



# City of Jonesboro

Municipal Center  
300 S. Church Street  
Jonesboro, AR 72401

## Meeting Agenda Public Services Council Committee

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Tuesday, February 21, 2023

4:30 PM

Municipal Center, 300 S. Church

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### 1. Call To Order

### 2. Roll Call by City Clerk April Leggett

### 3. Approval of minutes

[MIN-22:114](#) Minutes for the Public Services Committee meeting on December 20, 2022

**Attachments:** [Minutes](#)

[MIN-23:010](#) Minutes for the Public Services committee meeting on January 17, 2023

**Attachments:** [Minutes](#)

### 4. New Business

#### *RESOLUTIONS TO BE INTRODUCED*

[RES-23:036](#) RESOLUTION AUTHORIZING THE MAYOR AND CITY ATTORNEY TO CERTIFY FOR THE CITY OF JONESBORO FOR THE 2023 ANNUAL FEDERAL TRANSIT ADMINISTRATION (FTA) CERTIFICATIONS AND ASSURANCES FOR THE JONESBORO ECONOMICAL TRANSPORTATION SYSTEM (JET)

**Sponsors:** JETS

**Attachments:** [Jets FY2023 C&A](#)  
[Jets Sign Page FY2023C&A](#)

[RES-23:040](#) A RESOLUTION TO THE CITY OF JONESBORO, ARKANSAS TO ACCEPT THE LOW BID AND ENTER INTO A CONTRACT WITH ROCK SOLID TRAIL CONTRACTING, LLC FOR THE CONSTRUCTION OF THE CRAIGHEAD FOREST MOUNTAIN BIKE TRIALS

**Sponsors:** Engineering and Parks & Recreation

**Attachments:** [RockSolid Contract 020923](#)

### 5. Pending Items

### 6. Other Business

[COM-23:001](#) PARKS & RECREATION UPDATE

**Sponsors:** Parks & Recreation

[COM-23:002](#) JET TRANSIT SYSTEM UPDATE

**Sponsors:** JETS

**7. Public Comments**

**8. Adjournment**



# City of Jonesboro

300 S. Church Street  
Jonesboro, AR 72401

## Text File

File Number: MIN-22:114

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**Agenda Date:**

**Version:** 1

**Status:** To Be Introduced

**In Control:** Public Services Council Committee

**File Type:** Minutes

Minutes for the Public Services Committee meeting on December 20, 2022



# City of Jonesboro

Municipal Center  
300 S. Church Street  
Jonesboro, AR 72401

## Meeting Minutes Public Services Council Committee

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Tuesday, December 20, 2022

4:30 PM

Municipal Center, 300 S. Church

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### 1. Call To Order

*Councilmember Joe Hafner said Chairman Chris Gibson is tied up at the moment so he asked that I get this meeting going.*

### 2. Roll Call by City Clerk April Leggett

*Chairman Chris Gibson joined the meeting at 4:40 PM.*

**Present** 4 - Joe Hafner; Ann Williams; Brian Emison and Seth Speer

**Absent** 1 - Chris Gibson

### 3. Approval of minutes

[MIN-22:087](#)

Minutes for the Public Services Committee meeting on Tuesday, September 20, 2022

**Attachments:** [Minutes](#)

*City Clerk April Leggett said it isn't giving me any kind of vote for anybody, so we'll just do a voice vote.*

**A motion was made by Councilperson Brian Emison, seconded by Councilperson Ann Williams, that this matter be Passed . The motion PASSED with the following vote.**

**Aye:** 3 - Ann Williams; Brian Emison and Seth Speer

**Absent:** 1 - Chris Gibson

### 4. New Business

### 5. Pending Items

### 6. Other Business

[COM-22:041](#)

PARKS & RECREATION UPDATE

**Sponsors:** Parks & Recreation

*Director of Parks and Recreation Danny Kapales approached the podium and said good afternoon. How are you all doing? So, Parks and Recreation, what we'll do is we'll start with, I guess, projects and just kind of go around from each facility and talk*



*about some things we've done this last quarter. So we'll go to the shooting range; and currently at the shooting range, we're in our last phase of getting the range building open. I know last week there was a walk-through to look at some of the finishing touches they are trying to finalize. I think there was a three page list of items that needed to be finished, retouched on, just things that needed to get it to where we can actually open that facility and it can be handed over to us. The maintenance shop is still underway. They are out there working on it right now. The cold weather is not slowing them down, so they're in the process. We're waiting on the trap machines to come in. That way, we can finish up the last six trap fields. That will put us at nine trap fields on that facility. I will be putting out a closed bid for five stand machines to go on fields one, two and three. So that will actually make fields one, two and three capable of being trap or five stand, which will make that very universal for folks. Those three fields will be universal for those two. Fields four, five and six will be trap and skeet; and then seven, eight and nine will be just trap. And so then all nine of them will have a use. So when you leave that park and go to Allen Park, we're currently waiting on the tennis court lights to come in. That's been a waiting process, but we do have LED lights ordered for that facility. What they're doing is we're leaving the same poles in place, but they're coming in with a new head unit that should angle up a little bit more, replacing the old lights that were, even when they were installed, they were not a good unit. The ballast would constantly burn out. They were burning their lights out, and it was a constant battle of just keeping the ballasts and lights replaced. So going to an LED system is going to brighten them up. It'll be a system that we should keep lights on a lot longer and much better and use less power so that's coming. That's something that should be, I would hope next six weeks, but we're waiting on the units to get here. Wagner Electric got the bid on that, so they are the ones that will actually be installing those.*

*Go from Allen Park, let's go to Southside. So currently at Southside, the guys are working on the fields. What we're doing on the field right now is, they've come in, they've edged all the infields, which I know they're still dirt. They've been edged all the way out nice and clean, so they have a nice clean line. Then they dug out the pitching rubbers; and we're putting those, not like bricks you put on your house, but they're actually clay bricks so they're solid but they tend to break down over time. They're coming with those clay bricks in creating a solid base and then covering it back up. That way, you don't get as much sinkage for the pitchers, and they're doing the same thing around home plate. And that'll make it for maintenance purposes much better. Plus, when kids start digging out, you don't dig down as deep. It's easy to come in and it holds up, especially in weather when it gets muddy, it'll be much more firm. So that's what we're dealing with right now at Southside.*

*Go on to Craighead Forest Park, we've had a few things happen out there. We've added the walking trail at Access Five. That is a connecting trail that goes from the hard surface trail all the way down to the parking lot by the playground and pavilion; and what that's provided is, that was a road that a lot of people were either parking and walking back up to the trail to walk, or you were seeing people come from the trail trying to get down to the restrooms. So there was a lot of folks walking on that road, and that's a very busy road just for folks to get to the playground. So adding that trail, we're pulling people off of the road. We gave them a nice little trail to walk on so it made it much safer. Now parents with strollers have a place to walk and not have to worry about traffic at that zone. You go on down that way, we had a pier that was in pretty bad shape. It needed to be replaced. As you all know, year before I was working on that. We couldn't get the amount down to a point where we needed to; and with a great partnership with the county, Judge Day was kind enough to have his crew actually put in the piers, which brought our cost down dramatically. And then we ended up*

*bidding out the rest of it and Allscapes came in and built the rest of the pier; and it's absolutely gorgeous. If you haven't had a chance, go out there and see it. It matches up with all the bridges that go around the park. So now that pier really looks like what we need to do with the rest of the park. We need to go around and take every one of the piers and match them up to that one, because it looks just like the rest of it. If you go on from there, as you all know, the elbow tree, last winter we did lose it in, not saying the storm. It was due to the tree actually dying, but it did fall during that time period. We knew we had one out in the woods. It was just hard to get to for folks, so we've spent this fall cutting a new trail, pouring chat, and now we've got a walkway to get to a tree that was actually, if you go back and follow the history, was actually bent in 1823. So 200 years ago, that tree was actually created the way it was by the Native Americans that had come through at the time, and has grown into the tree that it is now. It's pretty neat. If you haven't had a chance to see it or get a chance to go on the Parks and Rec Facebook page and look at it and see what's being talked about. It's pretty cool. There's already folks going out there. I know one of our local realtors have gone out there and did one of his video casts from standing in front of it. So it's become a new attraction, a place to go and have your Christmas pictures just like the old one was, so it's an opportunity.*

