



Downstate Area Programs
5317 New Freedom
Grant Application

Illinois Department of Transportation

Section 5317 New Freedom

CY 2010 Grant Application

All applications are to be submitted to the Metropolitan Planning Organization (MPO) or Human Services Transportation Planning (HSTP) Regional Coordinator for your county.

PLEASE DO NOT SEND THIS APPLICATION TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION OR THE DIVISION OF PUBLIC AND INTERMODAL TRANSPORTATION

SUBMITTED BY

Jackson County Mass Transit District

Please Note
Do Not Substitute Sheets from any Other Application

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I. APPLICATION INSTRUCTIONS

PLEASE READ ALL THE INSTRUCTIONS BEFORE FILLING OUT THIS APPLICATION!

Your application will be reviewed to ensure all required information has been provided and that the application is complete. Incomplete applications or those submitted after the application deadline will not be considered for funding.

GENERAL

This is an interactive form and designed to be filled out in Microsoft Word. Use the Tab key to move between fields or click directly in a text box to begin entering your information. Tab fields have been added to the first seven pages of the document to improve the navigability of the form.

APPLICATION CHECKLIST

- Please make sure all items listed are included with the application. The checklist signature page should be included with all other application materials.

APPLICANT INFORMATION

- Identify if the MPO area where the project is proposed to be implemented.

PROPOSED PROJECT

- Please be sure to identify each component of the project for which funding is being requested (i.e., This project is requesting capital funding for a new mini-van and dispatching software for same-day reservations, and operating funding to hire a driver and run the service).

- To determine the estimated annual number of trips generated, use one of the following equations which best suits your project (please note that trip is defined as each time a passenger boards):

If estimate is based on trips per hour:

no. of trips per hour X hours of service operated per day X no. of days service is operated per year

Example: 3(trips/hour) X 13(hours/day) X 312(days/year) = 12,168 passenger trips generated per year

If estimate is based on trips per day:

no. of trips per day X no. of days service is operated per year

Example: 8(trips/day) X 220(days/year) = 3,005 passenger trips generated per year

VEHICLE INVENTORY

- This inventory is only required for applicants that are not current 5311 or 5307 recipients.

PROJECT BUDGET

- Please manually total the project budget and review the required match calculations: All numbers are to be entered manually.
- The match requirement for capital projects (including mobility management) is 80% federal / 20% local.
- The match requirement for operating projects is 50% federal / 50% local of the net project cost. Revenues are strictly based on fares generated by the project. Please note that revenues are not an eligible operating expense and should not be included in the net operating cost of the project.
- For operating projects, outline the costs for the duration of the project (1-3 years). When estimating your cost over the three-year period, be sure to factor in cost escalations. If requesting funding for less than three years, please attach documentation stating how service will operate without additional grant funds.
- Please identify all 'other expenses' (under operating budget) in the space provided.
- Total Project Costs and Local Match must be entered manually (if you are not declaring use of TRCs)

SOURCES OF LOCAL MATCH

- Indicate all sources of local match and status. Status could be noted as secured or dependant upon grant approval

SCALABILITY

- Describe whether or not the project for which you are applying can be implemented on (a) a more limited scope or if it can (b) be implemented in phases. This question will help the selection committee decide on funding amounts for the projects selected.

II. NEW FREEDOM GRANT APPLICATION CHECKLIST

This checklist represents all of the information and attachments you will need to submit with your application to be considered for funding and must be completed and submitted with the application. Incomplete applications and those submitted after the deadline will not be considered for funding.

1. **Signed New Freedom Grant Application Checklist (THIS PAGE!)**
2. **One single sided "8 1/2 x 11" copy of a completed Project Application.**
Be sure that all parts of the Project Application are submitted. (Parts IV and V, Sections A-I)
3. **Executed Resolution of the Governing Board** (sample included in Appendix A)
*If Board meeting schedule conflicts with application due date, Executed Resolutions will be accepted after filing period.
4. **Letters of Support** (if applicable)

Donald D. Monty, Chairperson, Board of Trustees

Name of Agency's Authorized Representative

Donald D. Monty

Signature

02/17/2010

Date

DO NOT COMPLETE THE SECTION BELOW THIS LINE - DPIT STAFF USE ONLY

MPO/HSTP Region:	_____		
Project Name	_____		
Project Type	<input type="checkbox"/> Rolling Stock	<input type="checkbox"/> Non-Rolling Stock	<input type="checkbox"/> Mobility Mgmt. <input type="checkbox"/> Operating
Total Project Cost \$	_____		
Federal Funding Request \$	_____		
Toll Revenue Credits Request \$	_____		
MPO Review Completed by:	_____		
	_____		_____
	Signature		Date

A complete, original copy of this application is on file with the Illinois Department of Transportation Division of Public and Intermodal Transportation.

An administrative staff review was completed by :

Name	Signature	Date

III. APPLICANT INFORMATION

Legal Name of Applicant: Jackson County Mass Transit District
Contact Person: Frank Mulholland
Address: 608 E. College St.
City/State/Zip: Carbondale, IL 62901
Telephone: 618.351.1836
Fax: 618.457.0171
Email: jcmtddirector@verizon.net
Website: http://www.jacksoncounty-il.gov/index.php?option=com_content&task=view&id=130&Itemid=210

Please note that All New Freedom projects must be contained in a locally developed Coordinated Public – Transit Human Service Transportation Plan (HSTP).

MPO area or HSTP region: HSTP Region 11

Applicant Type: State or Local Government Private Non-Profit
 Public Transportation Provider Private Operator

Funding Requested For:
 Mobility Management Rolling Stock Non-Rolling Stock Operating
(80/20) (80/20) (80/20) (50/50)

Toll Revenue Credit Requested For:
 Mobility Management Rolling Stock Non-Rolling Stock Operating
(80/20) (80/20) (80/20) (50/50)

Project Information

Specific Area To Served:

City(ies)

County(ies)

Jackson County, Illinois

Other

Service Provider (if different than above)

Use additional sheets if more than one Service Provider.

Organization Name:

Contact:

Title:

Address:

City/State/Zip:

Telephone:

E-mail:

I certify that the information and statements provided in this application, and all supporting documents are correct and complete.

Donald D. Monty

02/17/2010

Signature of Authorized Representative (As Authorized by Board Resolution)

Date

Donald D. Monty

Chairperson, Board of Trustees

Print Name of Authorized Official

Title of Authorized Official

IV. PROJECT APPLICATION

A. Applicant, Existing Services, and Service Area

1. Please provide a brief description of the applicant and its background with implementing this type of service

Jackson County Mass Transit District is a curb to curb transit district serving Jackson County, Illinois. The JCMTD was created in 1992 by the Jackson County Board. We are a 5311 grantee and recipient of Downstate Operating Assistance. We currently have 10 vehicles in service, 9 of which are paratransit vehicles. We serve the general public of Jackson County. We calculate that roughly 40 percent of our rides are for the disabled. Since our inception we have continually provided, developed and improved services for the residents of Jackson County.

2. Provide a brief description of the applicant's existing services.

Jackson County Mass Transit District is a curb to curb, demand-response transit district serving Jackson County, Illinois. We serve the general public of the County. Our rides are used mainly by those seeking transportation to medical, employment, and education centers. We serve the disabled with paratransit vehicles, and they make up a large part of our ridership. Right now we request 24-hour advance scheduling. We will provide same day service, depending on availability and at an increased fare. Due to a "homemade" scheduling and dispatch system, and a lack of updated scheduling and dispatch technology, we are severely limited as to the number of residents we can serve. At this time, due to our scheduling and dispatch, we are unable to offer flexible scheduling which would fulfill the unmet needs of our residents and make our vans operate more efficiently. We are also unable to efficiently and flexibly coordinate with our transit district neighbors, meaning transportation from Jackson to neighboring counties through us or our transit neighbors is severely limited.

3. Provide a description of the service area. Attach any maps if necessary.

Jackson County, Illinois is in the southwest part of Illinois. It has a large square mileage of 588.12 acres and a population of 59,612. Southern Illinois University is located here, making it an educational, employment and cultural center point for Southern Illinois. Carbondale Memorial Hospital and a large number of medical offices make it an important medical hub for Southern Illinois. Jackson County also has a large disabled population. See attached map for geographical boundaries.

B. Proposed Project

1. Describe the proposed project, indicating the specific service to be provided, to implement, support, or maintain transportation service. This should include how service will go above and beyond what is required by the transportation section of the Americans with Disabilities Act (ADA). **Be sure to identify each component of the project by the funding requested.**

Jackson County Mass Transit District is requesting mobility management funding to purchase ITS (Intelligent Transportation System) program assistance software and accompanying hardware system to assist our organization in providing improved service to our clients that goes above and beyond the ADA requirements and our current transportation services. Due to primitive, "homemade" scheduling and dispatching technology, limited funding, time constraints on the staff, and a high demand of rides for disabled riders, we are currently unable to meet the transportation needs of the disabled community of Jackson County, Illinois.

The ITS system will allow the JCMTD to accommodate more rides, and therefore more disabled rides. The unmet need for rides for the disabled in Jackson County could then be addressed by more efficient scheduling and use of vehicles. It would also go above and beyond the ADA in that it would allow us to provide paratransit rides where no fixed route service exists, such as outlying parts of Jackson County. An ITS system would allow us to provide higher levels of client services with emphasis on the disabled and elderly population. It would also go above and beyond the ADA in that it would improve scheduling and communication with neighboring paratransit systems and greatly improve transportation options for the disabled which originate in Jackson County but end in adjacent or nearby counties. As of now, those services are almost non-existent.

This dispatching software will improve vehicle efficiency, cutting down on driver "deadhead" time, coordinate scheduling to input the most efficient routes, and provide a more customer oriented rapid response time environment and improve customer service. Less wait time on the phone, less wait time waiting for a ride to a particular destination, and less wait time to go home. It will improve and simplify access to medical, employment, retail and educational centers for the elderly, disabled, and poor by coordinating schedules to optimize ridership and fuel efficiency, possibly freeing up more money to improve service in other ways.

An ITS will further create a customer database and ride database which will allow us to more accurately analyze ride data, making us more efficient in scheduling but also providing great assistance in determining transportation gaps for the disabled and addressing those gaps. The systems we have looked at input and store much more information than we are currently able to with our primitive dispatching and scheduling system. This will not only improve our knowledge of our ridership and their needs, but will also speed and simplify the billing process that absorbs so many of our man-hours in the office.

An ITS system will allow for geographical pinpointing for JCMTD vehicles, improving our same day, "will call" service by implementing vehicle positioning for our dispatch and assignment to drivers of these types of rides. Basically, it will allow us to know where our drivers are at all times, simplifying our dispatch system, improving efficiency, and therefore improving access to all riders, including the disabled.

