OF ONE DOOR AT THE SOUTHSIDE SPORTS COMPLEX

Sponsors: Parks & Recreation and Finance

Attachments: [Cline Environmental - Door Sponsorship Contract and Resolution.pdf](#)

Councilmember Dr. Anthony Coleman said, I do have a question. So, I was looking over these, and I forgot to ask this in the first one. But who comes up with the sponsorship amounts? Is this something that we've always done? Because I see them each year, but have we ever revisited them. As far as if we could consider increasing or if this is too much or what? What's the latest on that? Parks Department Director Danny Kapales approached the podium and said, yes, the amounts actually are something that we do visit periodically. A lot of them are still just current standing amounts. And we look at other facilities, other cities, and what they do, and we try to keep them very similar to those. The ones that we're looking at right now, especially when we're talking about, are actually new. Those are basically doors going into our different concession stands, and it's something we really didn't have anything to compare it to. So, what we utilized was what the cost of the wrap was and then what that term would be each year if we had to replace that wrap, and that's where we kind of came up with our cost at that point. That way the cost was covered and then we would be able to increase our sponsorship from there. The other piece of that gave us a way to beautify the park, because if you go out to Southside you'll notice each one of the doors are just brown doors, and this is going to have actually a logo in the middle of the sponsor but the rest of the door is actually artwork that's going to help beautify the park itself. So, I think it's really more about increasing the looks of the park as opposed to just a sponsorship. I know that doesn't completely answer your question as far as this one, but the rest of them we do evaluate what other park systems are doing around the state and have a comparable price with them. Councilmember Dr. Anthony Coleman said, sure. Follow up question, so are you sending letters or anything like this for sponsorships themselves, or are you calling or are they actually inquiring? I mean, how does that work? Danny Kapales said, it's a mix. It really is a mixed bag. So, a lot of these are continued, outside of these doors, these doors are new, the ones that we're currently dealing with, the majority are sponsorships that are coming back up, people that were already there. The next step to fill those open gaps are ones that have reached out to us, and then beyond that that's when we start contacting... a lot of times our contacts go out to the companies that are already providing services and help to the city itself. Maybe somebody that's providing supplies and things of that sort that are working with the city that has done

things for the community. And so that's going to be one of our first steps. And then from there, we have it out there for anybody that wants to be a sponsor that's willing to invest in the park itself. Councilmember Dr. Anthony Coleman said, I asked because I know, and this is not on this particular agenda, but I know we've talked about sponsorships before. I didn't know if there was an actual... what the plans... if administration had come up with a person or a committee or whatever, to come up with sponsorship packets. Whether it's for Parks or JETS or whatever, and I just... Danny Kapales said, so currently within my department, I've kind of put the sponsorship responsibility on my media coordinator as part of her responsibility. Now, it doesn't mean that office administrator's not writing up the contracts or I'm not working on the contracts or something like these doors. I give full credit of these doors to our superintendent out at Southside. Steve Clifton. He actually came up with this idea and sold these sponsorships. And so, it really is throughout the department. We're doing a lot of it, but right now, Christina, our media coordinator, is the one heading up the sponsorship and keeping track of who's going to be sponsoring. She's making those first contacts to the ones that were our past sponsors.

A motion was made by John Street, seconded by Charles Coleman, that this matter be Recommended to Council . The motion PASSED with the following vote.

Aye: 5 - Charles Coleman;Ann Williams;John Street;David McClain and Anthony Coleman

Absent: 1 - Joe Hafner

[RES-25:051](#)

A RESOLUTION OF THE CITY OF JONESBORO, AR TO CONTRACT WITH XPT-EXTREME PERFORMANCE TRAINING FOR SPONSORSHIP OF ONE DOOR AT THE SOUTHSIDE SPORTS COMPLEX

Sponsors: Parks & Recreation and Finance

Attachments: [XPT - Door Sponsorship and Resolution.pdf](#)

A motion was made by John Street, seconded by Ann Williams, that this matter be Recommended to Council . The motion PASSED with the following vote.

Aye: 5 - Charles Coleman;Ann Williams;John Street;David McClain and Anthony Coleman

Absent: 1 - Joe Hafner

[RES-25:053](#)

RESOLUTION AUTHORIZING THE CITY OF JONESBORO TO ENTER INTO A JOINT AGREEMENT OF UNDERSTANDING WITH THE TRAINFO CORPORATION AND THE ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT) FOR THE TRAINFO MOBILITY IMPLEMENTATION PROJECT (JOB 101237)

Sponsors: Engineering

Attachments: [TRAINFO AOU Execute_050925.pdf](#)

Councilmember David McClain said, Mr. Chairman, I had just one. Somebody explain exactly... I was reading through the actual AOU, and I was trying to get a understanding exactly how this will work and what all this entails. Chairman Brian Emison said, Craig, would you like to speak to that? Councilmember David McClain said, I know there's been some discussion with the industrial park and train. So, I was trying to understand exactly what was taking place here. I don't know if this is in the same area. Engineering Department Director Craig Light approached the podium and

said, this is actually the same agreement that City Council approved about six weeks ago. ArDOT decided they wanted to change some language in some of the paragraphs, so this is just a revisit. A agreement that's already been executed once by the city. They added, particularly, three items for the, whereas the City of Jonesboro shall paragraph, and one of them is to make sure the train info system works with the 9-1-1 system. Councilmember David McClain said, does it have anything to do with what I was just mentioning? Craig Light said, no, no, no. The locations are Dan and Gee. The crossings there. Industrial Drive, which is Nettleton, old Nettleton Industrial Drive. And then the Airport Road and Neil Circle, those two crossings are BNSF. Those are the crossings that are included in the train info system. But basically, what the system will do, it'll identify when trains are on the tracks, so it'll notify the motoring public by signage on the roadway. That'll either be digital message boards or just blinking lights that say hey the rail crossing is closed or will be closed in a certain amount of time. The key is though; it's going to be connected to the 9-1-1 system so when they dispatch emergency services, they'll know beforehand whether or not a crossing is opened or closed. So that's kind of the key point to it. But again, City Council and the committee has already approved this agreement once there was just some language ArDOT decided that they wanted to change in it. It's not anything major, but we felt it best to bring it back to council to get approved. Councilmember David McClain said, ok. Thank you.

A motion was made by John Street, seconded by Ann Williams, that this matter be Recommended to Council . The motion PASSED with the following vote.

Aye: 5 - Charles Coleman;Ann Williams;John Street;David McClain and Anthony Coleman

Absent: 1 - Joe Hafner

[RES-25:054](#)

A RESOLUTION TO EXECUTE A TRAFFIC CONTROL DEVICE AGREEMENT TO MAINTAIN A CONTROL DEVICE AT THE INTERSECTION OF HIGHWAY 49 AND PARKER ROAD

Sponsors: Engineering

Attachments: [Traffic Control Device Agreement - 100879.pdf](#)

A motion was made by John Street, seconded by Ann Williams, that this matter be Recommended to Council . The motion PASSED with the following vote.

Aye: 5 - Charles Coleman;Ann Williams;John Street;David McClain and Anthony Coleman

Absent: 1 - Joe Hafner

[RES-25:055](#)

RESOLUTION BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS, TO PLACE A MUNICIPAL LIEN ON PROPERTY LOCATED AT 1411 CURTIS RD, PARCEL 01-143363-03200, OWNED BY WINFORD VAIL IN THE AMOUNT OF \$3146.60

Sponsors: Code Enforcement and Finance

Attachments: [01. 1411 Curtis Rd Notice of Violation.pdf](#)
[02. 1411 Curtis Billing Request.docx](#)
[03. 1411 Curtis Rd Invoice Notice.pdf](#)
[04. 1411 Curtis Rd Council Notice.pdf](#)

Councilmember David McClain said, is there any reason... typically, these come to Public Safety. Is there any reason this one in particular came? Is it the size? City

Clerk April Leggett said, it's a municipal lien so it's finance related. Councilmember David McClain said, ok. So that's the main difference. Ok. Thank you.

A motion was made by John Street, seconded by Ann Williams, that this matter be Recommended to Council . The motion PASSED with the following vote.

Aye: 5 - Charles Coleman;Ann Williams;John Street;David McClain and Anthony Coleman

Absent: 1 - Joe Hafner

[RES-25:056](#)

A RESOLUTION TO APPROVE A CONTRACT WITH TRIPSPARK TECHNOLOGIES FOR JONESBORO ECONOMIC TRANSIT SYSTEM ROUTING SOFTWARE AND SERVICES

Sponsors: JETS

Attachments: [Jonesboro Transit System Supply and Support Agreement Streets 22 05 25.r](#)

TripSpark Technologies is present on Zoom. In attendance, Industry Solutions Consultant Tyler Gislason, Account Executive Paul Harrison, Account Executive Melody Floyd and Vice President of Professional Services Thomas Coogan.