*You leave Craighead Forest Park, you go out to Joe Mack Campbell Park. Right now we just finished up last week actually on Friday the baseball mounds. That was something that we had an issue with. We put the hard mounds in when they first did the turf and realized that was a mistake. We've dealt with it for the last five years, and fortunately we were able to change those out this year. Crew came in, took out the hard mounds, returf the surface, and then we've got portable mounds now. So that way we're able to move the mound forward and backwards; and that way it can be adjusted to whatever age group is going to be there. What the issue was with the hard mound was we had to move just the rubber on the mound. So when you had a younger kid that might have been a little bit taller playing, when they would pitch, they would step off in front of the mound and they'd hit the flat surface and it was creating a really bad playing area for that child. And that's the last thing you want is for any team to come in and go, I don't want to play in this tournament because it's not the right surface to play on. So we fixed that. The other issue we had was our lighting system. We were dealing with two different lighting systems. We had Eco-Link and then we had Control-Link that turned our lights on in the same park. Well, Eco-Link was actually going out of date and was going to have to be updated. And so instead of updating with that company, we went ahead and updated to Control-Link. That way, everything was under the same system. The nice part about that, is that same system speaks to Active, which is our reservation system. So now if you go in and reserve a baseball field, and it falls within that timeframe of the park being dark, that system is automatically going to turn the lights on. Now we don't have to go in, reserve it, and then go to a new system, make sure the lights come on; because we do have that issue. Sometimes we have if somebody's doing a reservation, they get a phone call. They may forget to go back in and turn the lights on. Now we don't have to worry about it. They're going to come on, so that's an update for us. That's customer service; and it's going to be good for our citizens to be able to use.*

*So that's kind of our projects. I'm sure there's quite a few more, but those are the ones I think are going to be pretty impactful right now that's happened this last quarter. When you start looking at programs, we came out of a really good soccer season. We were somewhere in the low 200s coming out of last year with our travel soccer, which is revolution. This fall, we went up to 325 kids. We added right at 100 kids into that program, which I think was a great step. I mean, that's a high percentage increase. We still had somewhere in that 1500 plus range of kids playing City Stars. So soccer is*

*still just that growing program that a lot of people are involved in, people really enjoy. Part of that is we have really good programmers, really good coaches and volunteers, and we've got a good facility to play in. So folks are coming from all over Northeast Arkansas to be part of that program. Football was another program that was successful this season. We run the elementary program, so it's broken out into each one of the elementaries. You play for Jonesboro, Nettleton, Westside; so you kind of broken down to those teams. Flag football, we had softball, really strong season in softball tournament wise. I can't tell the exact number. I don't have that in front of me, but basically you go out there, we had just about every weekend, there was a softball tournament going of some sort, whether it was youth or adults. It seems like for the year, it seems like somewhere in that range of 20 to 22 tournaments total for the year. So you know that's a lot of tournaments. We're really utilizing the best part of the year to have events. Right now, we're in the middle of elementary basketball; and this past weekend we had, I believe, 63 teams playing elementary. That was Friday and Saturday. We used four facilities for that, long day for the staff. The next elementary tournament is going to be on January 7th, and we plan on using our facility, most of the Jonesboro school facilities, potentially even Nettleton. So that tournament should be pretty large. Following that, we'll have a junior Olympic volleyball tournament with the Icebreaker. I know, Joe, you've been to that a few years ago. That tournament's already filled up. We're at this point now that registration is filling up extremely quick for bringing an event like that that's volleyball related. I'm getting a look at brackets already right now three weeks in advance, which is pretty nice to be able to sit down and start working on that activity; but that will be Parks, Jonesboro, Nettleton, Westside, and anywhere else I can find a gym, because it'll take 20 plus facilities for me to make that tournament happen. So it's going to be busy the next few weeks. As soon as we get past Christmas, we will be running with making sure activities are happening.*

*Chairman Chris Gibson said any questions for either one of the gentlemen on the committee? What about trail connectivity? Can you bring us up to speed on trail connectivity? Director Danny Kapales said trail connectivity. So obviously also we had the wonderful groundbreaking here recently, so that one is real close. I know Craig probably has more detail on that than I do. But, yeah, that's our next step. That is one that's been long waiting. I know when I came into this position that was a piece that we've gotten a couple grants for. We moved some money over from another trail to make that happen, getting enough money there. So at this point I believe, if I'm speaking correctly, this spring we should be breaking ground on that, is what I am hearing. I know I've said that a few times in the past, but I'm going to feel like we're holding to spring this year that we are breaking ground and moving forward with that trail. And that's going to be huge, Creath trail connecting to ASU is big. And then from there, we've got soft surface trails. I believe that we're working right now getting some finalization on some trails out at Craighead Forest, trying to update those working on a loop around. So if you're a mountain biker, you can pull into any parking lot out there, unload your bike, and make a loop. And that way, you can come right back to your vehicle, and really maybe looking at that trail being universal where, if you're a biker head like me, you don't want to have any jumps, you don't want to have a whole lot of extra activity, you just want to ride, you can ride it. But if you're somebody that rides all the time, you want to have a few extra jumps and adventures, it's going to have that right alongside it; so that way, a couple folks said that right at different skill levels can go ride together.*

**Filed**

[COM-22:042](#)

JET TRANSIT SYSTEM UPDATE

Sponsors: JETS

Director of JETS Michael Black approached the podium and said good afternoon. As to date, actually yesterday, ridership total for the year was 81,244. Last year, same period, was 68,833. So we're continuing about a 20% increase from last year. We do still have quite a few different challenges for this year. Rolling stock is number one. Buses, as we use the medium duty cutaways are just not available. The parent company called Forest River is the main manufacturer. They had seven manufacturing facilities under several different brand names at one point in time pre-Covid. During Covid, they shut down five. Now they have two. Pre-Covid, they were getting about 30,000 chassis a year. Post-Covid, now they're getting between seven and ten thousand chassis, which there's a tremendous demand out there, not enough to build. So ATPA and several other transit organizations across the country got together and has written a letter to FTA to try to step in to help this. Another reason that Forest River is not building transit buses is because they lost a subsidy. The government was giving them, well Ford was giving them an \$8,000 per chassis subsidy and they quit doing that for some reason. But they're supposed to be working on that; and plus right now there is no state bid. But we do continue to work on our low no emissions grant. FTA put out a question to us. What is useful life of a hybrid medium duty vehicle? I've looked everywhere. I don't see that it changes anything. FTA standard is seven years, 250,000 miles, but they're not acting like they want that. So I'm having to continue to research and work with Sharon with FTA to try to determine that. As soon as we get that determined, we'll continue answering their questions and get this grant ready to go so we can spec out a medium duty trolley hybrid and get a couple of them on order. We have a brand new paratransit vehicle that I just kind of stumbled on because I've been calling several different places around the country looking for vehicles because we're in bad need. I've got three vehicles out of six right now that are almost at 300,000 miles, and that's pretty high mileage for a gas burner. But I did find a paratransit vehicle to replace the one that was totaled back last April. This one however is a Ford Transit 350 single rear wheel mid roof. Our other one was a dual rear wheel. It was an HD dual rear high roof. The high roof did cause us a little problems sometimes not being able to get under some of the awnings around some of the medical facilities. I think we're going to work through this one quite a bit better. In all actuality, we just finished it up today. We've got our decals on it, got the fair box in, got everything set up, so it will be on the road tomorrow. So that's going to help our paratransit side tremendously. It's difficult to do the volume we do with paratransit in two vehicles. We really need three, and so now we finally have our third one back. Our second challenge is personnel. In the past six weeks, we've had 36 applications, and this is for driver only. We've tried to contact all of them. We had 28 interviews, or we set up 28 interviews. Fourteen of those 28 were no-shows. They didn't call, they just didn't show up. We have hired five new employees, and two of those five have all their ratings, CDL with passenger doors. We've got several in our new entry-level driver training class that was imposed by the feds and DOT last February, which it's new to us. It's new to them, so we're all kind of learning as we go on this. But I do still have two full-time driver positions open. And I've put a challenge to our new employees. The ones that actually get their ratings first will be the ones to be considered for the full-time position first, so kind of create a little bit of competition there. I'm excited about the new budget. I hated to have to double my auto expense in the budget, but I don't have a choice when I've got as many miles on these vehicles as I do. The older they get, the more expensive the upkeep is; although I have a tremendous lead mechanic and I feel like we have a second to none maintenance program that is very proactive. And they can still only go so far. But that's all I got, if you all have any questions.