2. Identify the number of estimated individuals with disabilities to be served by the project and describe how this estimate was derived.

Based on the current levels of disabled clients served, the number of rides we must turn down due to inefficient, primitive scheduling and dispatching (because the schedules fill up), the high level of the unmet transportation needs of the disabled in Jackson County, and the number of work hours which will be freed up due more efficient dispatch, we believe this will increase the ridership among the disabled and elderly by roughly 2200-2400 trips annually and serve roughly 100-200 new disabled riders/customers in Jackson County.

3. Identify the number and locations of employers that have been contacted to be served or how the project will increase accessibility of target population to employment / employment opportunities.

The JCMTD provides transportation in Jackson County, a major center of employment in Southern Illinois. Southern Illinois University, Carbondale Memorial Hospital, St. Joseph's Hospital in Murphysboro, downtown Murphysboro and Carbondale, a thriving medical community, an active and large retail area on Route 13 surrounding the University Mall, and the Southern Illinosian newspaper make Jackson County a destination for employment not only for Jackson County residents but also residents from all over Southern Illinois. We serve all of these major employment centers. By allowing us to accommodate more riders, the ITS system will naturally increase access to these major employment centers. Furthermore, it will allow us to coordinate with neighboring transit districts to maximize access to these employment centers for people throughout southern Illinois.

4. Estimate the number of one way passenger trips per year this service will generate. A trip is defined by each time an individual passenger boards.

JCMTD estimates generating approximately 18,500 trips per year.

5. Identify the service area to be covered by the project (attach maps if necessary).

Passengers will be transported within Jackson County and neighboring counties to the north, south, and east with improved coordination between JCMTD and neighboring transit districts (west of Jackson County is the state of Missouri).

C. Vehicle Inventory

Describe the applicant's current paratransit vehicle inventory (attach additional pages if necessary):

Example entries shaded in gray

Year	Manufacturer	Type	Vehicle Identification Number (VIN)	Current Odometer Reading	No. Of Seats	ADA (Y/N)	IDOT Funded Vehicle?
2003	Braun	Mini-van	1FDX0034586IL01	45,000	6	Y	N
2000	El Dorado	Med. Duty	1BB01083589IL18	95,000	14	Y	Y

D. *Responsiveness to Project Selection Criteria*

1. Describe how the project responds to one or more of the strategies identified in the regional HSTP. This includes service gaps, challenges of the project area, or other issues:

JCMTD is in the Region 11 Human Services Transportation Plan. The following gaps/strategies are taken directly from that plan, and the page number references the page in the plan where they are listed:

- 1) **GAP 3: LACK OF ROUTES TO ST. LOUIS (p. 81):** The ITS system requested will improve access to St. Louis by improving coordination and communication with transit providers to the north of us. By linking with these providers directly through our scheduling software, we could feasibly set up a route through 2-3 service providers which could provide access to St. Louis and the metro east area.
- 2) **GAP 4: ACCESS TO AND THROUGHOUT THE CARBONDALE/MARION AREA ALONG STATE ROUTE 13 (P. 82):** It is stated in the plan that Marion and Carbondale, and especially the Route 13 corridor that runs between them is the commercial hub for Region 11. A lack of transportation in that corridor is identified as a major gap in transportation services for the Region 11 plan. It is stated in the plan that: "Access to health care and government services also make this corridor especially important for disabled and elderly demographics." This project would directly address that gap considering Carbondale and much of that Route 13 corridor are in Jackson County. Increased capacity for JCMTD would result in much better coverage of this area of Jackson County. It would increase capacity and allow for more riders, riders who need to get to this area. Furthermore, an ITS system will allow us to communicate more effectively with RIDES Mass Transit, the provider listed in the plan as one who is attempting to close this gap, and the transit provider directly to the east of the JCMTD. We will make every effort to obtain an ITS compatible with what RIDES is using or will obtain, improving communication and efficiency (we are scheduled to jointly meet an ITS vendor for a demonstration, along with Shawnee Mass Transit District (SMART), at RIDES headquarters in March 2010). An ITS could possibly improve access to the Route 13 corridor so well that it could completely close this gap.
- 3) **GAP 5: ACCESS TO CARBONDALE/MARION FROM SURROUNDING COUNTIES (P. 82):** Access to Carbondale is a major gap identified in the Region 11 plan: "Along with the need for transportation along the Rt. 13 Corridor, there is a great need to access the commercial center by those living in surrounding counties. The counties which surround Carbondale/Marion have some of the highest rates of disability and poverty in the region. Many jobs are leaving these rural areas. The growth along the Rt. 13 Corridor provides a potential opportunity for employment for many individuals, and the corridor also contains many services that need to be accessed by transit users across the southern tip of Illinois." This project will increase access by improving our efficiency and coordination, allowing us to transport more people to Marion and more people into Carbondale from surrounding areas near or in Jackson County. By allowing us to handle a heavier passenger load in a more efficient manner, access to this area will be greatly improved. By increasing our ridership while also increasing our efficiency, an ITS would help close this gap considering Carbondale is in Jackson County.
- 4) **GAP 6: LACK OF FUNDING TO PROVIDE ADEQUATE SERVICE IN ALREADY SERVED AREAS (P. 82):** "While nearly all of Region 11 is covered by one or more service providers, that doesn't necessarily mean that these providers are able to meet all demands. While ideally more money for transportation will be made available in the future, providers must plan to become more efficient in order to reduce costs per trip." The above language comes directly from the Region 11 plan. Jackson County is probably one of the more underserved counties in the Region and plan. We have a

large disabled population and have many employment centers, health care centers and education centers. We have to turn down a very large number of ride requests due to inefficient scheduling and dispatch. By acquiring an ITS, we will better be able to handle the true rider load that is present in Jackson County. At this time, we turn down at least one ride for every two we schedule due to lack of sophisticated scheduling. By acquiring an ITS, we will be able to schedule more rides more efficiently, thereby increasing service in this underserved area.

- 5) **GAP 7: NEED FOR INCREASED TRANSPORTATION FOR HEALTH CARE PURPOSES (P. 83):** One gap clearly identified in the plan here is the need for non-emergency transportation for the disabled. Previously, the Jackson County Ambulance Service had to meet this need alone. The JCMTD has recently taken over much of the transportation for the disabled during normal working hours. There is still a huge demand in Jackson County for non-emergency disabled transports. The letter of support from the head of the Jackson County Ambulance Service (who did these rides for years and has first-hand experience with this situation) shows there is a major need for more rides in this area. The ITS will allow the JCMTD to schedule at least 30-50% more rides for non-emergency disabled riders, clearly and precisely addressing this gap identified in the plan.

JCMTD provides non-emergency rides for the disabled in this county, and roughly 80% of those are for health care such as doctor's appointments. The ITS requested will increase the number of those rides we can do, and clearly there are more of those rides out there than we can currently accommodate given our primitive scheduling and dispatch systems.

- 6) **GAP 8: COMMUNICATIONS AND TECHNOLOGY ISSUES (P.83):** An inability to schedule efficiently for ourselves and an inability to coordinate with neighboring transit systems limits our ability to handle the load of riders presented by Jackson County and its neighbors. Obviously, an ITS system would be able to more efficiently coordinate with our neighbors and close this gap. This is exactly what an ITS is aimed at fixing.
- 7) **Goal: Investment in Communication Technology (p. 90):** An ITS will implement this strategy by improving and increasing communication not only between dispatch and the drivers, but also between our customers and dispatch, and between our transit system and the neighboring transit systems.
- 8) **Goal: Create a Coordination Website (p. 91):** The ITS systems that have been studied by JCMTD and the hardware that has been studied would allow for communication between JCMTD and neighboring transit systems as long as we all purchase a compatible system. The JCMTD is planning on attending an ITS demonstration at the headquarters of one its neighbors, a session that will be attended by all of JCMTD's transit neighbors, in March 2010. Common software would allow for trip posting, vehicle sharing, and other information sharing which will make us more efficient and rider-friendly.
- 9) **Goal: Combined Dispatch/DialARide Number (p. 93):** Obtaining an ITS that is compatible with neighboring transit systems would go a long way to accomplishing this goal while allowing the transit systems to remain independent. Common software and an integrated hardware system could create a situation where a person could contact any mass transit provider with their transportation needs in southern Illinois and that provider could schedule the trip through two or more counties.
- 10) **Goal: Promotion of Transportation Options (p. 95):** An ITS could create new options, and if it is coordinated with neighboring transit systems, it could make customers more aware of options for transport/travel.

2. Describe how the project demonstrates coordination among local jurisdictions, interested stakeholder organizations, and other agencies. Coordination can include activities such as joint planning or

purchasing, sharing vehicles, dispatching, scheduling, training or maintenance, or coordinating client trips.

We will work with Jackson County ambulance to bring disabled riders to the JCMTD. The ITS could allow the Jackson County ambulance to seamlessly work with our dispatch program to simplify the scheduling process for those seeking non-emergency rides for the disabled. Because the Jackson County ambulance served this need for so many years and still does during nights and weekends, they get many phone calls and much of the traffic regarding these transports. By working with them, we can increase our ridership in this area and better serve the disabled. However, none of this is possible without the increased ridership capacity we will get from an ITS.

We will be going to ITS demonstrations at RIDES headquarters in Harrisburg, Illinois, in March. We will be in attendance, as will the transit district to the south of us, Shawnee Mass Transit. Our goal is to coordinate our efforts so that transportation from county to county becomes more seamless and much more easily accomplished. Our hardware specs have been developed with the idea in mind that we must be able to share access to our dispatching and scheduling with our transit neighbors like RIDES and Shawnee. By working with them to see which ITS works best with our particular transit systems, we can obtain one that can be shared, and we can then coordinate our training on the system with theirs to integrate better coordination with our neighbors. This will reduce duplicated trips, allowing each provider additional resources and options to serve the disabled population.

- a. Indicate how other entities will be involved in coordination efforts and/or the project. Letters of support can be included as attachments to the application

Jackson County ambulance will be able to more efficiently schedule for non-emergency rides through us if we get an ITS. Shawnee Mass Transit and RIDES will also be able to schedule rides from their counties into ours using both systems if we can coordinate the ITS purchase.

3. Describe your agency's ability to manage the project, including its financial, human resources, and institutional capabilities. Please include a description of staff and years of experience.

JCMTD has been providing transit for Jackson County for years. We have 13 full time employees including a bookkeeper, an operations manager, a managing director, and a dispatcher. We have over 35 combined years of experience with transit. We are funded through local match money, 5311 grants, and DOAP. We will train each member of the JCMTD team on the new ITS to maximize its capabilities. We have a fleet of vehicles waiting to be enhanced by an ITS. We have years of experience in transporting the disabled, and years of experience in promoting transit systems to the public through advertisement and grassroots efforts.