Councilmember Dr. Anthony Coleman said, yes sir. I could not pull up the actual contract. I couldn't, was anyone else able to? Chairman Brian Emison said, I was able to, but I usually download the full packet on there. But I've got a copy of it here Dr. Coleman. Councilmember Dr. Anthony Coleman said, I was wondering what the cost and is this the same one that y'all were talking about as it relates to updating or something to that. Chairman Brian Emison said, right. Lee, would you like to come up and brief us on that? JETS Department Director Lee Wells approached the podium and said, let me see if I can pull it up as well real quick so I can give you an exact number. We do also have some individuals from TripSpark, if you would like, while I try to pull this total up, they were going to give a little bit of information on what this program is going to entail and how it's going to impact the public in our service. That'll give me just a second to look this up as well.

Councilmember Dr. Charles Coleman said, is that the same program that I asked you about for the GPS Software? Lee Wells said, yes sir.

Lee Wells said, Mr. Coogan can you hear me? Vice President of Professional Services Thomas Coogan said, oh yeah. Would you like me to start? Lee Wells said, yeah. If you want to go ahead and then I can let you do that while I look this up. Thomas Coogan said, yeah, that'd be great. Tom Coogan. Preside out of Denver Colorado. As Vice President of Professional Services, I oversee our deployment team for TripSpark Technologies. What I wanted to focus in on, of course it's a full fixed route ITS system that allows us to track all the vehicles, drivers log in, drivers logging out, so we have full visibility to provide full visibility to operations through their dispatch operation center. But what I wanted to do today was really to talk a little about the benefits and the impact this will have to your community at large. And what Lee's put forward and we're supporting him as a core technology system is what we call out rider engagement tool, rider facing tools, which will include a mobile app for Android and Apple. It'll be branded to represent JET and City of Jonesboro. It does provide real-time information to your traveling public. Bus location, trip planning. It's fully integrated with the JET website to communicate fares, provide hours of operations, and service alerts. It really becomes a seamless interactive tool for your riders. On the screen, I've shown you, this is what the rider will see in terms of where the buses are at. Real life GPS in terms of where the bus is at in relationship to them. Always nice if it's heavily raining outside that they don't need to go stand on the street

corner when it's, you know, 12 blocks down the road. They can kind of time it, they know what time their bus is scheduled to arrive and what time it will be arriving. It's a bad thing to leave a stop early and so the rider can prepare to know that the bus is on time or perhaps running a little bit late. In real-time. To further that, I think if you notice here on this second slide where it says temporary stop, what we're able to do, for example, if there were a flood or construction or anything that came about. Whether that be planned or unplanned in the course of the day, dispatch can simply go in and create the detour and publish a set of routes on the next block or two blocks over depending on the route of travel and the desires of the city. And that information is immediately published to the ridership so that they know that these bus stops are now closed and these buses are available to board as a continuation. So again, keeping your ridership informed in real-time as to what's going on in the community with respect to their required need of transportation. On top of that, we brought both operations and the traveling public, you know what the bus stops are, where they're located and what amenities might be provided. I know that it's part of this package you guys are embarking on a really awesome program in terms of creating shelters, implementing communication for your ridership in terms of service alerts, safety, amber alerts, whatever you tend to put out through those signs, and this can all be configured and then you can track ridership patterns and practices. You know, then you might detect whether or not riders are walking three blocks because they prefer a shelter that might have a roof and covered glass in inclement weather. And so, the system provides that and puts that at the fingertips of your operation staff. Secondly, it comes with a fully interactive, much like you would if you're planning a trip to Little Rock in terms of using Google navigation, we allow the rider interface to plan your trip. Put in your location and your destination, much like this in this example, in terms of being able to know where you're going and what's coming up. Create your favorite location and in doing so, allow and provide the rider with step by step or turn by turn, if you will, route planning plans providing multiple options by time of day, day of week. We know that your weekend service or holiday service may not compare in terms of hours of operations to that of a weekday, and so we provide multiple options in terms of what the expectation is. And so, the example here with moving from one tour site, Pythian Castle in Springfield, Missouri, to the Bass Pro Shop, it does provide a number of options both by time of day, day of week as you put in your information to do that. And that will draw upon the real life not only scheduled if you're looking to book and plan your trip for tomorrow but also in real time as the events unfold because you may have other route options that may take into account, should you be experiencing some service delays. What's exciting about this is that you've recently onboarded a paratransit program and seamlessly over time this will be able to fully integrate so that it's one app for the City of Jonesboro allowing both your ridership on the paratransit side as well as your fixed route riders to interact with the tools to be able to book, not only a paratransit ride but also track and ride and board and work within the fixed route system. And so, it really becomes kind of a one-stop mobility solution for the City of Jonesboro and the riders that they serve. I know that's where we wanted to focus on the rider engagement tools. Certainly, happy to answer any questions that you may have with respect to the entire solution.

Councilmember Dr. Charles Coleman said, I guess the only question I have, with this software, will each one of the clients, when I say clients, riders, be able to have... it seems like I saw a mobile app. Will they be able to put a mobile app on their phones or what? Thomas Coogan said, yeah so, if I understand your question correctly. Yes, we put equipment inside all the buses, so all the buses have real-time information in terms of where the bus is. We typically pull every 10 seconds and provide that real-time visibility. The rider, while using their standard iPhone or Android phone, will download the mobile app. This is also available by clicking, ultimately, a link on your website to have it on their desktop, right. So, we were able to encompass those that

have phones and those who do not. And they'll download based on their, they'll go to the Apple Store download the app, and they're off to the races in terms of being able to do that. Should they want to create an account to store their favorites and travel patterns; they can set up an account, but in large no account is necessary. You can simply... a tourist comes into town and can pull up the app and navigate their way through the city.

Councilmember Ann Williams said, I have a question. Does this in any way help or assist in us streamlining the purchase of passes? Bus passes, or how will this interact with that? Because I had been interested in making it easier for potential riders to obtain passes. JETS Department Director Lee Wells said, so, that's something we are currently looking into the process of our fare collections. We are currently sourcing out and looking at options for a digital form of fare collection where they would be able to pay by using an app or a debit or a credit card. And one of the things we have done, is we have partnered with TripSpark to try to find various entities that have a compatibility with them of some sort, and we are trying to work towards that. But, we're still attempting to source that project out still. Councilmember Ann Williams said, currently if someone wants to purchase a monthly pass they have to come to City Hall, right? Lee Wells said, correct. Councilmember Ann Williams said, and that doesn't seem convenient at all for people. Lee Wells said, we are aware and we're looking into that as an additional project, and we're trying to ensure that whatever we do work towards has a way to integrate seamlessly into the system that we're working towards. Councilmember Ann Williams said, I was thinking even if we could go to having more than one location to purchase passes, it would be an improvement over what the system is currently. Lee Wells said, yes. Councilmember Ann Williams said, for example the library and ASU. Lee Wells said, yeah that's something that we are looking for with some of the entities that are out there. They have the option to be able to go to a retail point of sale to be able add funds, purchase funds, those are all things that we're looking at. We're wanting to try to find something that will integrate seamlessly into our system, however it is a completely separate entity as far as fare collections, is really a completely different piece of the business. But we are hoping to find something that can work well with the systems that we're putting in place. Councilmember Ann Williams said, that would be great because that would increase ridership too. Lee Wells said, yes.

Councilmember Dr. Charles Coleman said, this will definitely keep up with all the data right? Lee Wells said, yes. And Dr. Anthony Coleman, it's on your resolution, is that total. I apologize. Councilmember Dr. Anthony Coleman said, I see it. So my question is, this is \$1,300,000, and so my question is number one, I see this coming from FTA funds, and I'd like to know exactly, I know Steve is here, and what that is exactly. But also this is a pretty large investment, and I'd like to see... have we done surveys, have we done any ridership questionnaires, things like that, that they have requested? I mean, I haven't seen any of those numbers lately. I haven't seen what the ridership is. And long term I do see the need, but I just want to make certain that the investment now makes sense. Especially with other things that we're looking at as a city. Lee Wells said, yes sir. So, with the FTA funding that we have, this of course is utilizing the funds that were just recently approved for use through the grants application process. As far as the customer base, the ridership, this is something we're constantly hearing either on social media, through communications on the bus, even here in the Council Chambers from councilmembers, and other things, is what we need is a way to find out where the bus is and when that's going to be there for the customers. We did, unfortunately, lose that very small, limited access system that we had before that Arkansas State had built for us many, many years ago. It just could not keep up with the data that we had, and nobody owned it to be able to update anything. But what this is going to do is, it's going to give us a more robust system that will allow not only those, like Mr. Coogan said, that want to sign in,

that want to do the trip planning, but also those that are visiting. And also, with the GTFS real-time feed, that data is being sent out to the Google Maps, the Apple Maps and the things like that, and in order to be able to provide that information that anyone wants to find out when and where we're going to be at.