Councilmember Ann Williams said I do. Is there any plan, and I know it's difficult under these circumstances, to expand the routes on the weekends? You know, there's

*been discussion in the past.*

*Michael Black said yes, our next step, of course, once we get our personnel back in place, would be to take our Saturday service to the same level as our Monday through Friday, except on our limited hours. Of course, that would be awesome for summer, but wintertime ridership just kind of dies off. I'm almost worried about Thursday and Friday as far as ridership. I mean, it's going to be so cold out there people are not going to want to get outside at all. We're working on another grant to enhance our bus stops, so that may help out a little bit. But none of them are going to be completely enclosed. But we also have a need out south of town, primarily down Southwest Drive. There's quite a few transit needy communities out there that we could actually add a route and service that part of the city as well. But, yes, that's always on the table and ready to go as soon as personnel comes up. I think we've got another person that drives for the school that's interested in just driving Saturdays. It would take a little bit longer to train them on all the routes, but if we can get a few more of those set up, that would be great. We could probably take that step a little bit quicker. Thank you.*

**Filed**

**7. Public Comments**

**8. Adjournment**

**A motion was made by Councilperson Brian Emison, seconded by Councilperson Joe Hafner, that this meeting be Adjourned . The motion PASSED with the following vote.**

**Aye:** 4 - Joe Hafner;Ann Williams;Brian Emison and Seth Speer



# City of Jonesboro

300 S. Church Street  
Jonesboro, AR 72401

## Text File

File Number: MIN-23:010

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**Agenda Date:**

**Version:** 1

**Status:** To Be Introduced

**In Control:** Public Services Council Committee

**File Type:** Minutes

Minutes for the Public Services committee meeting on January 17, 2023



# City of Jonesboro

Municipal Center  
300 S. Church Street  
Jonesboro, AR 72401

## Meeting Minutes Public Services Council Committee

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Tuesday, January 17, 2023

4:30 PM

Municipal Center, 300 S. Church

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### SPECIAL CALLED MEETING

#### 1. Call To Order

#### 2. Roll Call by City Clerk April Leggett

**Present** 5 - Chris Gibson; Joe Hafner; Ann Williams; Brian Emison and LJ Bryant

#### 3. New Business

[RES-23:009](#)

A RESOLUTION BY THE CITY OF JONESBORO, ARKANSAS TO ENTER INTO AN AGREEMENT WITH HALFF ASSOCIATES INC. TO PROVIDE PROFESSIONAL SERVICES FOR A MASTER PARKS PLAN FOR THE JONESBORO PARKS AND RECREATION DEPARTMENT

**Sponsors:** Parks & Recreation and Engineering

**Attachments:** [Jonesboro PRMP Halff CONTRACT 01.12.23](#)  
[Jonesboro PRMP Exhibit B-Fee 01.09.23](#)  
[Jonesboro PRMP Exhibit C-Support 01.09.23](#)

*Parks and Recreation Department Director Danny Kapales approached the podium and said so basically, and we've talked about this for quite a while, but Jonesboro's never had a master parks plan. And so this is an opportunity for us to create a blueprint for Jonesboro for the next ten years and where we're going to go with our Parks Department and in property within Jonesboro, property that we currently own and then those gaps throughout Jonesboro. Where we're going to fill those gaps, how we're going to fill those gaps, how we're going to utilize that property. The master plan is going to be a mixed nine months, have a company come in and evaluate Jonesboro as a whole and how that's going to look. They're also going to take our current trail plan into an overlay of the city with it; and that way they can tie those parks in where they should be along with that trail system so that we're making those two plans work together instead of having this plan over here and this plan over here. They're actually going to tie in together.*

*Chairman Chris Gibson said how did we arrive at this group? Director Danny Kapales said we sent out letters of interest, and did an evaluation of the companies. We had some really good qualified companies that put their letters in. This company here, from my standpoint, I looked at the parks masterplans that they've done and looked at the cities that were very similar to Jonesboro. A handful of them were in Texas, and this company had done those plans for them and they did exactly what I felt like Jonesboro needed. They did the 10-year plan. It looked like what we needed. Basically, if you looked at their city, it was just an overall view of what Jonesboro looked like. And it*

*gave it that real nice book of 'here's the next year. Here's how we're moving forward.' And for me, it gives me an opportunity to come in and go, 'here's your three. Here's what I'm asking for in the budget. Here's what this park should look like.' Instead of each year, it almost seems like we have to continue to look at the city and try to pull something out and try to make something fit in; and that's not the way we should be. We should have a plan in place so that you have an opportunity to know exactly where those steps are, and we can look at a long-term budget as we move for the next ten years, how we're going to spend appropriately for the citizens.*

*Councilmember LJ Bryant said I have a question, Mr. Chairman. Danny, I was just looking at the budget, and I might know the reason. I was seeing that the project fee is like \$190 grand and the budget had \$100 grand. Is it just because we paid part of it last year? Is that what it is? Director Danny Kapales said yes, we're including a little bit that we budgeted last year with what we budgeted for this year. Councilmember LJ Bryant said, so is it overall what we expected then, or a little over budget? Director Danny Kapales said you know, it's going to be a little bit over budget and part of that comes back to me. You know, when I first was budgeting, I was looking at a smaller plan, a little bit less. And then once you start digging in you see what we really need in Jonesboro, that plan goes up. But honestly, we kept it really tight. There's some things that we probably could have done that we could look at on down the road to add if we want to; but we kept it pretty tight once we started digging into this budget.*

*Councilmember Joe Hafner said I just want one comment please if I may. You know, we talked before about a lot of times we make plans and they go on shelves because we can't fund them. Hopefully as we see what they produce and their recommendations as we work through them, hopefully with our revenue, maybe sales tax plus the prepared food tax...I know the prepared food tax will be devoted mostly to the sports complex first, but that funding will help us. Hopefully we'll be able to put this plan into action and not just have it be a pretty plan that we say 'hey look, we've got another pretty plan here.' So I think this is a much needed step that I'm looking forward to actually seeing put into motion.*

*Chairman Chris Gibson said I want to echo that. You actually stole the words right out of my mouth. I'm on a pretty big accountability soapbox right now; and we've kicked a lot of cans down the road and I'm ready to start seeing us make some progress.*