4. What efforts have been undertaken to identify and obtain local funding for this project? What local funding sources have been committed to the project? (Attach documentation if necessary).

JCMTD currently receives funding from committed long-term local agreements such as contracts with the Carbondale Township, Jackson County Health Department, and the Jackson County Jury Commission. Contracts are secured and available to fulfill the local match requirements of the New Freedoms Grant. We will receive a number of donations from sources including the City of Carbondale and Carbondale Township to provide local match money. We would also like to take advantage of toll credits for the local match portion of this project.

5. Describe how this new service will be promoted / marketed to potential users.

We will advertise through local media regarding the new service in print, radio, and television. We will work with the Jackson County Ambulance service to make known to the disabled that we now offer an increased number of rides. The Managing Director of JCMTD will give presentations to local adult centers and disabled persons organizations, along with city councils of the towns of Jackson County to make them aware of our increased capacity and improved customer service. We will work with Southern Illinois University, Carbondale Memorial, and all other important ride-generating centers in the County to make sure disabled employees and patrons of these institutions are aware of our services.

6. Briefly describe the new ideas, new technologies, innovative partnerships, creative funding sources, or other characteristics of the project that make it an innovative solution that responds to unmet transportation needs, and how the idea can be replicated elsewhere in the state.

An ITS presents an innovative solution to increase our ridership and efficiency, therefore creating a response to a large unmet need for rides in Jackson County. The new GPS (Global Positioning Systems) offered in many ITS systems will allow us to track our buses and increase efficiency. The data storage features of the new ITS systems will allow us to not only track ridership, but to identify gaps in our services and inefficiencies in our operations. All of this will increase ridership and availability of our buses.

7. Describe your agency's involvement in the local transportation planning process.

JCMTD has always had a strong presence in the Region 11 local planning process. Either Frank Mulholland, the current Managing Director, or Donald D. Monty, the Chairperson of the JCMTD Board of Trustees, or most likely both, have been in attendance at every Region 11 meeting since Mr. Mulholland took the job. Before that, the former managing director was very active in the Region 11 plan. We have helped develop the plans, submitting all paperwork and attending meetings to make known what JCMTD can do, helped to help identify the gaps in the area and taken a place on the local Committee.

We used the Region 11 Winter 2009 plan to formulate this project idea. As the Managing Director of the JCMTD has gotten to know the Regional Coordinators, Lindsey Holtz and Elton Trojnar, he has come to depend more on their services and ideas and find them very helpful in navigating things such as a New Freedoms Grant.

E. Project Budget

Capital Equipment (Rolling Stock, Non-Rolling Stock, Mobility Management)				Total Capital Cost
Rolling Stock				
Non-Rolling Stock				
Mobility Management				
Complete ITS Program including software and hardware				120,000
Total Capital Cost				(1) 120,000
Federal Share Capital Cost				(2) 118,000
Local Share Capital Cost				(3) 2,000
<i>TRC's ARE requested to cover the local match of this project except for \$2,000</i>				
Operating	Year 1	Year 2	Year 3	Total Operating Cost
Labor				
Fringe Benefits				
Fuel and Oil				
Maintenance				
Vehicle Insurance				
Purchased Transportation				
Other Expenses*				
Total Operating Expenses (A)	(5)			
Total Operating Revenue (B)	(6)			
Net Operating Project Cost (A-B)	(7)			
Note: The amount of eligible Operating expense does not include revenues.				
Federal Share Operating (50%)	(8)			
Local Share Operating (50%)	(9)			
PROJECT COST SUMMARY				
<i>**Enter sum of all sub-totals for entire project (capital and operating) in the boxes below:</i>				
Total Project Cost				(1+7) 120,000
Total Federal Share				(2+8) 118,000
Total Local Share				(3+9) 2,000
Total Revenue				(6) 120,000
* Please Indicate Other Expenses Here:				

F. Sources of Project Funding

Capital Project Funding		
	Rolling Stock	
	Indicate Source of Local Match:	
	Status of Match	
	Non – Rolling Stock	
	Indicate Source of Local Match:	
	Status of Match	
Operating Project Funding		
	Year 1	
	Indicate Source of Match Y1:	
	Status of Match Y1:	
	Year 2	
	Indicate Source of Match Y2:	
	Status of Match Y2:	
	Year 3	
	Indicate Source of Match Y3:	
	Status of Match Y3:	
Mobility Management Project Costs		
	Indicate Source of Local Match:	<i>Local Contracts and donations</i>
	Status of Match	<i>Secured</i>

G. Project Scalability

1. Could the project be implemented on a more limited scope with less funding?

Yes No

If "Yes" please describe:

2. Could the project be implemented in phases depending upon the availability of project funding?

Yes No

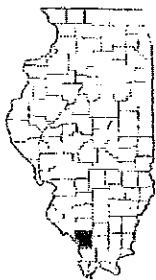
If "Yes" please describe:

H. Project Scalability

Provide an estimated operational plan for providing the service including timeline and milestones

Timeline and Project and Milestones	
Describe briefly the major steps that will be followed from project start through project end. For the Date, please indicate estimated Completion of each task after grant approval.	
Milestone	Date
<i>Purchase and Installation of Software and Hardware</i>	<i>8-14 weeks</i>
<i>Program Training</i>	<i>10-18 weeks</i>
<i>Advertisement Campaign</i>	<i>5-6 weeks and continuing</i>
<i>Community meetings</i>	<i>5-6 weeks and continuing</i>
<i>Begin Services</i>	<i>10-18 weeks and continuing</i>
<i>Milestone/Progress Reports</i>	<i>12 weeks and quarterly</i>
<i>Surveys (ridership and partnership)</i>	<i>20 weeks and every 6 months thereafter</i>

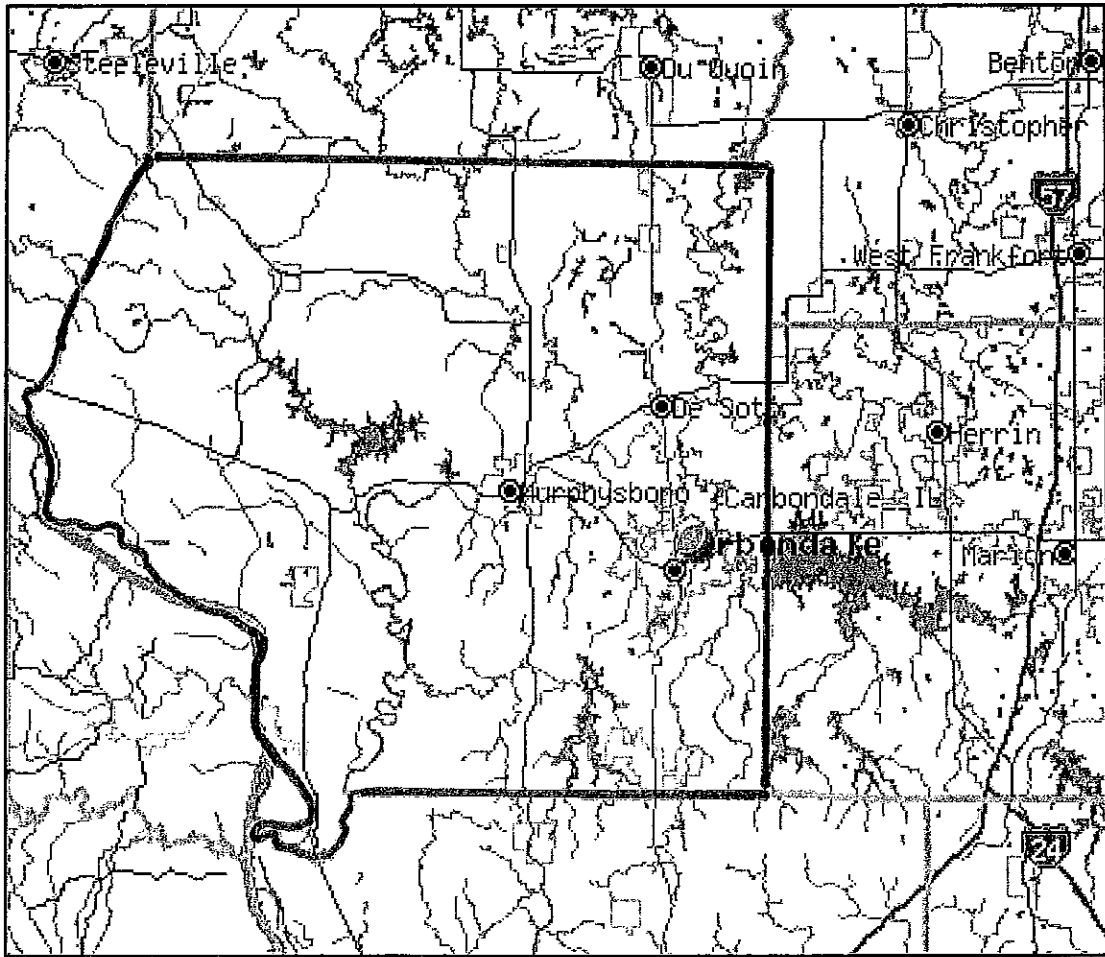
MAPS OF SERVICE AREA AND SURROUNDING AREAS