Councilmember Dr. Charles Coleman said, I have one question. Is there any emergency aspects to this that maybe tied to 9-1-1 and stuff like that? Lee Wells said, so, all of our vehicles do currently have GPS data as far as being able to access where they are. We do have our camera system as well, which we do utilize with JPD for access to those cameras. This is just one more step for being able to find out that real-time data on the location. But outside of just knowing where a vehicle is, I don't know that it's really something that would be relevant to emergency services in any way. Councilmember Dr. Anthony Coleman said, well, I really don't personally have a problem, because I've asked about this about four or five different times. So, I'm not saying it's the best as far as the money is concerned, but we do need something in our system to keep up with a lot better than what we've had with ASU. I mean it's like anything else, it wore out, so you've got to get something that's going to be able to keep up in order for us to keep getting funds as far as transportation, especially from the federal government. I don't have any problem. I think one of the things that I guess I'm kind of impressed with is that the information. The only issue that I might have is the mobile app. You know, some kind of data that's going to be sent out to the community, so that they would know how to download that app. That type of thing. Everybody thinks that everybody is iPhone savvy but they're not. Especially older people. And so, I'm hoping something is sent out to the community that says one do this, two do this in order to get that downloaded. Or some spot that they can come to so that they can get some help with downloading that mobile app. Lee Wells said, absolutely. So, with our Novus program, which was specifically for our paratransit, there was information that was shared out with those customers. Now, with the fixed route service, you don't have registered riders like what you do with the paratransit, so it is harder to do a blanket share like that. But we do have our marketing coordinator in place, our social media platform. We have communications on a daily basis with various groups, organizations, and individuals that we will... Councilmember Dr. Charles Coleman said, the web page that we have, the city web page, I mean you could put instructions on that. Lee Wells said, absolutely.

Councilmember David McClain said, to Dr. Charles Coleman's point, so what about the riders who don't have... maybe I don't have a phone or I don't have a way to download the app. What's the solution there? Lee Wells said, so one of the items that is in this, if you, that \$1,300,000 is a total of all those items that are on that contract and some of those items are on there is actually the technology piece that's being integrated into our shelter grant program. So, what that's going to allow with these, in those shelters that we're making those improvements to, they will have that notification knowing when will the bus come at the next stop. This will also be putting things in the bus as well. So, inside the bus you will have that same notification system. Not only making you aware of where the next stop is but when to expect that stop. So, if for example, you see it on the movies a lot or in the big cities, but as you're coming close to your next Walmart destination you'll hear a little voice come over that says next stop Walmart, you know. This is part of what this is. It's integrating 100% into the system for both passengers with the technology and without the technology, in shelters, in the buses, and then also in your hand or on a personal computer at home before you start your trip.

Councilmember Dr. Anthony Coleman, ok, Lee, you opened the door. So, you mentioned shelters, all right. I know this is one question that I have been asking before. Where are we on that? Because to me, I do think this is important and I'm not negating the importance of this information and this technology, but also the shelter

of our people. Because there's several stops that are not there, and so I'm just asking the questions to make certain that we are fiduciarily responsible with our funds with considering these other opportunities. Whether it's shelters and/ or technology. So where are we on that? Lee Wells said, yes. So, we are currently working on our shelter project as far as the grant process. Craig and I have been working extensively on trying to figure out how to get that out to bid as quickly as possible, what the different aspects that will be needed in order to have a contractor be able to get those items installed and in place to interact with this hardware and software that we're doing. So, one of the benefits financially with this grant opportunity that we approved for the older funds that we had that come through, we are getting that technology piece in this grant which frees us up a little bit on that shelter grant project, which has not changed. But now instead of having to spend all of that money on the technology piece, we were able to get that technology with this grant opportunity. So now we're going to have that focus solely on placing shelters that the public can use in the places that they're needed. If I'm not mistaken, Craig, was it 50 stops, 50 shelters all together that we had? 47. 47 shelters altogether that we have that we are either adding or upgrading to be able to enhance with this. Some of those, I believe, are some double shelters. One we already had a double and another we're looking to adding a double too. Councilmember Dr. Anthony Coleman said, when you say enhance it with this, are you talking about the technology piece? Lee Wells said, the technology piece in there, also lighting for the public, and then just having a better overall shelter design for them to be more protected from, what we can, with the weather and things like that. Councilmember Dr. Anthony Coleman said, so it doesn't matter how many shelters we add, or stops or routes we add, this technology will be able to handle all of it? Lee Wells said, absolutely. Councilmember Dr. Anthony Coleman said, ok. And then, what's the year agreement with this because I didn't see that on here. Is it three? And so, I guess within those three years they're responsible for all the upgrades and all of the above? Lee Wells said, so they have a rollout program. Mr. Coogan or someone, did y'all want to speak on that milestone rollout program? Vice President of Professional Services Thomas Coogan said, yeah. Briefly what we will do is we will formally kick the project off. We will go through a detail of what we call discovery. Create an operational review and design both on the vehicle level, but also the routes system level. Coordinating with Lee and his team as to where those shelters will be located, where the stops are located. We can and will utilize that data. We'll publish that data as we reference out to Google, but it's very easy to change, add, delete, as simple as being able to create a detour, being able to create a route. If you have a special event where you're adding specialized service for any particular event in your community, those routes are easy to assemble. It's very dynamic. Very easy to use. We also provide 24/365 customer support. In the event the dispatch team had some questions or ran into some challenges with respect to creating the event or modifying the route we're there for them on the process. But in terms of working collaboratively with the other shelter partners, we've had some discussions in terms of what those shelters look like, what information just to touch on a point in terms of being able to notify the community with respect to emergencies. A rider can subscribe through the mobile app, whether they have it or not, through the web portal, via email or text message, and just simply receive the alerts as the route and that information. So, if there was a tornado warning, for example, that information could be immediately broadcast out and to anybody who's actively subscribed to your community and the web portal would receive that. And that information would also be broadcasted out to those shelters where those signs are located, to seek shelter and to take precautions and whatever fashion they needed. And so, it is very interactive on that front. The deployment, we would anticipate, from beginning to end, excluding the deployment of the shelters, probably about six months. So, if we were to start this summer, we would anticipate towards the end of fall, Halloween time frame, is when we'd have the full system fully operational.

Councilmember Dr. Anthony Coleman said, so Lee, do we own that data and we're not giving that out to TripSpark? Thomas Coogan said, no. Yeah, no the data, and that's referenced in the contract as well, it is your data. It is what you intend to use with that data. Certainly, if there are marketing events, different things, rider statistics, we will help you guys produce that data. But that data is not our data nor do we intend to utilize that data. Councilmember Dr. Anthony Coleman said, thank you.

Lee Wells said, and just as a reminder as well, with this grant, that is a 20% matching grant on that total that we're talking about.

Chairman Brian Emison said, thank you Lee and thank you Mr. Coogan and your team for joining us today. We do appreciate you.

A motion was made by John Street, seconded by Anthony Coleman, that this matter be Recommended to Council . The motion PASSED with the following vote.

Aye: 5 - Charles Coleman;Ann Williams;John Street;David McClain and Anthony Coleman

Absent: 1 - Joe Hafner

5. PENDING ITEMS

6. OTHER BUSINESS

Councilmember David McClain said, Mr. Chairman, I have one question. Pertaining to our bond ordinance. Main question, one, and I'd love to hear from somebody from administration maybe, on why that ordinance is not back in front of us? That ordinance failed twice through this committee. So, my main question is why we're not seeing that ordinance here first instead of directly is going straight to Council.

Chairman Brian Emison said, Brian would you care to speak to that? Chief Administrative Officer Brian Richardson approached the podium and said, I mean, we're just following bond counsel's advice. On these, typically, once they've been obviously, the authorizing resolution was presented to Finance and then presented to Council and typically these types of items, the revenue bonds, are just presented directly to City Council for their approval and we plan to do that on June 17th.

Councilmember David McClain said, I was asking, so our bond counsel said hey we don't need to go back before Finance with the actual ordinance we just need to go straight to Council? Brian Richardson said, that was an advisement on bond counsel and discussion with legal counsel on as far as what the proper process for that is.

And we've also talked to Chairman Hafner about it as well. I think it's been in front of Finance, obviously it's been multiple discussions here and really nothing was said about potentially bringing it back to Finance at the public meeting last week whenever bond counsel was here and they probably could have explained it a little clearer. But the timeline plan is to present it to Council on June 17th. Councilmember David McClain said, I look for us to get some type of communication maybe that says why, because in my opinion we're going around Finance, going straight to Council. The ordinance is going to be a different ordinance from the resolution authorizing them to go ahead and get the paperwork together. And correct me if I'm wrong, but in my opinion that's what it's doing. It's going around us and giving it straight to Council in order to vote on it one time. I think there's some more questions that need to be asked. I would love for that opportunity to come before this committee. Brian Richardson said, we can certainly get an opinion from bond counsel about the timeline and the reasonings for that presentation. You know, there's a lot that goes into the

preparation for the sale and the marketing of the bonds and that probably has something to do with it. Councilmember David McClain said, ok. I'd love to see something. Brian Richardson said, ok we can get that for you.