*Patti Lack, 4108 Forest Hill Road, approached the podium and said I agree with you is that we need a plan, because I don't know if we have a plan. Because what I did is that I looked at the budget, and thank you LJ for showing me that. I did not see that there was money budgeted for a master plan of a \$100,000. But I looked at this plan, and there's a lot of things that are happening here in Jonesboro. You know I think when you look at the Parker Park pool for \$1.5 million, we have a miscellaneous parks improvement for \$500,000, a Union Street park, a new park, a pocket park, Wi-Fi. There's got to be someone within the city that has done this and it looks pretty good. Now is it the best plan that we have because I think what I find with Jonesboro is that we have some really, really nice things here in Jonesboro. I think Joe Mack Campbell, the baseball park is awesome. Probably one of the best. I think the soccer field and then also to the softball field is really good. But the other ones is that we start to do and we only do it halfway; and I think what we've got to start thinking is that let's stop and think about how to make those things better right now instead of piece-mealing. And so if this means that it takes this company to come in and tell us what to do, then I say go for it. But there's got to be someone that put this together that has a pretty good plan of what we wanted. And I think when we look at the sports complex and we look at the 1% food tax and that's coming in, I have read that that is like beyond,*



money is coming in left and right with that. They have their own person to plan that, so we don't have to worry about that. So I'm just saying that if you all feel that spending this \$190,000 on this company to come in and make us better than the person that put all this together, then I say go for it. But I think this is kind of like what we need right now. So is it that we do it now or do we do it next year because already we've got these in play, and you can't really take any of these away. So it's going to be adding more money. So I just want you guys to think about that; and I agree it's better to have a plan before you move forward, but I think sometimes what we do is we react afterwards and hopefully this would have been maybe before at the beginning or the end of last year that we talked about this and then they kind of come in and do this. So if you guys feel that it is best, then use the money. But if not, \$190,000 is a lot of money that we could use in another area. Thanks.

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

**Aye:** 4 - Joe Hafner;Ann Williams;Brian Emison and LJ Bryant

#### **4. Other Business**

[COM-23:003](#)

#### ADMINISTRATIVE UPDATES ON CAPITAL IMPROVEMENT PROJECTS

**Sponsors:** Mayor's Office

Mayor Harold Copenhaver approached the podium and said Council, I just wanted you to know that your request has been heard. I've heard several comments already this evening, and we take great pride in beginning projects. We need to know how we're going to finish them. That's a challenge, and as a city we have to move forward in the direction. I feel that we're doing so. I wanted to also before you this evening is bring you up to date on several projects as you requested during the budget cycle. We have many. Every Monday morning at 8:30, I meet with all the director heads and we discuss for about two hours all the projects that are going on in the community, how we can help develop and work together with each other throughout those projects. In saying that, tonight I've got several directors and they'd like to visit with you on several projects that they're currently working on. Feel free to go ahead and ask them on projects that have been completed if they don't mention that, and then we can bring it up in the next month's meeting as well. So it'll be a continual cycle because we do have a lot of things going on. Again, we've got Craig Light as well, and then we've got Regina, and Danny has already spoken. So I think Craig is going to approach and visit with you on several things that are going on that we're working on internally on the engineering side of things. Thank you.

Engineering Director Craig Light approached the podium and said thank you, Mayor. I do have a list of the projects that we've got planned for this year, but to kind of recap where we are on our building projects, that's our vertical construction and most of that's happening out at the shooting range. We just completed the range building. We are occupying that structure. There's a few punch list items and some close-out documents still left to do, but we are occupying that structure and using that now. We're currently building a maintenance building out at the gun range. It's slated to be done in mid-April. It's just a metal building which will be used to store clay pigeons and equipment they used to maintain the facility. We've recently completed the facilities and maintenance building out at the Public Works site. That's Ronnie Shaver's new building. We have one item that we're waiting on and that's the switch gear for the building, the electrical control panel. We're having a lot of issues right now with construction materials, specifically electrical components. And so our electrician

working that project has built something that has the building operational but is not the final product for the control system for the building. We've had three ship dates that have come and gone, and we've still not received the product. There's another one coming up in two weeks. We're hopeful that it'll ship, but none of us are really holding our breath on that. So there's some circuits out in the building that are not operational. They are occupying it and using it, but it's not a hundred percent usable space yet for Ronnie and his crew. The YMCA building is being renovated, redoing the basketball courts and actually creating a turf field inside the other half of it, so you have a turf field and a basketball court/volleyball court in there. The contractor is waiting on mechanical equipment, the HVAC system to come in. It's supposed to be here in March. He's actually a little ahead of schedule. We thought he was going to be working up until March when the equipment came in, but he got done a little bit early, so he's not on the job on a day to day basis. But as soon as the equipment comes in March, he'll be back in and supposed to be done with everything by May of this year. So we'll have that facility opened up this summer to use. That is mainly the building construction that we have currently going on. Are there any questions about those projects?

On our road projects this year, we have our asphalt overlay projects out for bid. They advertised this past Sunday. We'll open bids on February 1st. Truthfully, it is the list of projects that were not done in 2022. Our asphalt contractor came in and did a few projects early in the year for us and did not return for the remainder of the year. We've changed our contract and we're actually entering into a contract that will have a performance bond and penalties for non-completing it. We'll probably end up paying a little bit more a ton because of that, but we need to get these projects done. We can't be at the whim of the contractor or whether or not he's going to do a project. So we fell behind last year on our asphalt overlay. So this year's list is essentially the list that we didn't get complete from last year. That's just how it is. We will be doing a project with ARDOT. The Browns Lane overlay project. We submitted for a grant to get state aid money. That has been bid out and it came in at \$570,000+. ARDOT is going to pay \$300,000 of that and the remainder is ours, so we're basically going to get that project for about half price. So that has been bid out, will be awarded by ARDOT and managed by ARDOT. It should be done this spring at some point. There'll be a pre-construction conference on it that has not been set yet. So that road, I actually drove down it yesterday and it is in really poor condition. It needs to be done and it will get that section of Race Street that hasn't been done between Browns Lane and Bernard Street. That's the only section of Race Street that hasn't been overlaid in the last several years, so it's going to get that section as well. We're continuing to work on the South Caraway Road project. We are to the property acquisition portion of that. There are 17 properties that we're having to acquire to get the needed right of way to widen that roadway; and so we're going through that process. Hopefully we'll be having those right of ways, those resolutions to purchase coming before Council in the next couple of months anyway and get those things squared away. Then we'll have utility relocations on it as well to come after that.

A couple of projects that we're just beginning to develop into projects are the Johnson Avenue from Caraway Road to the Newman Center. We're looking at adding a turn lane through there. I don't know if anybody's seen what happens at J-Town Grill when somebody stops in the intersection to turn in there, they get rear ended a lot. So we're looking at adding a turn lane through there and adding sidewalks on the north side of the road from where Subway is down to the Newman Center. There's a lot of pedestrian traffic on the north side of the road. There's a kind of trail where you can see where they've been walking down through there. So that is a project that we're currently developing. We've met with ARDOT about that and they're willing to let us do that

*under a permit through them, which simplifies the process greatly. So we're developing those plans. We're also looking at making improvements to the Red Wolf / Aggie intersection, and that would be a turn lane from Red Wolf onto Aggie Road. So northbound Red Wolf right hand turn onto Aggie. At 5 o'clock at night, in the evenings, there's a lot of traffic, a lot of people wanting to make that right turn and they're not able to because there's no shoulder. There's no turning lane for them, and it really backs the traffic up. And that should almost be a free flow movement onto Aggie. So we're working with Fisher and Arnold who is doing the University Heights trail to do a sketch for us of what we could do in there and we'll work with ARDOT in getting a permit to make that turn lane a reality.*

*We're also looking at doing a study on Nettleton, Main and Church, that intersection. I don't know if any of you drive through there in the morning, but it is a nightmare intersection that's not going to get better on its own. Not sure what that study is going to tell us is the best remedy, but we need to look at the volumes and try to come up with some different ideas of how we might better manage that traffic and get it through there. Because it will just continue to increase, and it's definitely a bottleneck in our system. Those are our current road projects.*