Jackson County, IL

Jackson County Mass Transit District

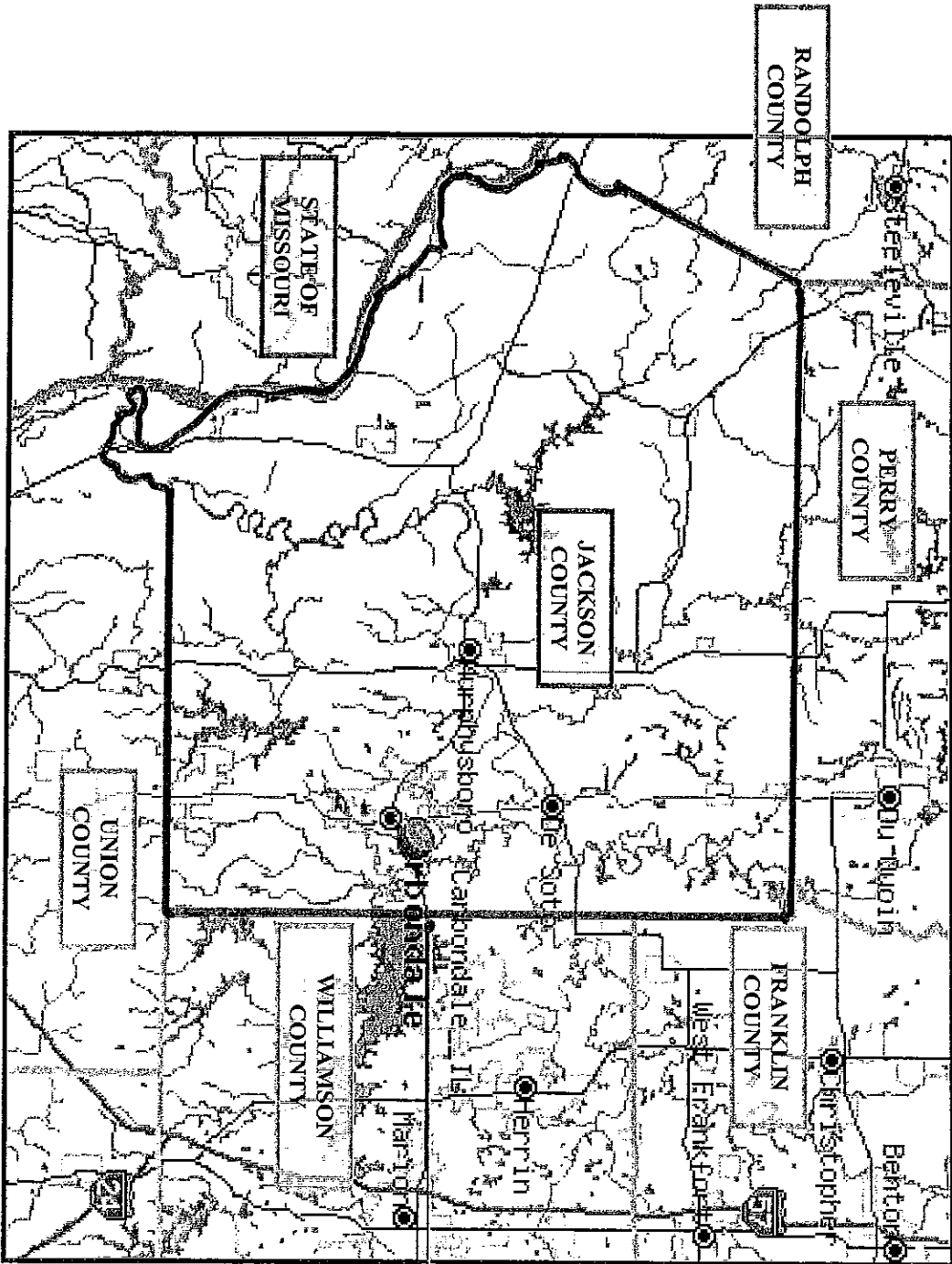
CORE SERVICE AREA -- FY 2009



JACKSON COUNTY, ILLINOIS

ATTACHMENT I

JACKSON COUNTY MASS TRANSIT DISTRICT CONTIGUOUS SERVICE AREA FY 2009



JACKSON COUNTY, ILLINOIS
AND MEDICAL TRIPS TO ADJACENT COUNTIES

CORE SERVICE
AREA

ADJACENT
COUNTIES
WITH POSSIBLE
MEDICAL TRIP
DESTINATIONS

CRAB ORCHARD
ESTATES
(Williamson
County)

AREA NOT SERVED

CERTIFICATIONS AND ASSURANCES

I. Joint Certifications and Assurances for Grantees

Illinois Department of Transportation (“IDOT”) and Federal Transit Administration (“FTA”) Assistance Programs Joint Certifications and Assurances for Grantees

Each Grantee will execute the following applicable assurances and certifications to cover all applications and government agreements that include federal capital and operating assistance. The fifteen categories of certifications and assurances are listed by roman numerals I through XV. All Grantees must make all certifications and assurances in Category I. Categories II through XIII will apply to some, but not all Grantees. The categories correspond to the following description or circumstances mandating submission of specific certifications, assurances or agreements.

The Grantee agrees to comply with all the applicable requirements of IDOT and FTA Assurance Programs Joint Certifications and Assurances for Grantees hereinafter listed.

(The Grantee may make this selection instead of individual selections below.)

OR

The Grantee agrees to comply with the applicable requirements of the following categories it has selected:

- | | | |
|------|--|--------------------------|
| (1) | Certifications and Assurances Required of Each Grantee | <input type="checkbox"/> |
| (2) | Lobbying Certification (if applicable exceeds \$100,000) | <input type="checkbox"/> |
| (3) | Effects on Private Mass Transportation Companies | <input type="checkbox"/> |
| (4) | Public hearing Certification for Projects with Substantial Impacts | <input type="checkbox"/> |
| (5) | Certification for the Purchase of Rolling Stock | N/A |
| (6) | Bus Testing Certification | N/A |
| (7) | Charter Service Agreement | <input type="checkbox"/> |
| (8) | School Transportation Agreement | <input type="checkbox"/> |
| (9) | Certification for Demand Responsive Service | <input type="checkbox"/> |
| (10) | Substance Abuse Certifications | <input type="checkbox"/> |
| (11) | Certification for a Project involving interest or Other Financing Costs | N/A |
| (12) | Certification regarding Intelligent Transportation System Program Assistance | N/A |
| (13) | Certifications for the Urbanized Area Formula Program, Job Access and Reverse Commute Program, and the Clean Fuels Program | <input type="checkbox"/> |
| (14) | Certifications and Assurances for the Elderly and Persons with Disabilities Program | N/A |
| (15) | Certifications for the Nonurbanized Area Formula Program | <input type="checkbox"/> |
| (16) | Certifications and Assurances for the State Infrastructure Bank Program (Not applicable in Illinois) | N/A |

The last page of the Joint Certifications and Assurances as well as the Affirmation of the Grantee’s Attorney must be appropriately completed, signed and attached with this application.

1. Certifications and Assurances Required of Each Grantee**A. Authority of Grantee and Its Representatives**

The authorized representative of the Grantee and legal counsel who sign these certifications, assurances, and agreements attest that both the Grantee and its authorized representative have adequate authority under state and local law and the by-laws or internal rules of the Grantee organization to:

- (1) Execute and file the applications for Federal assistance on behalf of the Grantee,
- (2) Execute and file the required certifications, assurances and agreements on behalf of the Grantee binding the Grantee; and
- (3) Execute grant agreements and cooperative agreements with FTA or IDOT on behalf of the Grantee

B. Standard Assurances

The Grantee assures that it will comply with all applicable state & federal statutes, regulations, executive orders, FTA circulars, and other federal administrative requirements in carrying out any project supported by an FTA grant or cooperative agreement. The Grantee acknowledges that is under a continuing obligation to comply with the terms and conditions of the grant or cooperative agreement issued for its approved project with IDOT or FTA. The Grantee understands that federal laws, regulations, policies, and administrative practices might be modified from time to time and those modifications may affect project implementation. The Grantee agrees that the most recent state & Federal laws, regulations, requirements and directives will apply to the project, unless IDOT or FTA issues a written determination otherwise.

C. Debarment, Suspension, and Other Responsibility Matters for Primary Covered Transactions

Until new federal debarment and suspension regulations are promulgated that discontinue the current requirement for the Debarment and Suspension Certification and in accordance with U.S. Department of Transportation (U.S. DOT) regulations on Government wide Debarment and Suspension (Nonprocurement) at 49 CFR Part 29.510, the Grantee certifies to the best of its knowledge and belief, that it and its principals:

- (1) Are not presently debarred, suspended, proposed for debarment declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
- (2) Have not within a three year period preceding this Certification been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction; violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (3) Are not presently indicted for or otherwise criminally or by civil action by a governmental entity (federal, state or local) with commission of any of the offenses listed in paragraph (2) of the certification; and,
- (4) Have not within a three year period preceding this Agreement had one or more public transactions (Federal, state, or local) terminated for cause or default.

The Grantee certifies that if it becomes aware of any later information that contradicts the statements in paragraphs (1) through (4) above, it will promptly inform IDOT. Should the Grantee be unable to certify the statements set forth paragraphs (1) through (4) above, it shall so acknowledge with its signature and provide a written explanation to IDOT.

D. Drug-Free Workplace Certification

Until new U.S. DOT Drug-Free Workplace regulations that rescind the requirements for a Drug-Free Workplace certification are promulgated, and in accordance with Illinois and U.S. DOT regulations on Drug-

Free Workplace Requirements (Grants) at 30 ILCS 580/1 *et seq.* and 49 CFR Part 29 at Subpart F, as amended by 41 U.S.C. Section 702 the Grantee certifies that it will provide a drug-free workplace by:

- (1) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the Grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- (2) Establishing an ongoing drug-free awareness program to inform employees about:
 - (a) The dangers of drug abuse in the workplace
 - (b) The Grantee's policy of maintaining a drug-free workplace;
 - (c) Any available drug counseling, rehabilitation, and employee assistance programs; and,
 - (d) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace
- (3) Making it a requirement that each employee to be engaged in the performance of the grant or cooperative agreement be given a copy of the statement required by paragraph (1).
- (4) Notifying the employee in the statement required by paragraph (1) that, as a condition of employment financed with federal and state assistance provided by the grant or cooperative agreement, the employee will:
 - (a) Abide by the terms of the statement, and
 - (b) Notify the employer in writing of her or her conviction of a criminal drug statute occurring in the workplace no later than 5 calendar days after such conviction.
- (5) Notifying IDOT in writing, within 10 calendar days after receiving notice under paragraph (4)(b) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to ever project officer or other designee on whose project activity the convicted employee was working. Notice shall include the identification number(s) of each affected grant or cooperative agreement.
- (6) Taking one of the following actions, within 30 calendar days of receiving notice number paragraph (4)(b), with respect to any employee who is so convicted:
 - (a) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
 - (b) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by federal, state or local health law enforcement, or other appropriate agency.
 - (c) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (1), (2), (3), (4), (5), and (6). The Grantee has or will provide to IDOT a list identifying its headquarters location and each workplace it maintains in which project activities supported by IDOT are conducted.

E. Drug-Free Workplace Certification

If required, the Grantee assures that each project application submitted to IDOT for assistance has been or will be submitted, as required by each state, for intergovernmental review to the appropriate state and local agencies. Specifically, the Grantee assures that it has fulfilled or will fulfill the obligations imposed on FTA by U.S. DOT regulations, "Intergovernmental Review of Department of Transportation Programs and Activities: 49 CFR Part 17.

F. Nondiscrimination Assurance

In accordance with 49 U.S. C. Section 5332, Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. Section 2000d, and U.S. DOT regulations, "Nondiscrimination in Federally Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act," 49CFR Part 21.7, the Grantee assures that it will comply with all requirements pursuant to 49 CFR Part 21; FTA Circular 4702.1, "Title VI Program Guidelines for Federal Transit Administration Recipients", and other applicable directives so that no person in the United States, on the bases of race, color, national origin, creed, sex or age will be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination in any program or activity (particularly in the level and quality of mass transportation services and mass transportation related benefits) for which the Grantee receives federal financial assistance from the U.S. DOT or the FTA.