Chairman Brian Emison said, Brian, you're going to email that, is that correct? Brian Richardson said, sure, like I said, I'll coordinate with Steve and with bond counsel on, I guess, maybe any kind of statute or any type of supporting information about the typical route that this is taking. But again, this timeline was discussed last week, and we feel like it's been pretty transparent, and we just want to keep the public informed about what these projects are. And as always, if you have any questions about the individual projects please feel free to send them and I'll get you as much information as possible.

7. PUBLIC COMMENTS

8. ADJOURNMENT

A motion was made by Anthony Coleman, seconded by Charles Coleman, that this meeting be Adjourned. The motion PASSED with the following vote.

Aye: 5 - Charles Coleman; Ann Williams; John Street; David McClain and Anthony Coleman

Absent: 1 - Joe Hafner



City of Jonesboro

300 S. Church Street
Jonesboro, AR 72401

Text File

File Number: RES-25:057

Agenda Date:

Version: 1

Status: To Be Introduced

In Control: Finance & Administration Council Committee

File Type: Resolution

A RESOLUTION TO CONTRACT WITH EAST ARKANSAS BROADCASTERS FOR RENTAL OF JOE MACK CAMPBELL SPORTS COMPLEX

WHEREAS, the City of Jonesboro owns and maintains Joe Mack Campbell Sports Complex located at 3021 Dan Avenue;

WHEREAS, East Arkansas Broadcasters is seeking rental for Fourth of July fireworks at Joe Mack Campbell Sports Complex; and

WHEREAS East Arkansas Broadcasters is renting the complex for the sum of \$1,000.00;

NOW, THEREFORE BE IT RESOLVED, BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS

SECTION 1: That the City of Jonesboro, Arkansas shall contract with East Arkansas Broadcasters for the rental of Joe Mack Campbell Sports Complex. A copy of said contract is attached as Exhibit A.

SECTION 2: The Mayor, Harold Copenhaver and City Clerk, April Leggett are hereby authorized by the City Council for the City of Jonesboro to execute all documents necessary to effectuate the agreement.

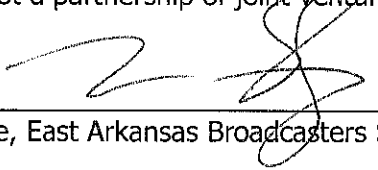
RENTAL AGREEMENT

This agreement is made between the City of Jonesboro, hereinafter called Lessor and East Arkansas Broadcasters hereinafter called Lessee.

Lessor leases to Lessee, property at 3021 Dan Avenue, Jonesboro, Arkansas commonly known as Joe Mack Campbell Park in Jonesboro, Arkansas in the following conditions:

1. **TERM:** The term of this lease shall be for three (3) days, beginning July 2, 2025, and ending at midnight on July 4, 2025.
2. **RENT:** Rent is payable in advance, no later than July 1st, 2025 and shall be made in a single payment of one thousand dollars (\$1,000.00). Said payment shall be delivered to the Lessor at 300 South Church Street, Jonesboro, Arkansas 72401.
3. **USE:** Lessee agrees to use said premises for the purpose of a July 4th Fireworks Display, Color Run and for no other purpose.
4. **SUBLET:** Lessee **may-not** sublet the property or assign this lease without written consent of lessor.
5. **USE:** The property shall be used for a July 4th Fireworks Display. Lessee shall be responsible for the following:
 - (a) Supplying and removing portable toilets to be placed on the premises for the use of the public during the activities on the property.
 - (b) Cleaning up the property following the event, to include trash pick-up and repair of any damages caused by the public or the Lessee to the property during their use. Property must be left in the same condition as it was in prior to the event hosted by the lessee.
 - (c) Lessee is responsible for providing for the smooth flow of traffic into and out of the event. In addition, Lessee will provide traffic control to ensure that no persons are parking in areas on the property which are restricted and not designed of parking vehicles.
 - (d) Lessee will barricade restricted access areas to prevent the public from entering.
 - (e) Lessee will coordinate with Fire and Police and follow all safety requirements determined by them.
 - (f) Lessee will not charge an admission or parking fee to the public of this event.
6. **CONCESSIONS:** The parties agree that the Lessor will open, operate or contract concession stand(s) during this event for the public.
7. **RISK OF LOSS:** Lessee shall be solely responsible for losses including but not limited to any losses caused by fire on the premises during the rental period. In addition, Lessee shall be responsible for any damages caused by the public to the premises during the rental period. Lessee shall be required to maintain insurance to cover any losses caused by fire, damage, or otherwise to existing structures or to the premises as a whole.

8. **INDEMNIFICATION:** Lessee releases Lessor from liability for and agrees to indemnify lessor against all losses incurred by lessor as a result of:
- (a) Lessee's failure to fulfill any condition of this agreement;
 - (b) Any damage or injury happening in or about the house or premises to lessee's invitees or licensees or such person's property; and
 - (c) Lessee's failure to comply with any requirements imposed by any governmental authority.
9. **FAILURE OF LESSOR TO ACT:** Failure of lessor to insist upon strict compliance with the terms of this agreement shall not constitute a waiver of lessor's right to act on any violation.
10. **REMEDIES CUMULATIVE:** All remedies under this agreement or by law or equity shall be cumulative. If a suit for any breach of this agreement established a breach by lessee, lessee shall pay to lessor all expenses incurred in connection therewith.
11. **NOTICES:** Any notices required by this agreement shall be in writing and shall be deemed to be given if delivered personally or mailed by registered or certified mail.
12. **COMPLIANCES WITH LAW:** Lessee agrees not to violate any law, ordinance, rule or regulation of any governmental authority having jurisdiction of the leased premises. There shall be no alcoholic beverages allowed on the premises.
13. **SEVERABILITY:** Each paragraph of this lease agreement is severable from all other paragraphs. In the event any court of competent jurisdiction determines that any paragraph or sub-paragraph is invalid or unenforceable for any reason, all remaining paragraphs and subparagraphs will remain in full force and effect.
14. **ENTIRE AGREEMENT:** This agreement and any attached addendum constitute the entire agreement and any attached addendum constitute the entire agreement between the parties and no oral statements shall be binding.
15. **INTERPRETATION:** This lease agreement shall be interpreted according to and enforced under the laws of the State of Arkansas.
16. **RELATIONSHIP:** Lessor and Lessee agree that their relationship is that of independent contractors and not a partnership or joint venture.



Lessee, East Arkansas Broadcasters Signature



Date

Lessor, City of Jonesboro Signature

Date

Attest Signature

Date

RENTAL AGREEMENT

This agreement is made between the City of Jonesboro, hereinafter called Lessor and East Arkansas Broadcasters hereinafter called Lessee.

Lessor leases to Lessee, property at 3021 Dan Avenue, Jonesboro, Arkansas commonly known as Joe Mack Campbell Park in Jonesboro, Arkansas in the following conditions:

1. **TERM:** The term of this lease shall be for three (3) days, beginning July 2, 2025, and ending at midnight on July 4, 2025.
2. **RENT:** Rent is payable in advance, no later than July 1st, 2025 and shall be made in a single payment of one thousand dollars (\$1,000.00). Said payment shall be delivered to the Lessor at 300 South Church Street, Jonesboro, Arkansas 72401.
3. **USE:** Lessee agrees to use said premises for the purpose of a July 4th Fireworks Display, Color Run and for no other purpose.
4. **SUBLET:** Lessee **may-not** sublet the property or assign this lease without written consent of lessor.
5. **USE:** The property shall be used for a July 4th Fireworks Display. Lessee shall be responsible for the following:
 - (a) Supplying and removing portable toilets to be placed on the premises for the use of the public during the activities on the property.
 - (b) Cleaning up the property following the event, to include trash pick-up and repair of any damages caused by the public or the Lessee to the property during their use. Property must be left in the same condition as it was in prior to the event hosted by the lessee.
 - (c) Lessee is responsible for providing for the smooth flow of traffic into and out of the event. In addition, Lessee will provide traffic control to ensure that no persons are parking in areas on the property which are restricted and not designed of parking vehicles.
 - (d) Lessee will barricade restricted access areas to prevent the public from entering.
 - (e) Lessee will coordinate with Fire and Police and follow all safety requirements determined by them.
 - (f) Lessee will not charge an admission or parking fee to the public of this event.
6. **CONCESSIONS:** The parties agree that the Lessor will open, operate or contract concession stand(s) during this event for the public.
7. **RISK OF LOSS:** Lessee shall be solely responsible for losses including but not limited to any losses caused by fire on the premises during the rental period. In addition, Lessee shall be responsible for any damages caused by the public to the premises during the rental period. Lessee shall be required to maintain insurance to cover any losses caused by fire, damage, or otherwise to existing structures or to the premises as a whole.