*Councilmember Ann Williams said I have a question. At one point we would have a list as far as priorities, as far as sidewalks. I know you used to keep a running list that we could access as far as what is short-term, medium-term, long term as far as priority, so we would kind of have an idea of what sidewalk projects are in the works rather than it being lumped together as sidewalks.*

*Director Craig Light said yes. My next list is sidewalks, so I'll start going through those if you are ready for that. Alright, sidewalks. What we're working on right now is West Monroe. We have the south side of the road probably about 90% of it done. I think there's about two more properties to get us down to Flint on the south side of Monroe; and then we'll be doing the north side, but it'll actually be a 10 foot wide multi-use lane trail on the north side of Monroe. The utility companies are currently moving their power poles so we can put in that 10 foot lane down through there. We hope to have that job done by March. It is winter time and it's the rainy season but the contractors out there working every day that he can so we're hopeful that by March we'll be finishing up that project. Then we're going to move over to West Huntington. There's a block on West Huntington from Flint to McClure that was actually part of our last ADA lawsuit that we need to take care of those accessibility issues along that block. So that would be the next project. It should be fairly short to get that one done. And then the next big project is South Culberhouse. We're looking at doing sidewalks on South Culberhouse from Nettleton south to Southwest Drive. And so we are currently getting that right of way surveyed so we can lay out where that sidewalk is going to be located. Right now we're looking at just a standard six foot sidewalk, but I was asked to look at what it would take to do a 10 foot side path instead of the standard six foot sidewalk on there. Obviously that's going to cost more money, but we're going to get it surveyed and we're going to lay both of them in there and see what it's going to take to do that. So that will be the next big project for sidewalks, but once that one starts, we will be out there for quite a while. I did want to mention, as part of that Johnson Avenue project, we are looking at that small section of Johnson from Marion Berry back to Melrose.*

*Councilmember Ann Williams said I was going to ask you about that because I was walking down there today; and I thought this is impossible. And I'm concerned as far as ADA issues too, because it is not navigable by a wheelchair at all because it's a slope and someone would have to walk there and see how really challenging it is even in good weather. But in rainy weather, impossible.*

*Director Craig Light said but it is on this list here. I just didn't mention it before. Councilmember Ann Williams said and the importance of that is access to the traffic signal, you know, for pedestrians.*

*Director Craig Light said so those are our standard sidewalk projects. Now I'm going to move on to our trail projects that are a different pot of money. You know, we have the downtown A-State trail that's going to be along Creath Street here. The utility companies are actively moving utilities along there. I think Carol got one of the condemnation properties today. We have a condemnation set next week Tuesday, so we'll have that. We are requesting ARDOT give us permission to advertise for construction. We're hopeful that by April our contractor will be out there working alongside the utility companies. Our plan is to start on the east end and move west; and we've kind of expressed that to the contractors, the utilities that they need to get their utilities moved on that end first so they won't be in our way as we start. We believe that that project is fully funded. We'll see when the bids come in exactly where it falls. The next project is the University Heights trail. That is from Red Wolf to University Heights schools. That project, if you'll remember, budget has included I think \$1.6 million to go with the grant that was already awarded for that. So we're sitting with the \$2 million that we needed for that project. When we know that we have the money in hand, it's easier to move forward with these projects. The downtown to A-State trail took three different grant cycles of multiple years to finally build up the money to be able to move to construction; but on this one, as soon as we get 60% plans, we start getting the right of ways acquired and utilities relocated. And we know we don't have to go searching for money again for that particular project. We do have 60% plans at ARDOT. We're waiting for their final approval of the right of way; and we'll start doing right of way acquisition on that hopefully in the next couple of months. We'll be doing the right of way acquisition on that. I believe there's around 30 properties along that roadway that are impacted. Carol smiles.*

*The soft surface trails, that is the trails out at Craighead Forest. The bids on that are going to be opened on January 31st. We will see what those are here in just a few weeks; and then that contract will be coming before Council to award. And hopefully we'll see those trails start being improved and new trails located out at Craighead Forest this spring and into summer. I believe those are funded as well for at least the first phase of it. The master plan that was done included a lot of different trails, but at least the first phase of the trail construction is funded.*

*Alright, moving on to some ARDOT projects that are some substantial projects. The Airport Road overpass project, ARDOT had the pre-construction conference on it in December. Their contractor is looking at a March/April start date for that overpass project. They will keep Airport Road open during that construction period; so the alignment of the bridge and the existing alignment of the roadway are separated from each other, so it should be opened during the entire period of construction. So it shouldn't be too disruptive, but it's nice to see that another overpass is going to be put in over these bridges.*

*Chairman Chris Gibson said the design for that overpass includes a bike path, is that correct? Director Craig Light said it does. It does have a side path on it, but it stops at the end of their construction both north and south, so that's something that we would have to pick up later. But, yes, it does have a side path on the bridge. Now, the MLK project, which it goes from Interstate 555 all the way up to the Farville curve, the pre-construction conference on it will be January 26th. It's actually going to be in this room. ARDOT asked if we could do it here to be able to host everybody who's going to*

*be in attendance at that. I believe that project came in at like \$61 million. White River Material is the contractor on it. I do not know what their time schedule to get started is. I do know that it is a three year project, and it includes an overpass over the Union Pacific Railroad up in the Farville curve area. But it will be a five lane roadway up to Pacific and then it goes to a four lane divided from Pacific up to 49.*

*Just to mention, we sent a letter to ARDOT asking for some speed limit reductions on some roadways. They responded back and have already reduced the speed limit on Johnson from basically Bridger Road out to Farville. They've dropped it from 60 to 55 miles an hour, so we're heading in the right direction there. Airport Road has been lowered to 40 miles an hour. It was 45. And then South Culberhouse has been lowered from 45 to 40. It's kind of odd. The north end of Culberhouse was 40. The south end of Culberhouse was 40, but in the middle it was 45. Now it's all 40 down through there. So they did approve those changes and already made those changes in the field. We've also sent a letter to ARDOT asking that they look at the intersection of Highland, Nestle and Rogers Chapel, to do a study on that intersection and they verbally agreed to do that study. We're getting a lot of calls about delays at that intersection, about turn movements and conflicts out there. So they're going to look at that. It's been several years, and there may be some lane additions and improvements being made out there. But it's kind of a project development. On the Johnson pedestrian safety study, we're still waiting on ARDOT's response letter for that project; and hopefully in light of what has happened over this weekend, that we get that letter back sooner rather than later and get some directions on how they want to move forward with Johnson Avenue and making it safer for pedestrians through there. I've kept you until almost five o'clock, so I'm going to stop unless you have any questions.*

*Mayor Harold Copenhaver approached the podium and said Mr. Chair, if I could say one other comment or two that I hope you've noticed in the last year and a half, when it comes to sidewalk projects, that the engineering department, they are starting and completing those projects like we did down Huntington. So in other words, we're not going to have the gaps in the walkways. We want to continue those. So that way, we also know the funding mechanism and how much that'll be. On the overlays on the roads, again, what Craig alluded to basically what we were dealing with was a situation where they can do state contracts, make more funds, have more jobs available for them, and basically a city is the last case scenario to get to their projects. So by having this bond issuance, then that allows us to set a priority, so if you bid on it then there's a time frame in which a project needs to be completed. Thank you.*

*Chairman Chris Gibson said Danny, did you have something else you wanted to finish up with?*