The Grantee assures that the project or program will be conducted, property acquisitions will be undertaken, and project equipment will be operated in compliance with all requirements of 49 CFR Part 21 and 49 U.S. C. Section 5332. The Grantee understands that this assurance extends to its entire facility and to equipment operated in connection with the Project.

The Grantee assures that it will take appropriate action to ensure that any transferee receiving property financed with federal assistance derived from U.S. DOT for FTA will comply with the provisions of 49 CFR Part 21 and 49 U.S.C. Section 5332. As required by 49 CFR Part 21.7(a)(2), the Grantee will include in each third party contract, subgrant, or sub-agreement appropriate clauses to impose the requirements of 49 CFR Part 21, and 49 U.S.C. Section 5332; and include appropriate provisions imposing those requirements in deeds and instruments recording the transfer of real property, structures, improvements.

The grantee assures that it will promptly take the necessary actions to effectuate this assurance. In particular, the Grantee will notify the public that complaints pertaining to discrimination in the provision of mass transportation – related services or benefits may be filed with U.S. DOT or FTA. Upon request by U.S. DOT or FTA, the Grantee assures that it will make such changes in its 49 U.S.C Section 5332 and Title VI implementing procedures as U.S. DOT or FTA may request.

G. Assurances of Nondiscrimination on the Basis of Disability

As required by 49 U.S. C. 5332 and in accordance with U.S. DOT regulations, " Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance," 49CFR Part 29, the Grantee assures that, as a condition to the approval or extension of any federal financial assistance from FTA or U.S. DOT to construct any facility , obtain any rolling stock or other equipment, undertake studies, conduct research, or to participate in or obtain any benefit from any program administered by FTA or IDOT, no otherwise qualified person with a disability shall be solely be reason of that disability, excluded from participation in denied the benefits of, or otherwise subjected to discrimination in any program or activity receiving or benefiting from federal financial assistance administered by the FTA or IDOT or any entity within U.S. DOT.

Specifically the Grantee assures it will implement any program or operate any facility so assisted in compliance with all applicable requirements implied by U.S. DOT regulations implementing the Rehabilitation Act of 1973, as amended, 29 U.S. C. Section 794 et seq., and the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. Section 12101 et seq. and implementing U.S. DOT regulations, 49 CFR parts 27, 37 and 38, as well as all applicable regulations and directives issued in accordance thereto by other federal departments or agencies.

H. Procurement Compliance

The grantee certifies that its procurements and procurement system that involved FTA assistance will comply with all applicable requirements imposed by federal and state laws, executive orders, or regulations and FTA directives(including the requirements of FTA circular 4220.1E, "Third Party Contracting Guidelines, "including any revisions thereto) and other requirements FTA may issue and any revisions thereto. The Grantee certifies that it will include in its contracts financed in whole or in part with FTA assistance all clauses required by federal and state laws, executive orders, or regulations, and will ensure that each subrecipient and contractor will also include in its subagreements and contracts financed in whole or in part with FTA assistance all applicable clauses required by federal laws, executive orders, or regulations.

I. Certifications Prescribed by the Office of Management and Budget (SF-424B and SF-424D)

The Grantee certifies that it:

- (1) Has the legal authority to apply for federal assistance and the institutional, managerial, and financial capability (including sufficient to pay the non-federal share of project cost) to ensure proper planning, management, and completion of the project described in its application.
- (2) Will give FTA, 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.
- (3) 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.
 - (4) Will initiate and complete the work within the applicable project time periods following receipt of FTA approval.
 - (5) Will comply with all statutes relating to nondiscrimination including, but not limited to:
 - (a) Title VI of the Civil Rights Act, 42 U.S.C. Section 2000d, which prohibits discrimination on the basis of race, color, or national origin;
 - (b) Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. Sections 1681 through 1683, and 1685 through 1687, and U.S. DOT regulations, Nondiscrimination of the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance," 49 CFT Part 25, which prohibits discrimination on the basis of sex;
 - (c) Section 504 of the Rehabilitation Act of 1973, as amended 29 U.S.C. Section 794, which prohibits discrimination on the basis of handicaps;
 - (d) The Age Discrimination Act of 1975, as amended 42 U.S.C. Sections 6101 through 6107, which prohibit discrimination on the basis of age;
 - (e) The Drug Abuse Office and Treatment Act of 1972, Pub. L. 92-255, March 21 1972, and amendments thereto, 21 U.S.C Section 1174 et seq., relating to nondiscrimination on the basis of drug abuse.
 - (f) The Comprehensive Alcohol Abuse and Alcoholism Prevention Act of 1970, Pub. L. 91-616 December 31, 1970, and amendments thereto, 42 U.S.C. Section 4581 et seq., relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - (g) The Public Health Service Act of 1912, as amended, 42 U.S.C Sections 290dd-3 and 290ee-3, related to confidentiality of alcohol and drug abuse patient records;
 - (h) Title VIII of the Civil Rights Act, 42 U.S.C. Sections 3601 et seq., relating to nondiscrimination in the sale, rental or financing of housing;
 - (i) Any other nondiscrimination provisions in the specific statues under which federal assistance for the project may be provided including, but no limited to 49 U.S.C Section 5332, which prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business or business opportunity, and section 1101(b) of the Transportation Equity Act for the 21st Century, 23 U.S.C. Section 101 note, which provides for participation of disadvantaged business enterprises in FTA programs; and
 - (j) The requirements of any other nondiscrimination statute(s) that may apply to the project.
 - (6) Will comply, or has complied, with the requirements of titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, (Uniform Relocation Act) 42 U.S.C. Section 4601 et seq., which among other things, 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. As required by U.S. DOT regulations, "Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs," at 49 CFR Part 24.4, and Sections 210 and 305 for the Uniform Relocation Act, 42 U.S.C Sections 4630 and 4655, the Grantee assures that it has the requisite authority under applicable state and local law and will comply with or has complied with that Act and those U.S. DOT implementing regulations, including, but no limited to the following:
 - (a) The Grantee will adequately inform each affected person of the benefits, policies, and procedures provided for in 49 CFR Part 24;
 - (b) The Grantee will provide fair and reasonable relocation payments and assistance required by 42 U.S.C Sections 4622, 4623, and 4624; 49 CFR Part 24; and any applicable FTA procedures, to or for families, individuals, partnerships, corporations or associations displaced as a result of any project financed with FTA assistance;
 - (c) The Grantee will provide relocation payments and assistance required by 42 U.S.C. Sections 4622, 4623, and 4624; 49 CFR Part 24; and any applicable FTA procedures, to or for families, individuals, partnerships, corporations or associations in the manner provided in 49 CFR Part 24 and FTA procedures;
 - (d) Within a reasonable time before displacement, the Grantee will make available comparable placement swellings to displaced families and individuals as required by 42 U.S.C. Section 4625 (c)(3);

- (e) The Grantee will carry out the relocation process in such a manner as to provide displaced persons with uniform and consistent services, and will make available replacement housing in the same range of choices with respect to such housing to all displaced persons regardless of race, color, religion, or national origin;
 - (f) In acquiring real property, the Grantee will be guided to the greatest extent practicable under state law, by the real property acquisition policies of 42 U.S.C. Sections 4651 and 4652;
 - (g) The Grantee will pay or reimburse property owners for necessary expenses as specified in 42 U.S.C. Sections 4653 and 4653, understanding that FTA will participate in the Grantee's costs of providing those payments and that assistance for the project as required by 42 U.S.C. Section 4631;
 - (h) The Grantee will execute such amendments to third party contracts and subagreements financed with FTA assistance and execute, furnish and be bound by such additional documents as FTA may determine necessary to effectuate or implement the assurances provided herein; and
 - (i) The Grantee agrees to make these assurances part of or incorporate them by reference into any third party contract or subagreement, or any amendments thereto., relating to any project financed by FTA involving relocation or land acquisition and provide in any affected document that these relocation and land acquisition provisions shall supersede any conflicting provisions.
- (7) To the extent applicable will comply with the Davis-Bacon Act, as amended, 40 U.S.C. Section 3141 et. seq., the Copeland Act, as amended, 18 U.S.C. Section 874, and the Contract Work Hours and Safety Standards Act, as amended, 40. U.S.C. Sections 3701 et seq., regarding labor standards for federally – assisted subagreements.
- (8) To the extent applicable, will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973, as amended, 42 U.S.C. Section 4012(a), 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.
- (9) Will comply with environmental standards that may be prescribed to implement the following federal laws and executive orders:
- (a) Institution of environmental quality control measures under the National Environmental Policy Act of 1969, as amended, 42 U.S.C. Section 4321 et seq., and Executive Order No. 11514, as amended, 42 U.S.C. Section 4321 note;
 - (b) Notification of violating facilities pursuant to Executive Order No. 11738, 42 U.S.C. Section 7606 note;
 - (c) Protection of wetlands pursuant to Executive Order No. 11900, 42 U.S.C Section 4321 note, and the Interagency Wetland Policy Act (20 ILCS 830);
 - (d) Evaluation of flood hazards in floodplains in accordance with Executive Order No. 11988, 42 U.S.C. Section 4321 note;
 - (e) Assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972, as amended, 16 U.S.C. Section 1451 et. seq.;
 - (f) Conformity of federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1995, as amended, 42 U.S.C. Section 7401 et seq.;
 - (g) Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended 42 U.S.C. Section 300h et seq.;
 - (h) Protection of endangered species under the Endangered Species Act of 1973, as amended, Endangered Species Act of 1973 as amended, 16 U.S.C. Section 1531 et seq.;
 - (i) Environmental protections for federal transit programs, including, but not limited to protections for a park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance or any land from a historic site of national, state, or local significance used in a transit project as required by 49 U.S.C. Section 303;
 - (j) Protection of the components of the national wild and scenic rivers system, as required under the Wild and Scenic Rivers Act of 1968, as amended, 15 U.S.C. Section 1271 et seq.; and
 - (k) Provision of assistance to FTA and IDOT in assuring compliance with section 106 of the national Historic Preservation Act of 1966, as mended 16 U.S.C. Section 470f, Executive Order No. 11593 (identification and protection of historic properties), 16 U.S.C. Section 470 note, and the Archaeological and historic Preservation Act of 1974, as amended, 16 U.S.C. Section 469a-1 et seq.
- (10) Will comply with the Lead-Based Paint Poisoning Prevention Act, 42 U.S.C. Section 4831(b), which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
- (11) 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 on which a construction project supported with FTA assistance takes place

without permission and instructions from the awarding agency. Will record the federal interest in the title of real property in accordance with FTA 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.