8. **INDEMNIFICATION:** Lessee releases Lessor from liability for and agrees to indemnify lessor against all losses incurred by lessor as a result of:
- (a) Lessee's failure to fulfill any condition of this agreement;
 - (b) Any damage or injury happening in or about the house or premises to lessee's invitees or licensees or such person's property; and
 - (c) Lessee's failure to comply with any requirements imposed by any governmental authority.
9. **FAILURE OF LESSOR TO ACT:** Failure of lessor to insist upon strict compliance with the terms of this agreement shall not constitute a waiver of lessor's right to act on any violation.
10. **REMEDIES CUMULATIVE:** All remedies under this agreement or by law or equity shall be cumulative. If a suit for any breach of this agreement established a breach by lessee, lessee shall pay to lessor all expenses incurred in connection therewith.
11. **NOTICES:** Any notices required by this agreement shall be in writing and shall be deemed to be given if delivered personally or mailed by registered or certified mail.
12. **COMPLIANCES WITH LAW:** Lessee agrees not to violate any law, ordinance, rule or regulation of any governmental authority having jurisdiction of the leased premises. There shall be no alcoholic beverages allowed on the premises.
13. **SEVERABILITY:** Each paragraph of this lease agreement is severable from all other paragraphs. In the event any court of competent jurisdiction determines that any paragraph or sub-paragraph is invalid or unenforceable for any reason, all remaining paragraphs and subparagraphs will remain in full force and effect.
14. **ENTIRE AGREEMENT:** This agreement and any attached addendum constitute the entire agreement and any attached addendum constitute the entire agreement between the parties and no oral statements shall be binding.
15. **INTERPRETATION:** This lease agreement shall be interpreted according to and enforced under the laws of the State of Arkansas.
16. **RELATIONSHIP:** Lessor and Lessee agree that their relationship is that of independent contractors and not a partnership of joint venture.

Lessee, East Arkansas Broadcasters Signature

Date

Lessor, City of Jonesboro Signature

Date

Attest Signature

Date



City of Jonesboro

300 S. Church Street
Jonesboro, AR 72401

Text File

File Number: RES-25:058

Agenda Date:

Version: 1

Status: To Be Introduced

In Control: Finance & Administration Council Committee

File Type: Resolution

A RESOLUTION TO CONTRACT WITH SAGA COMMUNICATIONS OF ARKANSAS
LLC D/B/A JONESBORO RADIO GROUP FOR RENTAL OF SOUTHSIDE SPORTS
COMPLEX

WHEREAS, the City of Jonesboro owns and maintains Southside Sports Complex located at 5301
Stadium Blvd;

WHEREAS, Jonesboro Radio Group is seeking rental for Fourth of July fireworks at Southside
Sports Complex; and

WHEREAS Jonesboro Radio Group is renting the complex for the sum of \$1,000.00;

NOW, THEREFORE BE IT RESOLVED, BY THE CITY COUNCIL OF THE CITY OF
JONESBORO, ARKANSAS

SECTION 1: That the City of Jonesboro, Arkansas shall contract with Jonesboro Radio Group for
the rental of Southside Sports Complex. A copy of said contract is attached as Exhibit A.

SECTION 2: The Mayor, Harold Copenhaver and City Clerk, April Leggett hereby authorized by
the City Council for the City of Jonesboro to execute all documents necessary to effectuate the
agreement.

RENTAL AGREEMENT

This agreement between The City of Jonesboro, hereinafter called Lessor and Saga Communications of Arkansas, LLC, dba Jonesboro Radio Group hereinafter called Lessee.

Lessor leases to Lessee, property at 5003 Stadium Boulevard, Jonesboro, Arkansas commonly known as the Southside Softball Complex in Jonesboro, Arkansas in the following conditions:

1. **TERM:** The term of this lease shall be for three (3) days, beginning July 3, 2025, and ending at midnight on July 5, 2025.
2. **RENT:** Rent is payable in advance, no later than July 1st, 2025 and shall be made in a single payment of one thousand dollars (\$1,000.00). Said payment shall be delivered to the Lessor at 300 South Church Street, Jonesboro, Arkansas 72401.
3. **USE:** Lessee agrees to use said premises for the purpose of a July 4th Fireworks Display, and for no other purpose.
4. **SUBLET:** Lessee **may-not** sublet the property or assign this lease without written consent of lessor.
5. **USE:** The property shall be used for a July 4th Fireworks Display. Lessee shall be responsible for the following:
 - (a) Supplying and removing portable toilets to be placed on the premises for the use of the public during the activities on the property.
 - (b) Cleaning up the property following the event, to include trash pick-up and repair of any damages caused by the public or the Lessee to the property during their use. Property must be left in the same condition as it was in prior to the event hosted by the lessee.
 - (c) Lessee is responsible for providing for the smooth flow of traffic into and out of the event. In addition, Lessee will provide traffic control to ensure that no persons are parking in areas on the property which are restricted and not designed of parking vehicles.
 - (d) Lessee will barricade restricted access areas to prevent the public from entering.
 - (e) Lessee will coordinate with Fire and Police and follow all safety requirements determined by them.
 - (f) Lessee will not charge an admission or parking fee to the public of this event.
6. **CONCESSIONS:** The parties agree that the Lessor will open, operate or contract concession stand(s) during this event for the public. All monies made at the concession stand will go to the City of Jonesboro, Arkansas.
7. **RISK OF LOSS:** Lessee shall be solely responsible for losses including but not limited to any losses caused by fire on the premises during the rental period. In addition, Lessee shall be responsible for any damages caused by the public to the premises during the rental period. Lessee shall be required to maintain insurance to cover any losses caused by fire, damage, or otherwise to existing structures or to the premises as a whole.

8. **INDEMNIFICATION:** Lessee releases Lessor from liability for and agrees to indemnify lessor against all losses incurred by lessor as a result of:
- (a) Lessee's failure to fulfill any condition of this agreement;
 - (b) Any damage or injury happening in or about the house or premises to lessee's invitees or licensees or such person's property; and
 - (c) Lessee's failure to comply with any requirements imposed by any governmental authority.
9. **FAILURE OF LESSOR TO ACT:** Failure of lessor to insist upon strict compliance with the terms of this agreement shall not constitute a waiver of lessor's right to act on any violation.
10. **REMEDIES CUMULATIVE:** All remedies under this agreement or by law or equity shall be cumulative. If a suit for any breach of this agreement established a breach by lessee, lessee shall pay to lessor all expenses incurred in connection therewith.
11. **NOTICES:** Any notices required by this agreement shall be in writing and shall be deemed to be given if delivered personally or mailed by registered or certified mail.
12. **COMPLIANCES WITH LAW:** Lessee agrees not to violate any law, ordinance, rule or regulation of any governmental authority having jurisdiction of the leased premises. There shall be no alcoholic beverages allowed on the premises.
13. **SEVERABILITY:** Each paragraph of this lease agreement is severable from all other paragraphs. In the event any court of competent jurisdiction determines that any paragraph or sub-paragraph is invalid or unenforceable for any reason, all remaining paragraphs and subparagraphs will remain in full force and effect.
14. **ENTIRE AGREEMENT:** This agreement and any attached addendum constitute the entire agreement and any attached addendum constitute the entire agreement between the parties and no oral statements shall be binding.
15. **INTERPRETATION:** This lease agreement shall be interpreted according to and enforced under the laws of the State of Arkansas.
16. **RELATIONSHIP:** Lessor and Lessee agree that their relationship is that of independent contractors and not a partnership of joint venture.

Lessee, Signature

Date

Lessor, City of Jonesboro Signature

Date

Attest Signature

Date



City of Jonesboro

300 S. Church Street
Jonesboro, AR 72401

Text File

File Number: RES-25:060

Agenda Date:

Version: 1

Status: To Be Introduced

In Control: Finance & Administration Council Committee

File Type: Resolution

A RESOLUTION TO CONTRACT WITH ROOFXSOLUTIONS FOR SPONSORSHIP OF ONE SOFTBALL FIELD AT THE SOUTH SIDE SOFTBALL COMPLEX

WHEREAS, the City of Jonesboro leases and maintains Southside Softball Complex located at 5003 S. Stadium BLVD;

WHEREAS, Dairy Queen of Jonesboro is seeking sponsorship recognition on one Softball Field at the Southside Softball Complex; and

NOW, THEREFORE BE IT RESOLVED, BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS

SECTION 1: That the City of Jonesboro, Arkansas shall contract with Dairy Queen of Jonesboro for the sponsorship of the field at Southside Sports Complex. A copy of said contract is attached as Exhibit A.

SECTION 2: The Mayor, Harold Copenhaver and City Clerk, April Leggett are hereby authorized by the City Council for the City of Jonesboro to execute all documents necessary to effectuate the agreement.

EXHIBIT A

SPONSORSHIP AGREEMENT FOR SOFTBALL FIELD #5, LOCATED AT SOUTHSIDE SPORTS COMPLEX

This Agreement is made by and between **Dairy Queen - Jonesboro** ("SPONSOR") and the City of Jonesboro Parks and Recreation Department ("CITY"), on this **1st Day of June 2025** ("Effective Date").