*Director Danny Kapales approached the podium and said there's just a couple of items on my list I'll go through real quick because I know your time is valuable. Just a couple of updates. We went over the Master Park Plan, so thank you for approving that to move forward. Wi-Fi, in the budget you approved to implement Wi-Fi at Joe Mack Campbell and Southside. Looks like with some partnership with Ritter, we're going to be able to expand that project and currently we're looking at Craighead Forest to potentially add some W-Fi out there at that zone. Jason with IT is working on that project for us right now. Parker Park pool, currently we are reviewing the RFQs and hopefully once we get those taken care of, we'll have a company in place and be able to move forward with that. Dog park out at Craighead Forest, there's a request and need for that; so I've visited with the family that has some property connected to Craighead and we've had some good talks about that potential of that property maybe being added to the park system and maybe being a dog park. That way, we don't have*

to really impose a dog park within the park itself, but it would be attached to it and be part of it. And then the YMCA pool resurfacing anybody that's been there, I say YMCA. We'll call it the rec center, the pool center. If you've been there, you know that when we first received it, we did a thin set over the pool deck. That thin set is starting to peel off. It doesn't look real good. So what we've got is a company that's going to come in, they're working on an estimate right now. But the company will come in and take that thin set off, and we're going to come in with an epoxy that is a non-slip epoxy. You're seeing that going to the school systems in pools throughout the state and other states right now. It's a much better product. We used it out at the restrooms out at Craighead Forest to make the floors where nothing gets through it, much easier to clean up. So we're looking at doing the decking and the restrooms to make that a much safer environment for folks on that pool deck. And then I think there was one other item we had on here and then I'll get out of the way. The pavilion downtown, you will notice the pavilion is complete; and currently Craig and Michael are working on the ground around it getting a design finalized so that we have accurate drainage once we pull all the asphalt up and then working on steps and walkways to get up to that pavilion. I'm hoping that project will be done by early spring. Thank you.

Councilmember Dr. Charles Coleman, 300 North Fisher, approached the podium and said thought I'd do it right this time. I want to thank several people because I sent out a text to the mayor this weekend about a couple items that I thought needed to be addressed immediately. But I want to thank him personally for getting back with me on two things because I heard today what Craig was talking about, the MLK. But and at the same time, thank April for getting me information; but I want to make sure of two things. One of those things is my laptop is acting stupid. He got somebody to work on that to get that taken care of, but also seriously I just want to thank him because when we ask for things, I think if we do it the right way, we'll get better information. So when I text him about this Friday, I guess maybe Saturday I got a text back saying they were working on getting me an iPad, the one I want, not something they want to give me, number one. Number two, the MLK, we started this in 2019, and Craig, you said it's going to take three and a half years to get it done? Okay. Well, part of that is that I want to address this now so we don't get in trouble down the line. We had formed a committee, Mayor. But I think because you're new, Mayor, I think that committee needs to be reformed. I was the chair of that committee. I don't have to be chair, but that needs to be reformed to look at the type of marker that we're going to give. Personally, I don't think we need to go a million dollar marker, but we need to do something along that trail. But I just want to make sure I thank the mayor and thank April and thank Craig for getting back to me with all the information I need. Thank you.

Chairman Chris Gibson said I do want to bring up one more point. The mayor has asked that this committee be a venue to kind of talk through these capital improvement projects and get updates from the department heads just as we have tonight. So I would like to put it on the table to possible ramp up the meeting schedule rather than have these quarterly. What are the thoughts of the committee?

Councilmember Joe Hafner said I think it would be good to have them monthly; and then that way, not everyone has to present, but obviously you see today we ran into time constraints. So maybe have it monthly on the second Tuesday of the month or the third Tuesday of the month and just have regular updates. Third Tuesday, yeah.

Chairman Chris Gibson said any thoughts on that suggestion? Is everybody in agreement with that? Do you mind putting that in the form of a motion?

Councilmember Joe Hafner said I make a motion that Public Services committee

meets monthly on the third Tuesday of the month.

This motion was seconded by Councilmember Ann Williams. All voted aye.

Chief Administrative Officer Brian Richardson approached the podium and said now I talk to a lot of the councilmembers pretty regularly, but if there is anything that you want updates on that maybe we don't cover this meeting or next meeting or seven meetings from now or something like that, please just reach out to me, and I'll look up whatever information timelines, whatever that might be, that I can.

Councilmember Ann Williams said one thing that would be good, and I reference this as far as the list of sidewalk projects as far as priorities, it would be good if we had a list of what's in the works and what's going to be done next rather than us have to ask on individual projects and bother you. I think it may be good because we get questions from residents who are asking about a project. I think if we could give them an idea of when, if they're concerned about a sidewalk issue that needs work, it's good if we could tell them fairly quickly without having to contact you and ask.

Brian Richardson said sure and I would say, and of course obviously the mayor's pretty committed to improving our sidewalks and pedestrian access in the city, but one of the things that Craig Light and I have talked about and the Planning Department as well. It is somewhat of a struggle to say exactly what patches of sidewalk we are going to be doing nine months from now because when you're talking the world of concrete, weather, contractors, availability, it's really hard to put down a day. Councilmember Ann Williams said yes, I realize that. If we could just have a running list of a general idea of what is coming next. Brian Richardson said and that's why the council, you know, it's good that the council so graciously appropriates miscellaneous sidewalk and street money, because a lot of these problems are not three miles of continuous sidewalk. It's one handicap ramp on one corner that there's a piece of rebar sticking out of; and as you hear about those, and I know a lot of you are really good at, please get them on to the engineering or the administration. Don't assume that just because you are hearing something from a resident that we're hearing it too. We certainly don't want to have any exposed inefficiencies in our system out there if it's just something as simple as getting a contractor out to do a little work on it. So, that's all I've got to add. Thank you.

Filed

## **5. Adjournment**

A motion was made by Joe Hafner, seconded by Brian Emison, that this meeting be Adjourned . The motion PASSED with the following vote.

**Aye:** 4 - Joe Hafner;Ann Williams;Brian Emison and LJ Bryant



# City of Jonesboro

300 S. Church Street  
Jonesboro, AR 72401

## Text File

File Number: RES-23:036

**Agenda Date:**

**Version:** 1

**Status:** To Be Introduced

**In Control:** Public Services Council Committee

**File Type:** Resolution

RESOLUTION AUTHORIZING THE MAYOR AND CITY ATTORNEY TO CERTIFY FOR THE CITY OF JONESBORO FOR THE 2023 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) public transit service, and

WHEREAS, as a requirement for receiving this funding, the City of Jonesboro must sign annually the FTA Certifications and Assurances, attesting to the fact that the City of Jonesboro complies with all of the regulations set forth in 49 U.S.C. 53 for the operation of JET,

NOW, therefore, be it resolved by the City Council of the City of Jonesboro 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: Authorization is hereby given to submit and PIN the 2023 Certifications and Assurances to FTA via TrAMS (electronic interface)



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

## **CATEGORY 1. CERTIFICATIONS AND ASSURANCES REQUIRED OF EVERY APPLICANT.**

*All applicants must make the certifications in this category.*

### **1.1. Standard Assurances.**

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

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

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

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

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

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

### **1.2. Standard Assurances: Additional Assurances for Construction Projects.**

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

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

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

**1.3. Procurement.**

*The Uniform Administrative Requirements, 2 CFR § 200.325, 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. Suspension and Debarment.**

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

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

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

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

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

The applicant certifies:

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

**1.6. American Rescue Plan Act Funding.**

The applicant certifies:

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

**CATEGORY 2. PUBLIC TRANSPORTATION AGENCY SAFETY PLANS**

*This certification is required of each applicant under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), each rail operator that is subject to FTA’s state safety oversight programs, and each State that is required to draft and certify a Public Transportation Agency Safety Plan on behalf of a Small Public Transportation Provider (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., Consolidated Appropriations Act, 2023, Pub. L. 117-328, div. E, 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. LOBBYING.**

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

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

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

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

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



contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

#### **4.2. Statement for Loan Guarantees and Loan Insurance.**

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

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

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

### **CATEGORY 5. PRIVATE SECTOR PROTECTIONS.**

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

#### **5.1. Charter Service Agreement.**

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

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

**5.2. School Bus Agreement.**

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

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

**CATEGORY 6. TRANSIT ASSET MANAGEMENT PLAN.**

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

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

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

### **7.1. Rolling Stock Buy America Reviews.**

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

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

### **7.2. Bus Testing.**

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

The applicant certifies that the bus was tested at the Bus Testing Facility and that the bus received a passing test score as required by 49 CFR Part 665. The applicant has received or will receive the appropriate full Bus Testing Report and any applicable partial testing reports before final acceptance of the first vehicle.