- (12) Will comply with FTA requirements concerning the drafting, review, and approval of construction plans and specifications of any construction project supported with FTA assistance. As required by U.S. DOT regulations, "Seismic Safety," 49 CFR Part 41.117(d), before accepting delivery of any building financed with FTA assistance, it will obtain a certificate of compliance with the seismic design and construction requirements of 49 CFR Part 41.
- (13) Will provide and maintain competent and adequate engineering supervision at the construction site of any project supported with FTA assistance to ensure that the complete work conforms with the approved plans and specifications and will furnish progress reports and such other information as may be required by FTA or IDOT.
- (14) Will comply with the National Research Act, Pub. L. 93-348, July 12, 1974, as amended, regarding the protection of human subjects involved in research, development, and related activities supported by the FTA assistance and DOT regulations. "Protection of Human Subjects." 49CFR Part II.
- (15) Will comply with the Laboratory Animal Welfare Act of 1966, as amended, 7 U.S.C. Section 2131 et seq. and pertaining to the care, handling, and treatment of warm blooded animals held or research, teaching or other activities supported by FTA assistance.
- (16) Will have performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996, 31 U.S.C. Section 7501 et seq. and OMB Circular No. A-133, "Audits of States, Local governments and Non-Profit Organizations." And the most recent applicable OMB A-133.
- (17) Will comply with all applicable requirements of all other federal laws, executive orders, regulations, and policies governing the project.

2. Lobbying Certification Required for Each Application Exceeding \$100,000

In accordance with U.S. DOT regulations, "New Restrictions on Lobbying," at 49 CFT Part 20.110, for each application for federal assistance exceeding \$100,000, the Grantee's authorized representative 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 Grantee, to any person for influencing or attempting to influence an officer or employee or any 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 grant or cooperative agreement, and the extension continuation, renewal, amendment, or modification of any federal grant 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 grant or cooperative agreement, the Grantee shall complete and submit Standard Form - LLL, "Disclosure For to Report Lobbying," in accordance with its instructions as amended by "Government Wide Guidance for New Restriction on Lobbying," including the information required by the form's instructions, which may be amended to omit such information as permitted by 31 U.S.C. Section 1532.
- C. The Grantee shall require that the language of this certification be included in the award documents for each sub-award at any tiers (including subcontracts, sub-grants, sub-agreements and contract under grants and cooperative agreements financed with FTA assistance) and that each grantee shall certify and disclose accordingly.

The Grantee understands that this certification is a material representation of fact upon which reliance is placed and that the submission of this certification is a prerequisite for providing Federal assistance for a transaction covered by 31 U.S.C. Section 1352; and the Grantee also understands that 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.

3. Effects on Private Mass Transportation Companies

As required by 49 U.S.C. Section 5323(a)(1), the Grantee certifies that before it acquires property or an interest in property of a private mass transportation company or operates mass transportation equipment or a facility in competition with or in addition to transportation service provided by an existing mass transportation company it has or will have:

- A. Found that the assistance is essential to carrying out a program of projects as determined by the plans and programs of the metropolitan planning organization;
- B. Provided for the participation of private mass transportation companies to the maximum extent feasible, consistent with applicable FTA requirements and policies;
- C. Paid or will pay just compensation under state or local law to a private mass transportation company for its franchises or property acquired; and
- D. Acknowledged that assistance falls within the labor standards compliance requirements of 49 U.S.C. Section 5333(a) and 5333(b)

4. Public Hearing Certification For A Capital Project That Will Substantially Affect a Community or Its Transit Service

A Grantee seeking federal or state assistance under 49 U.S.C. Section 53 to acquire rolling stock must provide the certification detailed herein. As required by 49 U.S.C. Section 5323(b), the Grantee certifies that it has, or before submitting its application, will have:

- A. Provided an adequate opportunity for a public hearing with adequate prior notice of the proposed project published in a newspaper or general circulation in the geographic area to be served;
- B. Held that hearing and provided FTA and IDOT a transcript or detailed report summarizing the issues and responses, unless no one with a significant economic, social, or environmental interest requests a hearing;
- C. Considered the economic, social, and environmental effects of the project; and
- D. Determined the project to be consistent with official plans for developing the urban area.

5. A Grantee Seeking Federal Certification of Pre-Award and Post-Delivery Audit of Rolling Stock Required for Each Grantee That Purchases Rolling Stock

As required by 49 U.S.C. Section 5323(m), and implementing FTA regulations at 49 CFR Part 663.7, the Grantee certifies that it will that it will comply with the requirements of 49 CFR Part 663, in the course of purchasing revenue service rolling stock. Among other things, the Grantee will conduct or cause to be conducted the prescribed pre-award and post-delivery audits, and will maintain on file the certifications required by 49 CFR Part 663, Subparts B, C, and D.

6. Bus Testing Certification Required for the Acquisition of New Buses

In accordance with FTA regulations, "Bus Testing," at 49 CFR Part 665.7, the Grantee certifies that before authorizing final acceptance of the first bus of any new bus model with a major change in configuration or components (as described in 49 CFR Part 665) acquired or leased with federal assistance funds obligated by FTA, the following two conditions will have been met: (a) the model of the bus will have been tested at a bus testing facility approved by FTA; and (b) the Grantee will have received a copy of the test report prepared on the bus model.

7. Charter Service Agreement

In accordance with 49 U.S.C. Section 5323(d) and FTA regulations, "Charter Service," at 49 CFR Part 604.7, the Grantee agrees that it will provide charter service that uses equipment or equipment acquired with federal assistance authorized for 49 U.S.C. Section 53; or Title 23 U.S.C., only to the extent that there are no private charter service operators willing and able to provide the charter service that it or its recipients desire to provide unless one or more of the exceptions in 49 CFR Part 604.9 applies.

The Grantee further agrees that it will comply with the provisions of 49 CFR Part 604 before it provides any charter service using equipment or equipment provided with federal assistance authorized for the above statutes, that the requirements of 49 CFR Part 604 will apply to any such charter service that is provided, and that the definitions in 49 CFR Part 604 apply to this Agreement. The Grantee understands that a violation of this agreement may require corrective measures and the imposition of penalties, including Debarment from the receipt of further federal assistance for mass transportation.

8. School Transportation Agreement

- A. As required by 49 U.S.C. Section 5323(f) and FTA regulations, "School Bus Operations," at 49 CFR Part 605.14 the Grantee agrees that it:
- (1) Engage in school transportation operations in completion with private school transportation operators only to the extent permitted by an exception provided by 49 U.S.C. Section 5323(f) and implementing regulations, and
 - (2) Comply with the requirements of 49 CFR Part 605 before providing any school transportation using equipment or facilities acquired with federal assistance awarded by FTA and authorized by 49 U.S.C. Section 53 or Title 23 U.S.C. for transportation projects.
- B. The Grantee understands that the requirements of 49 CFR Part 605 will apply to any school transportation it provides, the definitions of 49 CFR Part 605 apply to this school transportation agreement, and a violation of this agreement may require corrective measures and the imposition of penalties, including debarment from the receipt of further federal assistance for transportation.

9. Certification Required for the Direct Award of FTA Assistance to a Grantee for its Demand Response Service

In accordance with U.S. DOT regulations, "Transportation service for Individuals with Disabilities (ADA)," AT 49 CFR Part 37.77, the Grantee certifies that its demand responsive service offered to persons with disabilities, including persons who use wheelchairs, is equivalent to the level and quality of service offered to persons without disabilities. Such service, when viewed in its entirety, is provided in the most integrated setting feasible and is equivalent with respect to: (1) response time; (2) fares; (3) geographic service area; (4) hours and days of service; (5) restrictions on trip purpose; (6) availability of information and reservation capability ; and (7) constraints on capacity or service.

10. Prevention of Alcohol Misuse and Prohibited Drug Use Certification

As applicable to the Grantee pursuant to federal regulations "Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations," at 49 CFR Part 665, Subpart I, the Grantee certifies that it has established and implemented an anti-drug and alcohol misuse program, and has complied with or will comply with the applicable requirements of FTA regulations, "Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations," at 49 CFR Part 665"

11. Certification for a Project Involving Interest or Other Financing Costs

As required by 49 U.S.C. Section 5307(g), 49 U.S.C. Section 5309(g)(2)(B), 49 U.S.C. Section 5309(g)(3)(A), and 49 U.S.C. Section 5309(3), the Grantee certifies that it will not seek reimbursement for interest and other financing costs unless its records demonstrate it has used reasonable diligence in seeking the most favorable financing terms underlying those costs, to the extent FTA might require.

12. Intelligent Transportation System Program Assistance

As applicable to any Intelligent Transportation System (ITS) PROJECT OF THE Grantee assures that it will comply with, and require its contractors and subcontractors to comply with, all applicable requirements imposed by Section V (Regional ITS Architecture) and Section VI (Project Implementation) of the FTA Notice, "FTA National Intelligent Transportation System Architecture Policy on Transit Projects" at 66 Fed. Reg. 1455 et seq. dated January 8, 2001 and other FTA requirements that may be issued in connection with any ITS project it undertakes financed with Highway Trust Funds (including funds from the mass transit account) or

funds made available for the ITS program authorized by TEA-21, Title V, subtitle C, 23 U.S.C. Section 502 note.

13. Certifications for the Urbanized Area Formula Program, The Job Access and Reverse Commute Program, and the Clean Fuels Program

In addition to the following certifications listed in A., B., and C., and if it has received Transit Enhancement funds under 49 U.S.C. Section 5307(k) (1), the Grantee must submit in its quarterly report for the fourth quarter of the proceeding federal fiscal year a list of the Transit Enhancement projects carried out during that federal fiscal year using those funds, and that report is incorporated by reference and made part of its certifications and assurances.