WHEREAS, the CITY is the owner of that certain public park amenities known as the "Southside Softball Complex", hereafter referred to as "Facilities"; and

WHEREAS, SPONSOR and the CITY desire to enter this agreement for the purpose of evidencing the agreement of the parties with regard to sponsorship of the Facilities by SPONSOR and the respective obligations of the parties regarding the sponsorship and maintenance of the Facilities;

NOW, THEREFORE in consideration of the promises and the reciprocated covenants and obligations contained herein, the parties agree as follows:

I. Term

- a. This agreement is for a period of **(5) years** commencing on the Effective Date and ending at midnight on the **31st of December, 2030**.

II. Sponsorship of Facilities

- a. It is agreed between the parties hereto, in return for the covenants and conditions set forth herein that the SPONSOR's name shall be put on a sign to be erected on a designated athletic field (**Softball Field #5**) at the FACILITY. The designated field, once SPONSOR enters into the Agreement, shall be known thereafter by the name to be designated by the SPONSOR, and said sign and name shall remain for **five years**.
- b. It is agreed between the parties that the SPONSOR shall pay over a period of **5 years** for the erected sign and sponsorship the total sum of **\$7,500**.

A sum of \$1,500 shall be paid on July 1, 2025

A sum of \$1,500 shall be paid on July 1, 2026

A sum of \$1,500 shall be paid on July 1, 2027

A sum of \$1,500 shall be paid on July 1, 2028

A sum of \$1,500 shall be paid on July 1, 2029

- c. It is agreed between the CITY and the SPONSOR that the SPONSOR shall have the option to renew this agreement for an additional five years.
- d. It is agreed between the CITY and the SPONSOR that this sponsorship is non-assignable without prior written approval of the CITY. It is also agreed that the CITY reserves the right to remove the SPONSOR's sign and obtain a new sponsor in the event of failure of payment on the part of the SPONSOR.
- e. It is agreed between the parties that the CITY will furnish a 2.5' x 14' sign to be erected for the SPONSOR's designated field (**Softball Field #5**). However, it shall be the responsibility of the SPONSOR to bear any expense made to said sign should changes be requested during the term of this agreement.
- f. It is agreed by CITY and the SPONSOR that the SPONSOR shall not be responsible for the maintenance or upkeep on sponsored field and SPONSOR shall not be responsible with regards to any liability actions which may be brought against the CITY resulting from accidents which might occur on the sponsored field.

III. Assign Ability and Exclusivity

- a. This agreement is a privilege for the benefit of SPONSOR only and may not be assigned in whole or in part by SPONSOR to any other person or entity.


IV. Miscellaneous Provisions

- a. No modification of this Agreement shall be effective unless it is made in writing and is signed by the authorized representatives of the parties hereto.
- b. This Agreement shall be construed under and in accordance with the laws of the State of Arkansas and venue for any litigation concerning this Agreement shall be in Craighead County, Jonesboro, AR.
- c. Nothing in this Agreement shall be construed to make the CITY or its respective agents or representatives liable in situations it is otherwise immune from liability.
- d. In case any one or more of the provisions contained in this Agreement shall for any reason be held invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or enforceability shall not affect any other provision thereof and this Agreement shall be construed as if such invalid, illegal or unenforceable provision has never been contained herein.

- e. Each party represents to the other that the individual signing this Agreement below has been duly authorized to do so by its respective governing body and that this Agreement is binding and enforceable as to each party.

IN WITNESS WHEREOF, the parties have executed this Agreement of the day and year set forth below.

Dairy Queen - Jonesboro

By: 

Name: Andy Patel

Title: Member

Phone: 7692266588

Email: 2266588@gmail.com

Date: 05/27/2025

CITY OF JONESBORO

By: _____

Name: _____

Title: _____

Date: _____

ATTEST:

April Leggett, City Clerk



City of Jonesboro

300 S. Church Street
Jonesboro, AR 72401

Text File

File Number: RES-25:064

Agenda Date:

Version: 1

Status: To Be Introduced

In Control: Finance & Administration Council Committee

File Type: Resolution

A RESOLUTION AUTHORIZING THE CITY OF JONESBORO GRANTS AND COMMUNITY DEVELOPMENT DEPARTMENT TO APPLY FOR THE FY2026 SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) FROM THE ARKANSAS STATE POLICE

WHEREAS, applications are now being accepted for the FY2026 Selective Traffic Enforcement Program; and

WHEREAS, the total project cost is \$156,028.75, and the City of Jonesboro is requesting \$103,608.75 in Selective Traffic Enforcement Program (STEP) funding and will provide a local match of \$52,420 through in-kind services such as officers' salaries and fringe benefits, vehicle maintenance and child passenger clinics that are appropriated in the 2025 budget and will be appropriated in the 2026 budget; and

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL FOR THE CITY OF JONESBORO, ARKANSAS, THAT:

SECTION 1: The Jonesboro City Council supports the submission of the FY2026 application to the Selective Traffic Enforcement Program (STEP) for overtime pay for officers to enforce laws regarding seat belts, speed, DWI/DUI and distracted driving (cell phone use). In addition, the City will purchase 125 child safety seats; and

SECTION 2: The Mayor and the City Clerk are hereby authorized by the City Council for the City of Jonesboro, Arkansas, to execute all necessary documents to effectuate the application; and

SECTION 3: The Grants and Community Development department is hereby authorized by the City Council for the City of Jonesboro, Arkansas, to submit all necessary documents for this grant.



City of Jonesboro

300 S. Church Street
Jonesboro, AR 72401

Text File

File Number: RES-25:066

Agenda Date:

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In Control: Finance & Administration Council Committee

File Type: Resolution

RESOLUTION AUTHORIZING THE MAYOR AND CITY ATTORNEY TO CERTIFY THE CITY OF JONESBORO 2025 ANNUAL FEDERAL TRANSIT ADMINISTRATION (FTA) CERTIFICATIONS AND ASSURANCES FOR THE JONESBORO ECONOMICAL TRANSPORTATION SYSTEM (JET)

WHEREAS, the City of Jonesboro receives annual funding from the Federal Transit Administration (FTA) to assist in the operations and capital improvements of the Jonesboro Economical Transportation System (JET); and,

WHEREAS, the Certifications and Assurances is a requirement for receiving FTA funds; therefore, the City of Jonesboro must sign attesting the City of Jonesboro's compliance with all of the regulations set forth in 49 U.S.C. 53 for the operation of JET; and,

WHEREAS, the Certifications and Assurances are submitted electronically by JET personnel via the Transit Award Management System (TrAMS).

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL FOR THE CITY OF JONESBORO, ARKANSAS, THAT:

SECTION 1: The Mayor and City Attorney shall be the authorized signatory for the City of Jonesboro in attesting to the compliance of each section of the FTA Certifications and Assurances for this calendar year.

SECTION 2: Electronic submission to FTA is hereby authorized.

Not every provision of every certification will apply to every applicant or award. If a provision of a certification does not apply to the applicant or its award, FTA will not enforce that provision.

Text in italic is not part of a certification and is of no legal effect. Its purpose is to provide explanation and context for the certification.

CATEGORY 1. CERTIFICATIONS AND ASSURANCES REQUIRED OF EVERY APPLICANT.

All applicants must make the certifications in this category.

1.1. Standard Assurances.

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

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

- (a) Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
- (b) Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
- (c) Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
- (d) Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
- (e) Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728–4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM’s Standards for a Merit System of Personnel Administration (5 CFR 900, Subpart F).
- (f) Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to:

- (1) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin, as effectuated by U.S. DOT regulation 49 CFR Part 21, including any amendments thereto;
 - (2) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681–1683, and 1685–1686), which prohibits discrimination on the basis of sex, as effectuated by U.S. DOT regulation 49 CFR Part 25;
 - (3) Section 5332 of the Federal Transit Law (49 U.S.C. § 5332), which prohibits any person being excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance from FTA because of race, color, religion, national origin, sex, disability, or age.
 - (4) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps, as effectuated by U.S. DOT regulation 49 CFR Part 27;
 - (5) The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101–6107), which prohibits discrimination on the basis of age;
 - (6) The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse;
 - (7) The comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91–616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - (8) Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records;
 - (9) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental, or financing of housing;
 - (10) Any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and,
 - (11) the requirements of any other nondiscrimination statute(s) which may apply to the application.
- (g) Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (“Uniform Act”) (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases. The requirements of the Uniform Act are effectuated by U.S. DOT regulation 49 CFR Part 24.
- (h) Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§ 1501–1508 and 7324–7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

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

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

1.2. Standard Assurances: Additional Assurances for Construction Projects.

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

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

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

1.3. Procurement.

The Uniform Administrative Requirements, 2 CFR § 200.325, allow a recipient to self-certify that its procurement system complies with Federal requirements, in lieu of submitting to certain pre-procurement reviews.