## **CATEGORY 8. URBANIZED AREA FORMULA GRANTS PROGRAM.**

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

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out the program of projects (developed pursuant 49 U.S.C. § 5307(b)), including safety and security aspects of the program;
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities;

- (c) Will maintain equipment and facilities in accordance with the applicant's transit asset management plan;
- (d) Will ensure that, during non-peak hours for transportation using or involving a facility or equipment of a project financed under this section, a fare that is not more than 50 percent of the peak hour fare will be charged for any—
  - (1) Senior;
  - (2) Individual who, because of illness, injury, age, congenital malfunction, or any other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use a public transportation service or a public transportation facility effectively without special facilities, planning, or design; and
  - (3) Individual presenting a Medicare card issued to that individual under title II or XVIII of the Social Security Act (42 U.S.C. §§ 401 et seq., and 1395 et seq.);
- (e) In carrying out a procurement under 49 U.S.C. § 5307, will comply with 49 U.S.C. §§ 5323 (general provisions) and 5325 (contract requirements);
- (f) Has complied with 49 U.S.C. § 5307(b) (program of projects requirements);
- (g) Has available and will provide the required amounts as provided by 49 U.S.C. § 5307(d) (cost sharing);
- (h) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning);
- (i) Has a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction of transportation;
- (j) Either—
  - (1) Will expend for each fiscal year for public transportation security projects, including increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages), increased camera surveillance of an area in or adjacent to that system, providing an emergency telephone line to contact law enforcement or security personnel in an area in or adjacent to that system, and any other project intended to increase the security and safety of an existing or planned public transportation system, at least 1 percent of the amount the recipient receives for each fiscal year under 49 U.S.C. § 5336; or
  - (2) Has decided that the expenditure for security projects is not necessary;
- (k) In the case of an applicant for an urbanized area with a population of not fewer than 200,000 individuals, as determined by the Bureau of the Census, will submit an annual report listing projects carried out in the preceding fiscal year under 49 U.S.C. § 5307 for associated transit improvements as defined in 49 U.S.C. § 5302; and
- (l) Will comply with 49 U.S.C. § 5329(d) (public transportation agency safety plan).

**CATEGORY 9. FORMULA GRANTS FOR RURAL AREAS.**

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

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

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

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

The applicant certifies that it:

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

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

*If the applicant is in an urbanized area and will apply for an award under subsection (a) (formula grants), subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.*

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

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

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

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



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

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

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

The applicant certifies that:

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

**CATEGORY 13. STATE OF GOOD REPAIR GRANTS.**

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

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

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

**CATEGORY 14. INFRASTRUCTURE FINANCE PROGRAMS.**

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

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

**CATEGORY 15. ALCOHOL AND CONTROLLED SUBSTANCES TESTING.**

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

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

**CATEGORY 16. RAIL SAFETY TRAINING AND OVERSIGHT.**

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

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

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



**CATEGORY 17. DEMAND RESPONSIVE SERVICE.**

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

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

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

**CATEGORY 18. INTEREST AND FINANCING COSTS.**

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

The applicant certifies that:

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

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

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

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

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

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

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

- (a) It has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award.
- (b) It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
- (c) It will maintain its equipment and facilities acquired or improved under its Award, in accordance with its transit asset management plan and consistent with FTA regulations, "Transit Asset Management," 49 CFR Part 625. Its Award will achieve maximum feasible coordination with transportation service financed by other federal sources.
- (d) With respect to its procurement system:
  - (1) It will have a procurement system that complies with U.S. DOT regulations, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, "Uniform Administrative Requirements, Cost

- Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, for Awards made on or after December 26, 2014,
- (2) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments,” 49 CFR Part 18, specifically former 49 CFR § 18.36, for Awards made before December 26, 2014, or
  - (3) It will inform FTA promptly if its procurement system does not comply with either of those U.S. DOT regulations.
- (e) It will comply with the Certifications, Assurances, and Agreements in:
- (1) Category 05.1 and 05.2 (Charter Service Agreement and School Bus Agreement),
  - (2) Category 06 (Transit Asset Management Plan),
  - (3) Category 07.1 and 07.2 (Rolling Stock Buy America Reviews and Bus Testing),
  - (4) Category 09 (Formula Grants for Rural Areas),
  - (5) Category 15 (Alcohol and Controlled Substances Testing), and
  - (6) Category 17 (Demand Responsive Service).

#### **CATEGORY 21. EMERGENCY RELIEF PROGRAM.**

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

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

**FEDERAL FISCAL YEAR 2023 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS**

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

Name of Applicant: Jonesboro Economical Transportation System

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:

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



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

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**CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE**

**AFFIRMATION OF APPLICANT**

Name of the Applicant: Jonesboro Economical Transportation System

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

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

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

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

Signature \_\_\_\_\_ Date: \_\_\_\_\_

Name \_\_\_\_\_ Authorized Representative of Applicant

**AFFIRMATION OF APPLICANT'S ATTORNEY**

For (Name of Applicant): Jonesboro Economical Transportation System

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

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

Signature \_\_\_\_\_ Date: \_\_\_\_\_

Name \_\_\_\_\_ Attorney for Applicant

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



# City of Jonesboro

300 S. Church Street  
Jonesboro, AR 72401

## Text File

File Number: RES-23:040

**Agenda Date:**

**Version:** 1

**Status:** To Be Introduced

**In Control:** Public Services Council Committee

**File Type:** Resolution

A RESOLUTION TO THE CITY OF JONESBORO, ARKANSAS TO ACCEPT THE LOW BID AND ENTER INTO A CONTRACT WITH ROCK SOLID TRAIL CONTRACTING, LLC FOR THE CONSTRUCTION OF THE CRAIGHEAD FOREST MOUNTAIN BIKE TRIALS

WHEREAS, the City of Jonesboro has desires to accept the low bid and enter into a contract for the construction of the Craighead Forest Mountain Bike Trails;

WHEREAS, the low bidder and the firm selected for the construction of the Craighead Forest Mountain Bike Trails is Rock Solid Trail Contracting, LLC.; and

WHEREAS, the funding for the execution of the contract shall come from the 2023 Capital Improvements budget and external matching sources and compensation shall be paid in accordance with the contract documents.

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

Section 1. That the City of Jonesboro shall accept the low bid and enter into a contract with Rock Solid Trail Contracting, LLC for the construction of the Craighead Forest Mountain Bike Trails.

Section 2. The funding for the execution of the contract shall come from the 2023 Capital Improvements budget and external matching sources and compensation shall be paid in accordance with the contract documents

Section 3. The Mayor and the City Clerk are hereby authorized by the City Council for the City of Jonesboro to execute all documents necessary to effectuate this agreement.

## VII. CONTRACT

THIS AGREEMENT made this \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_, by and  
between Rock Solid Trail Contracting, LLC

Hereinafter called the "Contractor" and the City of Jonesboro, Arkansas, hereinafter called the "Owner".

### WITNESSETH:

That the Contractor and the Owner for the consideration stated herein mutually agree as follows:

ARTICLE 1. Statement of Work. The Contractor shall furnish all supervision, technical personnel, labor, materials, machinery, tools, equipment, incidentals and services, including utility and transportation services and perform and complete all work required for the Craighead Forest Mountain Bike Trails, in strict accordance with the Contract Documents, including all Addenda as prepared by the Engineer.

ARTICLE 2. The Contract Price. The Owner will pay the Contractor, because of his performance of the Contract, for the total quantities of work performed at the lump sum and unit prices stipulated in the Bid Form.