A. Certifications Required by Statute

As required by 49 U.S.C. Section (d)(1)(A) through (J), the Grantee certifies that:

- (1) It has or will have the legal, and technical capacity to carry out the proposed program of projects;
- (2) It has or will have satisfactory continuing control over the use of the equipment and facilities;
- (3) It will adequately maintain the equipment and facilities;
- (4) It will ensure that the elderly and handicapped persons, or any persons presenting a Medicare card issued to himself or herself under Title II or Title XVIII of the Social Security Act (42 U.S.C. Section 401 et seq. or 42 U.S.C. Section 1395 et seq.), will be charged during non-peak hours for transportation using or involving a facility or equipment of a project financed with federal assistance authorized for 49 U.S.C. Section 5307 or Section 3037 of the Transportation Equity Act for the 21st Century (TEA-21), 49 U.S.C. Section 5309 note, not more than 50 percent of the peak hour fare;
- (5) In carrying out a procurement financed with federal assistance authorized for the Urbanized Area Formula Program at 49 U.S.C. Section 5307 or Section 3037 of TEA-21, 49 U.S.C. Section 5309 note, it will use competitive procurement (as defined or approved by the Secretary), it will not use a procurement using exclusionary or discriminatory specifications, and it will comply with applicable Buy America laws in carrying out a procurement;
- (6) It has complied or will comply with the requirements of 49 U.S.C. Section 5307, specifically, it has or before submitting its application it will: (a) make available to the public information on amounts available for the Urbanized Area Formula Program at 49 U.S.C. Section 5307 and, if applicable, the Job Access and Reverse Commute Grant Program, 49 U.S.C. Section 5309 note, and the program of projects it proposes to undertake with those funds; (b) develop, in consultation with interested parties, including private transportation providers, a proposed program of projects for activities to be financed; (c) publish a proposed program of projects in a way that affected citizens, private transportation providers, and local elected officials have the opportunity to examine the proposed program and submit comments on the proposed program and the performance of the Grantee; (d) provide an opportunity for a public hearing to obtain the views of citizens on the proposed program of projects; and (e) ensure that the proposed program of projects provides for the coordination of transportation services assisted under 49 U.S.C. Section 5336 with transportation services assisted by another federal government source, (f) consider comments and views received, especially those of private transportation providers, in preparing the final program of projects; and (g) make the final program of projects available to the public.
- (7) It has or will have available and will provide the amount of funds required by 49 U.S.C. Section 5307 (e) and applicable FTA policy (specifying federal and local shares of project costs);
- (8) It will comply with: (a) 49 U.S.C. Section 5301 (a) (requirements to develop transportation systems that maximize mobility and minimize fuel consumption and air pollution); (b) 49 U.S.C. Section 5301 (d) (requirements for transportation of the elderly and persons with disabilities); (c) 49 U.S.C. Section 5303 through 5306 (planning requirements); and (d) 49 U.S.C. Section 5310 (d) (programs for the elderly and persons with disabilities);
- (9) It has a locally developed process to solicit and consider public comment before raising fares or implementing a major reduction of transportation; and
- (10) As required by 49 U.S.C. Section 5307 (d)(1)(J), unless the Grantee has determined that it is not necessary to expend one percent of the amount of federal assistance it receives for this transit security projects, it will expend at least one percent of the amount of that assistance for transit security projects, including increased lighting in or adjacent to a transit system (including bus stops, subway stations, parking lots, and garages), increased camera surveillance of an area in or adjacent

to that system, emergency telephone line or lines 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 transit system.

B. Certification Required for Capital Leasing

As required by FTA regulations, "Capital Leases," 49 CFR Parts 639.15(b)(1) and 639.21, to the extent that the Grantee uses federal assistance authorized for 49 U.S.C. Section 5307 or Section 3037 of TEA-21, 49 U.S.C. Section 5309 note, to acquire any capital asset by lease, the Grantee certifies that:

- (1) It will not use federal assistance authorized for 49 U.S.C. Section 5307 or Section 3037 of TEA-21, 49 U.S.C. Section 5309 note, to finance the cost of leasing any capital asset until it undertakes calculations demonstrating that it is more cost-effective to lease the capital asset than to purchase or construct similar assets;
- (2) It will complete these calculations before entering into the lease or before receiving a capital grant for the asset, whichever is later; and
- (3) It will not enter into a capital lease for which FTA can only provide incremental funding unless it has the financial capacity to meet its future obligations under the lease in the event federal assistance is not available for capital projects in subsequent years.

C. Certifications Required for Sole Purchase of Associated Capital Maintenance Item

As required by 49 U.S.C. Section 5325(c), to the extent that the Grantee procures an associated capital maintenance item under the authority of 49 U.S.C. Section 5307(b)(1), the Grantee certifies that it will use competition to procure an associated capital maintenance item unless the manufacturer or supplier of that item is the only source for the item and the price of the item is no more than the price similar customers pay for the item, and maintain sufficient records pertaining to each such procurement on file easily retrievable for FTA or IDOT inspection.

D. Certification Required for Clean Fuels Program

As required by 49 U.S.C. Section 5308 (c)(2), the Grantee certifies that, in connection with any application for assistance authorized for the clean Fuels Formula Program, vehicles purchased with grant funds made available for 49 U.S.C. Section 5308 will be operated only with clean fuels.

14. Certifications and Assurances for the Elderly and Persons with Disabilities Program

Based on its own knowledge the Grantee, administering the Elderly and Persons with Disabilities Program authorized by 49 U.S.C. Section 5310, certifies and assures that the following requirements and conditions will be fulfilled:

- A. It will not enter into a capital lease for which FTA can only provide incremental funding unless it has the financial capacity to meet its future obligations under the lease in the event federal assistance is not available for capital projects in subsequent years.
- B. The Grantee assures that it either is recognized under state law as private nonprofit organization with the legal capability to contract with the state to carry out the proposed project, or is public body that has met the statutory requirements to receive federal assistance authorized for 49 U.S.C. Section 5310.
- C. The Grantee application for 49 U.S.C. Section 5310 assistance contains information for which the state concludes that the transit service provided or offered to be provided by existing public or private transit operators is unavailable, insufficient, or inappropriate to meet the special needs of the elderly and persons with disabilities.
- D. The Grantee assures that sufficient non-federal funds have been or will be committed to provide the required local share.
- E. The Grantee has, or will have by the time of delivery, sufficient funds to operate and maintain the vehicles and equipment purchased with federal assistance awarded for this project.
- F. The Grantee has, to the maximum degree feasible, coordinated with other transportation providers and users, including social service agencies authorized to purchase transit service, and has provided an opportunity for a public hearing in connection with any capital assistance.
- G. The Grantee is in compliance with all applicable civil rights requirements, and has signed the Nondiscrimination Assurance.

- H. The Grantee will comply with applicable requirements of U.S. DOT regulations on participation of disadvantaged business enterprises in U.S. DOT programs.
- I. The Grantee will comply with all existing federal requirements regarding transportation of the elderly and persons with disabilities. The Grantee has provided to the state an Assurance of Nondiscrimination on the Basis of Disability, as set forth in the Certifications and Assurances required of each Grantee for FTA assistance. If non-accessible vehicles are being purchased for use by a public entity in demand responsive service for the general public, the Grantee will provide a "Certification of Equivalent Service," which states that the public entity's demand responsive service offered to persons with disabilities, including persons who use wheelchairs, meets the standard of equivalent service set forth in 40 CFR Part 37.77.
- J. The Grantee will comply with the transit employee protective provisions of 49 U.S.C. Section 5333(b).
- K. The Grantee will comply with 49 CFR Part 604 in the provision of any charter service provided with equipment or facilities acquired with FTA funds.
- L. The Grantee has certified to the state that it will comply with applicable provisions of 49 CFR Part 605 and 20 ILCS 2705/49.19(6) pertaining to school bus operations.
- M. Unless otherwise noted, each of the Grantee's projects qualifies for a categorical exclusion and does not require further environmental approvals, as described in the joint FHWA/FTA regulations, "Environmental Impact and Related Procedures," at 23 CFR Part 771.117. The Grantee certifies that financial assistance will not be provided for any project that does not qualify for a categorical exclusion described in 23 CFR Part 771.117(c) until FTA has made the required environmental finding. The Grantee further certifies that no financial assistance will be provided for project requiring a conformity finding in accordance with the Environmental Protection Agency's Clean Air Conformity regulations at 40 CFR Parts 51 and 93, until FTA makes the required conformity finding.
- N. The Grantee has submitted (or will submit) all applicable certifications and assurances currently required, including, but not limited to: a certification that its procurements and procurement system will comply with all applicable requirements imposed by federal laws, executive orders, or regulations and requirements of FTA Circular 4220.1D, "Third Party Contracting Requirements," and other implementing requirements FTA may issue; a certification that its project provides for the participation of private mass transportation companies to the maximum extent feasible; a certification that it has paid or will pay just compensation under state or local law to each private mass transportation company for its franchise or property acquired under the project, a non-procurement suspension and debarment certification, a bus testing certification for new models; a pre-award and post-delivery review certification, and a lobbying certification for each application exceeding \$100,000.
- O. The Grantee recognizes FTA's and IDOT's authority to conduct audits to verify compliance with the foregoing requirements and stipulations.

15. Certifications and Assurances for the Nonurbanized Area Formula Program

The Grantee administering the Nonurbanized Area Formula Program authorized by 49 U.S.C. Section 5311 certifies and assures that the following requirements and conditions will be fulfilled:

- A. The Grantee will have necessary legal, financial, and managerial capability to apply for, receive and disburse federal assistance authorized for 49 U.S.C. Section 5311; and to implement and manage the project.
- B. The Grantee assures that sufficient non-federal I funds have been or will be committed to provide the required local share.
- C. The Grantee has, or will have by the time of delivery, sufficient funds to operate and maintain the vehicles and equipment purchased with federal assistance authorized for this project.
- D. The Grantee has, to the maximum extent feasible, coordinated with other transportation providers and users, including social service agencies authorized to purchase transit service.
- E. The Grantee is in compliance with all applicable civil rights requirements, and has signed the Nondiscrimination Assurance.
- F. The Grantee will comply with applicable requirements of U.S. DOT regulations on participation of disadvantaged business enterprise in U.S. DOT programs.
- G. The Grantee will comply with all existing federal requirements regarding transportation of elderly persons and persons with disabilities. The Grantee has provided to the IDOT an Assurances of Nondiscrimination on the Basis of Disability, as set forth in the Certifications and Assurances required for each Grantee for FTA assistance in Category 1 of this document. If non-accessible vehicles are being purchased for use by a public entity in demand responsive service for the general public, the state will obtain from the Grantee

a "Certification of Equivalent Service," which states that the public entity's demand responsive service offered to persons with disabilities, including persons who use wheelchairs, meets the standards of equivalent service set forth in 40 CFR Part 37.77c.