The applicant certifies that its procurement system complies with:

- (a) U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, particularly 2 CFR §§ 200.317–200.327 “Procurement Standards;
- (b) Federal laws, regulations, and requirements applicable to FTA procurements; and
- (c) The latest edition of FTA Circular 4220.1 and other applicable Federal guidance.

1.4. Increased Micro-Purchase Threshold.

A recipient may establish a micro-purchase threshold that is higher than the Federal micro-purchase threshold. Pursuant to 2 CFR § 200.320(a)(1)(iv), the recipient may self-certify a micro-purchase threshold up to \$50,000. Pursuant to 2 CFR § 200.320(a)(1)(v), the recipient may set a micro-purchase threshold higher than \$50,000, but only with the approval of the recipient’s Federal cognizant agency for indirect costs. To determine an applicant’s cognizant agency for indirect costs, consult the definition of “cognizant agency for indirect costs” in 2 CFR § 200.1.

If the recipient uses a micro-purchase threshold that is higher than the Federal micro-purchase threshold, the recipient certifies:

- (a) The recipient’s micro-purchase threshold does not exceed \$50,000, or the recipient has approval from its Federal cognizant agency for indirect costs to use a higher micro-purchase threshold;
- (b) The recipient has a written justification for its micro-purchase threshold; and
- (c) The recipient has supporting documentation of any of the following:
 - (1) The recipient qualifies as a low-risk auditee, in accordance with the criteria in 2 CFR § 200.520 for the most recent audit;
 - (2) The recipient has an annual internal institutional risk assessment to identify, mitigate, and manage financial risks; or
 - (3) For public institutions, a higher threshold is consistent with State law.

1.5. Suspension and Debarment.

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

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

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

1.6. Lobbying.

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

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

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

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

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

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

1.6.2. Statement for Loan Guarantees and Loan Insurance.

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

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

Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement

shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

1.7. Real Property Use

This certification responds to Recommendation #7 in the U.S. Department of Transportation's Office of Inspector General Report FS2024025 (May 20, 2024).

If the applicant will use assistance provided by the Federal Transit Administration to acquire or improve real property, the applicant certifies that it will comply with the requirements of 2 CFR § 200.311, including but not limited to, requirements to use the property for the purposes authorized in its award, and to seek disposition instructions from FTA when the property no longer is needed for any authorized purpose.

CATEGORY 2. PUBLIC TRANSPORTATION AGENCY SAFETY PLANS

This certification is required of each applicant under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), each rail operator that is subject to FTA's state safety oversight programs, and each State that is required to draft and certify a Public Transportation Agency Safety Plan on behalf of a Small Public Transportation Provider (as that term is defined at 49 CFR § 673.5) pursuant to 49 CFR § 673.11(d).

This certification is required by 49 U.S.C. § 5307(c)(1)(L), 49 U.S.C. § 5329(d)(1), and 49 CFR § 673.13. This certification is a condition of receipt of Urbanized Area Formula Grants Program (49 U.S.C. § 5307) funding.

This certification does not apply to any applicant that only receives financial assistance from FTA under the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or combination of these two programs, unless it operates a rail fixed guideway public transportation system.

If the applicant is an operator, the applicant certifies that it has established a Public Transportation Agency Safety Plan meeting the requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673; including, specifically, that the board of directors (or equivalent entity) of the applicant has approved, or, in the case of an applicant that will apply for assistance under 49 U.S.C. § 5307 that is serving an urbanized area with a population of 200,000 or more, the safety committee of the entity established under 49 U.S.C. § 5329(d)(5), followed by the board of directors (or equivalent entity) of the applicant has approved, the Public Transportation Agency Safety Plan or any updates thereto; and, for each recipient serving an urbanized area with a population of fewer than 200,000, that the Public Transportation Agency Safety Plan has been developed in cooperation with frontline employee representatives.

If the applicant is a State that drafts and certifies a Public Transportation Agency Safety Plan on behalf of a public transportation operator, the applicant certifies that:

- (a) It has drafted and certified a Public Transportation Agency Safety Plan meeting the requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673 for each Small Public Transportation Provider (as that term is defined at 49 CFR § 673.5) in the State, unless the Small Public Transportation Provider provided notification to the State that it was opting out of the State-drafted plan and drafting its own Public Transportation Agency Safety Plan; and
- (b) Each Small Public Transportation Provider within the State that opts to use a State-drafted Public Transportation Agency Safety Plan has a plan that has been approved by the provider's Accountable Executive (as that term is defined at 49 CFR § 673.5), Board of Directors or Equivalent Authority (as that term is defined at 49 CFR § 673.5), and, if the Small Public Transportation Provider serves an urbanized area with a population of 200,000 or more, the safety committee of the Small Public Transportation Provider established under 49 U.S.C. § 5329(d)(5).

CATEGORY 3. TAX LIABILITY AND FELONY CONVICTIONS.

If the applicant is a business association (regardless of for-profit, not for-profit, or tax-exempt status), it must make this certification. Federal appropriations acts since at least 2014 have prohibited FTA from using funds to enter into an agreement with any corporation that has unpaid Federal tax liabilities or recent felony convictions without first considering the corporation for debarment. E.g., Further Consolidated Appropriations Act, 2024, Pub. L. 118-47, div. B, tit. VII, §§ 744-745. U.S. DOT Order 4200.6 defines a "corporation" as "any private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association", and applies the restriction to all tiers of subawards. As prescribed by U.S. DOT Order 4200.6, FTA requires each business association applicant to certify as to its tax and felony status.

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

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

CATEGORY 4. PRIVATE SECTOR PROTECTIONS.

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

4.1. Charter Service Agreement.

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

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

4.2. School Bus Agreement.

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

- (a) If the applicant is not authorized by the FTA Administrator under 49 CFR § 605.11 to engage in school bus operations, the applicant agrees and certifies as follows:
 - (1) The applicant and any operator of project equipment agrees that it will not engage in school bus operations in competition with private school bus operators.
 - (2) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Mass Transit Regulations, or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (b) If the applicant is authorized or obtains authorization from the FTA Administrator to engage in school bus operations under 49 CFR § 605.11, the applicant agrees as follows:
 - (1) The applicant agrees that neither it nor any operator of project equipment will engage in school bus operations in competition with private school bus operators except as provided herein.
 - (2) The applicant, or any operator of project equipment, agrees to promptly notify the FTA Administrator of any changes in its operations which might jeopardize the continuation of an exemption under § 605.11.

- (3) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Transit Administration regulations or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (4) The applicant agrees that the project facilities and equipment shall be used for the provision of mass transportation services within its urban area and that any other use of project facilities and equipment will be incidental to and shall not interfere with the use of such facilities and equipment in mass transportation service to the public.

CATEGORY 5. TRANSIT ASSET MANAGEMENT PLAN.

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

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

CATEGORY 6. ROLLING STOCK BUY AMERICA REVIEWS AND BUS TESTING.

6.1. Rolling Stock Buy America Reviews.

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

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

6.2. Bus Testing.

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

The applicant certifies that the bus was tested at the Bus Testing Facility established in accordance with 49 U.S.C. § 5318 (currently the Larson Transportation Institute's Bus Research and Testing Center at Pennsylvania State University) and that the bus received a passing test score as required by 49 CFR Part 665. The applicant has received or will receive the appropriate full Bus Testing Report and any applicable partial testing reports before final acceptance of the first vehicle.

CATEGORY 7. URBANIZED AREA FORMULA GRANTS PROGRAM.

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

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out the program of projects (developed pursuant 49 U.S.C. § 5307(b)), including safety and security aspects of the program;
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities;
- (c) Will maintain equipment and facilities in accordance with the applicant’s transit asset management plan;
- (d) Will ensure that, during non-peak hours for transportation using or involving a facility or equipment of a project financed under this section, a fare that is not more than 50 percent of the peak hour fare will be charged for any—
 - (1) Senior;
 - (2) Individual who, because of illness, injury, age, congenital malfunction, or any other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use a public transportation service or a public transportation facility effectively without special facilities, planning, or design; and
 - (3) Individual presenting a Medicare card issued to that individual under title II or XVIII of the Social Security Act (42 U.S.C. §§ 401 et seq., and 1395 et seq.);
- (e) In carrying out a procurement under 49 U.S.C. § 5307, will comply with 49 U.S.C. §§ 5323 (general provisions) and 5325 (contract requirements);
- (f) Has complied with 49 U.S.C. § 5307(b) (program of projects requirements);
- (g) Has available and will provide the required amounts as provided by 49 U.S.C. § 5307(d) (cost sharing);
- (h) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning);

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

CATEGORY 8. FORMULA GRANTS FOR RURAL AREAS.

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

- (a) The applicant certifies that its State program for public transportation service projects, including agreements with private providers for public transportation service—
 - (1) Provides a fair distribution of amounts in the State, including Indian reservations; and
 - (2) Provides the maximum feasible coordination of public transportation service assisted under 49 U.S.C. § 5311 with transportation service assisted by other Federal sources; and
- (b) If the applicant will in any fiscal year expend less than 15% of the total amount made available to it under 49 U.S.C. § 5311 to carry out a program to develop and support intercity bus transportation, the applicant certifies that it has consulted with affected

intercity bus service providers, and the intercity bus service needs of the State are being met adequately.