ARTICLE 3. Contract Time. The Contractor agrees to begin work within ten (10) calendar days after issuance by the Owner of a "Work Order" or "Notice to Proceed" and to complete the work within (180) calendar days.

ARTICLE 4. Contract. The executed Contract Documents shall consist of the following:

- a. This Agreement (Contract)
- b. Bid Form
- c. Bid Documents/Drawings (Plans)
- d. Performance-Payment Bond

This Contract, together with other Documents enumerated in this Article 4, which said other Documents are as fully a part of the Contract as if hereto attached or herein repeated, form the Contract between the parties hereto. In the event that any provisions in any component part of this Contract conflicts with any provision of any other component part, the conflict shall be resolved by the Engineer whose decision shall be final.

ARTICLE 5. Surety. The Surety on the Performance-Payment Bond shall be a surety company of financial resources satisfactory to the Owner, authorized to do business in the State of Arkansas, and shall comply with applicable Arkansas laws.



IN WITNESS WHEREOF, the parties hereto have caused this CONTRACT to be executed in four (4) counterparts, each of which shall be considered an original on the day and year first above written.

ATTEST:

\_\_\_\_\_  
(Contractor)

\_\_\_\_\_  
By \_\_\_\_\_

\_\_\_\_\_  
Title \_\_\_\_\_

\_\_\_\_\_  
(Street)

\_\_\_\_\_  
(City)

\_\_\_\_\_  
City of Jonesboro  
(Owner)

\_\_\_\_\_  
By \_\_\_\_\_

\_\_\_\_\_

**BID FORM**

Bid Date: Wednesday, January 25<sup>th</sup>, 2023  
 Bid Time: 2:00pm (email acceptable, received by 2pm)  
 Bid Opening: studioDRIFT, 210 East Merriman Avenue, Wynne, Arkansas  
 Bid To: City of Jonesboro  
 Bid From: Rock Solid Trail Contracting, LLC

Project: Craighead Forest Mountain Bike Trails

Qualifications: Prospective singletrack mountain bike trail builders shall have a minimum of 3 years of trail building experience, provide references and summary of at least 3 trail construction projects completed withing the past 5 years preferably within the State of Arkansas. Two of these projects should be of approximately 10 miles (or longer) in scope, have a performance period of less than 12 months. Qualified builders will demonstrate experience constructing boardwalks and single span bridges. In addition to trail construction projects, a qualified builder should have a reference and summary of one, feature planning and design project, that includes preparation of detailed design sheets using AutoCAD software (or similar). In addition the qualified trail builder shall provide at minimum a 5 million umbrella policy, and contractors license for the State of Arkansas for similar size and project scope. The selected qualified trail builder shall self-perform and not utilize sub-contractors.

- A. Having carefully examined the bid documents for this project, as well as the premises and all conditions affecting the proposed construction, the undersigned proposes to provide all labor, materials, services, and equipment necessary for, or incidental to, the construction of the project in accordance with the bid documents within the time set forth, for the lump sum base bid for each defined scope of work:

1. Craighead Forest Loop (Sheet 07)		\$ 228,418.00	
	<i>*see unit cost to be included in base bid, sheet 2</i>		
2. Flagged Trails West (Sheet 05)		\$ 56,324.75	
	<i>*see unit cost to be included in base bid, sheet 2</i>		
3. Flagged Trails East (Sheet 06)		\$ 433,016.45	
	<i>*see unit cost to be included in base bid, sheet 2</i>		
	TOTAL BASE BID	\$ 717,759.20	
4. Contingency, Wayfinding, Trail Heads/Hubs, Pumptrack		\$ 71,775.92	= 10% of Base Bid
TOTAL BASE BID + CONTINGENCY/WAYFINDING/TRAILHEAD HUBS		\$ 789,535.12	
5. Payment and Performace Bond		\$ 11,495.00	
TOTAL BASE BID + CONTINGENCY + BOND		\$ 801,030.12	

- B. Timeline for mobilization and construction considering contract by February 22, 2023:

1. Mobilization + SWPPP Complete By:	within 15 business days of selection
2. Item No.1-3 above Complete By:	7/1/2023

## UNIT PRICES

Shall include all design, structural engineering, labor, materials, services, and equipment necessary for, or incidental to, the construction of the project. It shall be noted that the puncheon and span bridges will be less than 30" in height therefore not requiring railings. Any railings to be added shall come out of the contingency line item. All designed features shall be representative to the unique Crowley's Ridge ecology and fit with the natural environment.

	(LF)	(SF)	(EA)	cost per	Total
	linear feet	square feet	each		
<b>1. Craighead Forest Loop (Sheet 07)</b>					
a. Tread Type 1	8395			\$ 5.95	\$ 49,950.25
b. Tread Type 5	10745			\$ 4.95	\$ 53,187.75
c. Demo + New Chain Link Fence	3168			\$ 35.00	\$ 110,880.00
<i>*black coated vinyl chain link</i>					
d. Puncheon Bridge		200		\$ 27.00	\$ 5,400
e. Span Bridge <i>*assumes railings</i>		120		\$ 75.00	\$ 9,000
<b>2. Flagged Trails West (Sheet 05)</b>					
a. Tread Type 1	2945			\$ 5.95	\$ 17,522.75
b. Tread Type 5	3960			\$ 4.95	\$ 19,602.00
c. Puncheon Bridge		200		\$ 27.00	\$ 5,400
d. Span Bridge <i>*assumes railings</i>		140		\$ 75.00	\$ 10,500
e. Non-elevated Turns			6	\$ 550	\$ 3,300
<b>3. Flagged Trails East (Sheet 06)</b>					
a. Tread Type 1	6695			\$ 5.95	\$ 39,835.25
b. Tread Type 2	1714			\$ 5.75	\$ 9,855.50
c. Tread Type 3	659			\$ 15.00	\$ 9,885.50
d. Tread Type 4	3987			\$ 18.00	\$ 71,766.00
e. Tread Type 5	8621			\$ 4.95	\$ 42,673.95
f. Tread Type 6	1027			\$ 18.00	\$ 18,486.00
g. Tread Type 7	867			\$ 4.95	\$ 4,291.65
h. Tread Type 8	604			\$ 14.60	\$ 8,818.40
i. Tread Type 10	252			\$ 16.60	\$ 4,183.20
j. Decommission Trail	1825	(all sheet 07,05,06)		\$ 2.50	\$ 4,562.50
k. Puncheon Bridge		840		\$ 27.00	\$ 22,680.00
l. Span Bridge <i>*assumes railings</i>		660		\$ 75.00	\$ 49,500.00
m. Non-elevated Turns			14	\$ 550	\$ 7,700
n. Elevated Turns			6	\$ 950	\$ 5,700
o. Feature Rich Boardwalk	165 total(90,75)			\$ 275	\$ 45,375.00
<i>aka (TTF) Technical Trail Feature (Provide Steel Structural Elements)</i>					
p. Custom Banked Wood Feature	25			\$ 600	\$ 15,000
q. Lift and Tilt		5564		\$ 7.00	\$ 38,948.00
r. 36" culvert	60			\$ 89.00	\$ 5,340.00
s. Rock Armoring		768		\$ 37.00	\$ 28,416.00



# City of Jonesboro

300 S. Church Street  
Jonesboro, AR 72401

## Text File

File Number: COM-23:001

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**Agenda Date:**

**Version:** 1

**Status:** To Be Introduced

**In Control:** Public Services Council Committee

**File Type:** Other  
Communications

PARKS & RECREATION UPDATE



# City of Jonesboro

300 S. Church Street  
Jonesboro, AR 72401

## Text File

File Number: COM-23:002

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**Agenda Date:**

**Version:** 1

**Status:** To Be Introduced

**In Control:** Public Services Council Committee

**File Type:** Other  
Communications

JET TRANSIT SYSTEM UPDATE