- H. The Grantee has complied with the transit employee protective provisions of 49 U.S.C. Section 5333(b), by one of the following actions: (1) signing the Special Warranty for the Nonurbanized Area Formula Program, (2) agreeing to alternative comparable arrangements approved by the Department of Labor (DOL), or (3) obtaining a waiver from DOL, and the state has certified the Grantee's compliance to DOL.
- I. The Grantee has certified to the state that it will comply with 49 CFR 604 in the provision of any charter service provided with equipment or facilities acquired with FTA assistance, and will also comply with applicable provisions 49 CFR Part 605 pertaining to school transportation operations. (See Category VII, "Charter Bus Agreement" and Category VIII, "School Bus Agreement.")
- J. The Grantee has certified to the state that it will comply with 49 CFR 604 in the provision of any charter service provided with equipment or facilities acquired with FTA assistance, and will also comply with applicable provisions 49 CFR Part 605 pertaining to school transportation operations. (See Category VII, "Charter Bus Agreement" and Category VIII, "School Bus Agreement.")
- K. Unless otherwise noted, each of the Grantee's projects qualifies for a categorical exclusion and does not require further environmental approvals, as described in the joint FHWA/FTA regulations, "Environmental Impact and Related Procedures," at 23 CFR Part 771.117 □
 assistance will be provided for a project requiring a conformity finding in accordance with the Environmental Protection Agency's Clean Air Conformity regulations at 40 CFR Parts 51 and 93, until FTA makes the required conformity final.
- L. The Grantee has submitted (or will submit) all applicable certifications and assurances currently required, including but not limited to: a certification that its procurements and procurement system will comply with all applicable requirements imposed by federal laws, executive orders, or regulations and requirements of FTA Circular 4220.1D, "Third Party Contracting Requirements," and other implementing requirements FTA may issue; a certification that its project provides for the participation of private mass transportation companies to the maximum extent feasible; a certification that it has paid or will pay just compensation under state or local law to each private mass transportation company for its franchise or property acquired under the project; a non-procurement suspension and debarment certification, a bus testing certification for new bus models, a pre-award and post-delivery review certification, a lobbying certification for each application exceeding \$100,000, and if required by FTA, an anti-drug program certification and an alcohol testing certification, and the certification required for a project involving interest or other financial costs.
- M. The Grantee recognizes FTA's and IDOT's authority to conduct audits to verify compliance with the foregoing requirements and stipulations.

16. Certifications and Assurances for the State Infrastructure Bank Program

Name of Grantee: Jackson County Mass Transit District

Name of Authorized Representative: Donald D. Monty

Relationship of Authorized Representative: Chairperson, Board of Trustees

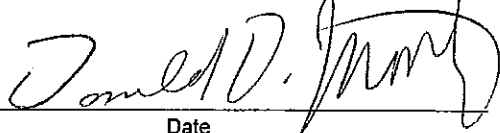
BY ENDORSING THIS SIGNATURE, I, Donald D. Monty, Chairperson, Board of Trustees, JCMTD

Declare that I am duly authorized by the Grantee to make the certifications and assurances on behalf of the Grantee and bind the Grantee to comply with them. Thus, when its authorized representative signs this document, the Grantee agrees to comply with all federal statues, regulations, executive orders, and administrative guidance required for any application it makes to the Federal Transit Administration (FTA) and Illinois Department of Transportation (IDOT)

IDOT and FTA intend that the certifications and assurances apply, as required, to each project for which the Grantee seeks now, or may later seek FTA and IDOT assistance.

The Grantee affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to FTA or IDOT, and acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. Section 3801 et seq., as implemented by U.S. DOT regulations, "Program Fraud Civil Remedies." 49 CFR Part 31 apply to any certification, assurance or submission made to IDOT or FTA. The criminal fraud provisions of 18 U.S.C. Section 1001 apply to any certification, assurance, or submission made in connection with the FTA and IDOT formula assistance program for urbanized areas, and may apply to any other certification, assurance, or submission made in connection with any program administered by FTA or

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 Grantee are true and correct.



Date

02/17/2010

Authorized Representative of Grantee


J. Affirmation of Grantee's Attorney

For: *Jackson County Mass Transit District*

Jackson County MTD

As the undersigned legal counsel for the above named Grantee, I hereby affirm that the Grantee has authority under state and local law 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 constitutes legal and binding obligations on the Grantee.

I further affirm that, to the best of my knowledge is no legislation or litigation pending or threatened that might adversely affect the validity of these certifications and assurances, or of the performance of the project.



Grantee's Attorney

2-5-2010

Date

JOHN R. CLEMONS
ATTORNEY AT LAW

Southern Illinois Law Center
Attorneys at Law
813 W. Main Street
Carbondale, IL 62901

BOARD RESOLUTION

Resolution No: 2010-13

RESOLUTION AUTHORIZING APPLICATION FOR PUBLIC TRANSPORTATION FINANCIAL ASSISTANCE UNDER SECTION 5317 OF THE FEDERAL TRANSIT ACT OF 1991, AS AMENDED (49 U.S.C. 5311)

WHEREAS, the provision or enhancement of public transit or specialized transportation service is essential to the transportation of persons with disabilities; and

WHEREAS, Section 5317 of the Federal Transit Act of 1991, as amended (49 U.S.C. 5311), makes funds available to help offset certain eligible capital or operating expenses; and

WHEREAS, grants for said funds will impose certain obligations upon the recipient, including the provision by it of the local share of funds necessary to cover costs not covered by funds provided under Section 5317 of the Federal Transit Act of 1991, as amended (49 U.S.C. 5311).

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF JACKSON COUNTY MASS TRANSIT DISTRICT

Section 1. That an application be made to the Division of Public and Intermodal Transportation, Department of Transportation, State of Illinois, for a financial assistance grant under Section 5317 of the Federal Transit Act of 1991, as amended (49 U.S.C. 5311), for the purpose of off-setting a portion of New Freedom grant assistance program.

Section 2. That while participating in said assistance program the Jackson County Mass Transit District will provide all required local matching funds or request the use of State of Illinois Toll Revenue Credits.

Section 3. That the Board Chairperson of the Jackson County Mass Transit District is hereby authorized and directed to execute and file on behalf of the Jackson County Mass Transit District such application.

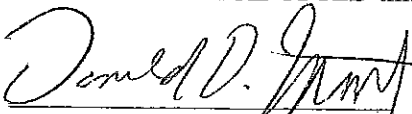
Section 4. That the Board Chairperson of the Jackson County Mass Transit District is authorized to furnish such additional information as may be required by the Illinois Department of Transportation and the Federal Transit Administration in connection with the aforesaid application for said grant.

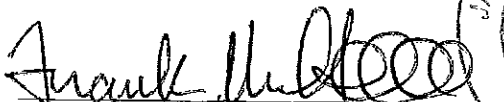
Section 5. That the Board Chairperson of the Jackson County Mass Transit District is hereby authorized and directed to execute and file on behalf of the District all required Grant Agreements with the Illinois Department of Transportation, in order to obtain grant assistance under the provisions of the Section 5317 of the Federal Transit Act of 1991, as amended (49 U.S.C. 5311).

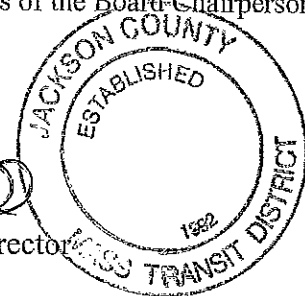
Section 6. That the Board Chairperson of the Jackson County Mass Transit District is hereby authorized to provide such information and to file such documents as may be required to perform the Grant Agreement and to receive the grant.

Section 7. That in the absence of the Board Chairperson of the Jackson County Mass Transit District, or in the event that the Board Chairperson is incapacitated, the Vice-Chairperson of the Jackson County Mass Transit District is hereby authorized and directed to perform the duties of the Board-Chairperson as stated in Sections 3,4,5, and 6 above.

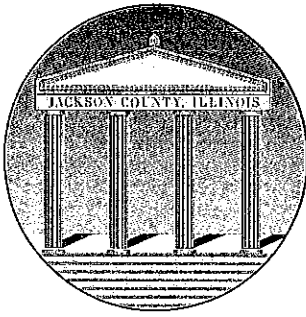
PRESENTED and ADOPTED this 16th day of February, 2010.


Donald D. Monty, Chairperson


Frank Mulholland, Managing Director



LETTERS OF SUPPORT



**OFFICE OF
COUNTY BOARD**
JACKSON COUNTY, ILLINOIS

February 5, 2010

To Whom It May Concern:

I am writing in support of the Jackson County Mass Transit District's New Freedoms Grant Application. My understanding is that JCMTD is applying for grant money under the New Freedoms Program for mobility management funding to purchase ITS (Intelligent Transportation System) hardware to improve its services to the disabled population of Jackson County, Illinois.

As County Board President, I am very aware of the makeup of the population of Jackson County. There is a large disabled population in Jackson County. I know firsthand the struggles the Jackson County Ambulance Service and the Jackson County Mass Transit District have in providing transportation to this population. I also know there is an underserved need for transportation for the disabled in this county. I have spoken with the directors of both agencies, and I know transportation for the disabled has been a big problem here for some time.

While significant progress has been made during my tenure, I believe anything which would make the JCMTD more efficient and better able to handle more rides will benefit the disabled population in this county and therefore the general population of this county as well. It would allow more disabled people to get access to health care and employment centers in the County.

I support the grant application for JCMTD. My understanding is that it will make them more efficient, better able to take advantage of their current resources in terms of staff and vehicles, and better able to meet the transportation needs of the disabled population in Jackson County. Any improvement in their ability to transport the disabled of Jackson County is much needed.

Sincerely,

John Evans
County Board President

**JACKSON
COUNTY
AMBULANCE
SERVICE**

Monday, February 08, 2010

520 N. University Avenue
P.O. Box 328
Carbondale, IL 62903-0328
618 529 5158

To Whom It May Concern:

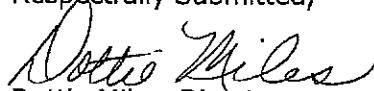
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We have recently worked with JCMTD to better serve the disabled population of Jackson County by increasing their riders to this underserved population. They are now providing transportation to the disabled population during their operating hours, a service we previously provided and still need to provide to some extent.

There is a large rural and underserved population in Jackson County. The county and its residents would be better served if the disabled population were made mobile. Having done wheelchair transports for years, before turning them over to JCMTD, I can assure that JCMTD and our service are doing everything in our power, currently, to make the disabled population of our county mobile. However, due to primitive technology, limited funding, and time constraints on the staff of JCMTD there are still a large number of wheelchair rides that must be turned down. My understanding is that JCMTD is applying for an ITS to improve its scheduling, dispatch and bus tracking to make its operations more efficient and therefore increasing the number of rides they can provide simply by making their resources more efficient.

I would like to express my support for this JCMTD grant application. I can attest to the fact that there are currently more requests for wheelchair/disabled rides than can be currently serviced given the above listed limitations. I support the JCMTD's attempts to become more efficient by implementing an ITS system. If this does make them more efficient, and therefore better able to accommodate more rides, I have no doubt the disabled population of Jackson County will become more mobile. I believe accommodating more rides will give the disabled population better access to healthcare and employment. Both are currently needed.

Respectfully Submitted,



Dottie Miles, Director

Jackson County Ambulance Service