- (c) If the applicant will use for a highway project amounts that cannot be used for operating expenses authorized under 49 U.S.C. § 5311(c)(2) (Appalachian Development Public Transportation Assistance Program), the applicant certifies that—
 - (1) It has approved the use in writing only after providing appropriate notice and an opportunity for comment and appeal to affected public transportation providers; and
 - (2) It has determined that otherwise eligible local transit needs are being addressed.

CATEGORY 9. FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS AND THE EXPEDITED PROJECT DELIVERY FOR CAPITAL INVESTMENT GRANTS PILOT PROGRAM.

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

The applicant certifies that it:

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

CATEGORY 10. GRANTS FOR BUSES AND BUS FACILITIES AND LOW OR NO EMISSION VEHICLE DEPLOYMENT GRANT PROGRAMS.

If the applicant is in an urbanized area and will apply for an award under subsection (a) (formula grants), subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 7 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

If the applicant is in a rural area and will apply for an award under subsection (a) (formula grants), subsection (b) (bus and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 8 for Formula Grants for Rural Areas (49 U.S.C. § 5311). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

Making this certification will incorporate by reference the applicable certifications in Category 7 or Category 8.

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

The applicant will use 5 percent of grants related to zero emissions vehicles (as defined in 49 U.S.C. § 5339(c)(1)) or related infrastructure under 49 U.S.C. § 5339(b) or (c) to fund workforce development training as described in section 49 U.S.C. § 5314(b)(2) (including registered apprenticeships and other labor-management training programs) under the recipient's plan to address the impact of the transition to zero emission vehicles on the applicant's current workforce; or the applicant certifies a smaller percentage is necessary to carry out that plan.

CATEGORY 11. ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAMS.

If the applicant will apply for an award under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. § 5310), it must make the certification in Category 7 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5310(e)(1). Making this certification will incorporate by reference the certification in Category 7, except that FTA has determined that (d), (f), (i), (j), and (k) of Category 7 do not apply to awards made under 49 U.S.C. § 5310 and will not be enforced.

In addition to the certification in Category 7, the applicant must make the following certification that is specific to the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program. This certification is required by 49 U.S.C. § 5310(e)(2).

The applicant certifies that:

- (a) The projects selected by the applicant are included in a locally developed, coordinated public transit-human services transportation plan;

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

CATEGORY 12. STATE OF GOOD REPAIR GRANTS.

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

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

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

CATEGORY 13. INFRASTRUCTURE FINANCE PROGRAMS.

If the applicant will apply for an award for a project that will include assistance under the Transportation Infrastructure Finance and Innovation Act (“TIFIA”) Program (23 U.S.C. §§ 601–609) or the State Infrastructure Banks (“SIB”) Program (23 U.S.C. § 610), it must make the certifications in Category 7 for the Urbanized Area Formula Grants Program, Category 9 for the Fixed Guideway Capital Investment Grants program, and Category 12 for the State of Good Repair Grants program. These certifications are required by 49 U.S.C. § 5323(o).

Making this certification will incorporate the certifications in Categories 7, 9, and 12 by reference.

CATEGORY 14. ALCOHOL AND CONTROLLED SUBSTANCES TESTING.

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

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

CATEGORY 15. RAIL SAFETY TRAINING AND OVERSIGHT.

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

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

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

CATEGORY 16. DEMAND RESPONSIVE SERVICE.

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

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

- (a) Response time;
- (b) Fares;
- (c) Geographic area of service;
- (d) Hours and days of service;

- (e) Restrictions or priorities based on trip purpose;
- (f) Availability of information and reservation capability; and
- (g) Any constraints on capacity or service availability.

CATEGORY 17. INTEREST AND FINANCING COSTS.

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

The applicant certifies that:

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

CATEGORY 18. CYBERSECURITY CERTIFICATION FOR RAIL ROLLING STOCK AND OPERATIONS.

If the applicant operates a rail fixed guideway public transportation system, it must make this certification. This certification is required by 49 U.S.C. § 5323(v). For information about standards or practices that may apply to a rail fixed guideway public transportation system, visit <https://www.nist.gov/cyberframework> and <https://www.cisa.gov/>.

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

CATEGORY 19. PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS FORMULA AND DISCRETIONARY PROGRAM (TRIBAL TRANSIT PROGRAMS).

Before FTA may provide Federal assistance for an Award financed under either the Public Transportation on Indian Reservations Formula or Discretionary Program authorized under 49 U.S.C. § 5311(c)(1), as amended by the FAST Act, (Tribal Transit Programs), the applicant

must select the Certifications in this Category, except as FTA determines otherwise in writing. Tribal Transit Program applicants may certify to this Category and Category 1 (Certifications and Assurances Required of Every Applicant) and need not make any other certification, to meet Tribal Transit Program certification requirements. If an applicant will apply for any program in addition to the Tribal Transit Program, additional certifications may be required.

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

- (a) It has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award.
- (b) It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
- (c) It will maintain its equipment and facilities acquired or improved under its Award, in accordance with its transit asset management plan and consistent with FTA regulations, “Transit Asset Management,” 49 CFR Part 625. Its Award will achieve maximum feasible coordination with transportation service financed by other federal sources.
- (d) With respect to its procurement system:
 - (1) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, for Awards made on or after December 26, 2014,
 - (2) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments,” 49 CFR Part 18, specifically former 49 CFR § 18.36, for Awards made before December 26, 2014, or
 - (3) It will inform FTA promptly if its procurement system does not comply with either of those U.S. DOT regulations.
- (e) It will comply with the Certifications, Assurances, and Agreements in:
 - (1) Category 4.1 and 4.2 (Charter Service Agreement and School Bus Agreement),
 - (2) Category 5 (Transit Asset Management Plan),
 - (3) Category 6.1 and 6.2 (Rolling Stock Buy America Reviews and Bus Testing),
 - (4) Category 8 (Formula Grants for Rural Areas),
 - (5) Category 14 (Alcohol and Controlled Substances Testing), and
 - (6) Category 16 (Demand Responsive Service).

CATEGORY 20. EMERGENCY RELIEF PROGRAM.

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

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

FEDERAL FISCAL YEAR 2025 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

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

Name of Applicant: _____

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

Or,

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

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

- | | | |
|----|---|--|
| 12 | State of Good Repair Grants | |
| 13 | Infrastructure Finance Programs | |
| 14 | Alcohol and Controlled Substances Testing | |
| 15 | Rail Safety Training and Oversight | |
| 16 | Demand Responsive Service | |
| 17 | Interest and Financing Costs | |
| 18 | Cybersecurity Certification for Rail Rolling Stock and Operations | |
| 19 | Tribal Transit Programs | |
| 20 | Emergency Relief Program | |

CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

AFFIRMATION OF APPLICANT

Name of the Applicant: _____

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

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

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

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

Signature _____ Date: _____

Name _____ Authorized Representative of Applicant

AFFIRMATION OF APPLICANT’S ATTORNEY

For (Name of Applicant): _____

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

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

Signature _____ Date: _____

Name _____ Attorney for Applicant

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



City of Jonesboro

300 S. Church Street
Jonesboro, AR 72401

Text File

File Number: RES-25:067

Agenda Date:

Version: 1

Status: To Be Introduced

In Control: Finance & Administration Council Committee

File Type: Resolution

RESOLUTION AUTHORIZING THE CITY OF JONESBORO, ARKANSAS, GRANTS AND COMMUNITY DEVELOPMENT DEPARTMENT TO APPLY FOR THE FY26 GREAT STRIDES/TRAILS FOR LIFE GRANT FROM THE ARKANSAS DEPARTMENT OF PARKS, HERITAGE AND TOURISM

WHEREAS, the City of Jonesboro, Arkansas, recognizes the importance of providing public recreational facilities for residents and visitors; and

WHEREAS, the City of Jonesboro seeks funding from the Great Strides/Trails for Life grant to build a smoke-free bicycle track at a city-owned park to be determined; and

WHEREAS, the Mayor and the City Council understands that if granted funds for park development, they must provide land, by lease or ownership, on which to develop park facilities; and

WHEREAS, the city pledges to sign a contract agreeing to provide the necessary resources to maintain the track for a minimum of 25 years, per grant stipulations; and

WHEREAS, the City will request the maximum grant of \$250,000 with no local match.

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL FOR THE CITY OF JONESBORO, ARKANSAS, THAT:

SECTION 1: The Jonesboro City Council authorizes the Grants and Community Development Department to apply for the FY26 Great Strides/Trails for Life grant for the construction of a new track at a city-owned park.

SECTION 2: The Mayor and the City Clerk are hereby authorized by the City Council to execute all necessary documents required to effectuate the application.

SECTION 3: The City Council does hereby authorize the Mayor and City Clerk to execute all agreements and contracts regarding any future grant award.