



Modoc County Transportation Commission

Overall Work Program

FY 2017/18



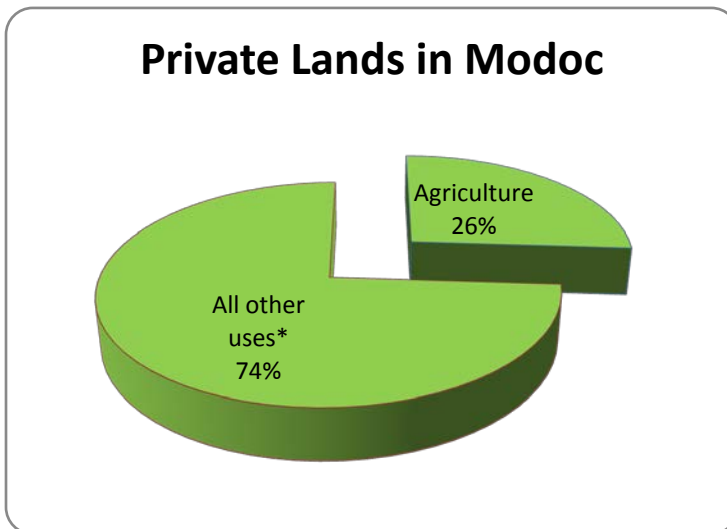
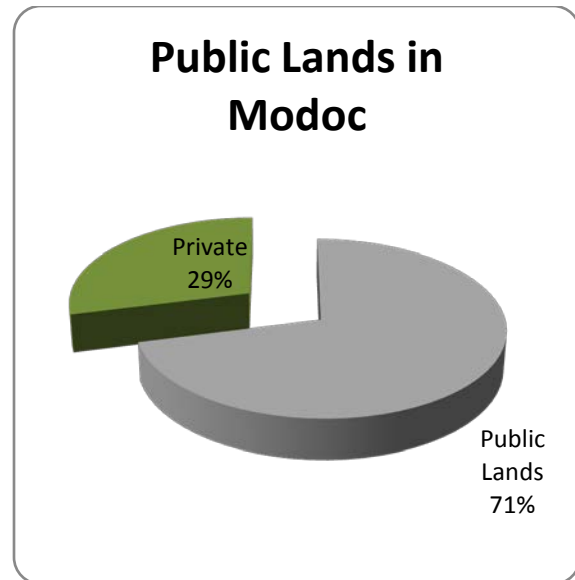
**108 S Main Street
Alturas, CA 96101
530-233-6410**

Contents

INTRODUCTION..... 3
 Figure 1 - Map..... 4
BACKGROUND..... 5
ORGANIZATION 5
 Figure 2 – Organization Chart 6
REVENUE SOURCES 7
 Work Element 7001 – OWP Administration 9
 Work Element 7002 – Public Participation and Interagency Coordination 11
 Work Element 7003 - Regional Transportation System Management 13
Appendix A - FY 2017 FTA Certifications and Assurances..... 17
Appendix B - FY 17/18 Caltrans Debarment and Suspension Certification 19
Appendix C – Federal Planning Emphasis Areas (PEAs)..... 21

INTRODUCTION

Modoc County is a land of rugged lava plateaus, fertile valleys, and immense mountains. The land area covers 3,944 square miles or about 2.5 million acres. The terrain is mountainous with high-desert vegetation and timber; numerous valleys or basins are suited for agricultural use. Predominant geographic features include the Modoc Plateau, Warner Mountains, and Surprise Valley with three often dry alkaline lakes. Public lands comprise the majority of land ownership.



There are five general land-use categories within the Modoc region: residential, commercial, industrial, agricultural and public/quasi-public holdings. Agricultural lands comprise a large use within the county.

The population of the county is among the smallest in the state ranking 56th of the 58 counties. In 2013 about 9,147 people lived in the county equating to about 2.3 persons per square mile; the statewide average is 217.2 people per square mile. This is a decline from the 2010 census population of 9,686.

The regional personal income statistics are comparatively lower than state average trends and local unemployment levels are about 5% higher than statewide unemployment rates.

The City of Alturas is the County Seat and the only incorporated city in Modoc County. The unincorporated communities include Fort Bidwell, Lake City, Cedarville, and Eagleville along the east; Newell in the northwest, Canby, Adin, and Lookout to the southwest, Likely in the southeast and Davis Creek in the northeastern part of the county. Many of these communities are located along the State Routes 139, 299, and US 395 in Modoc. Elevation and temperate ranges and annual precipitation are shown below. Please see Figure 1 for an area map.

Elevations

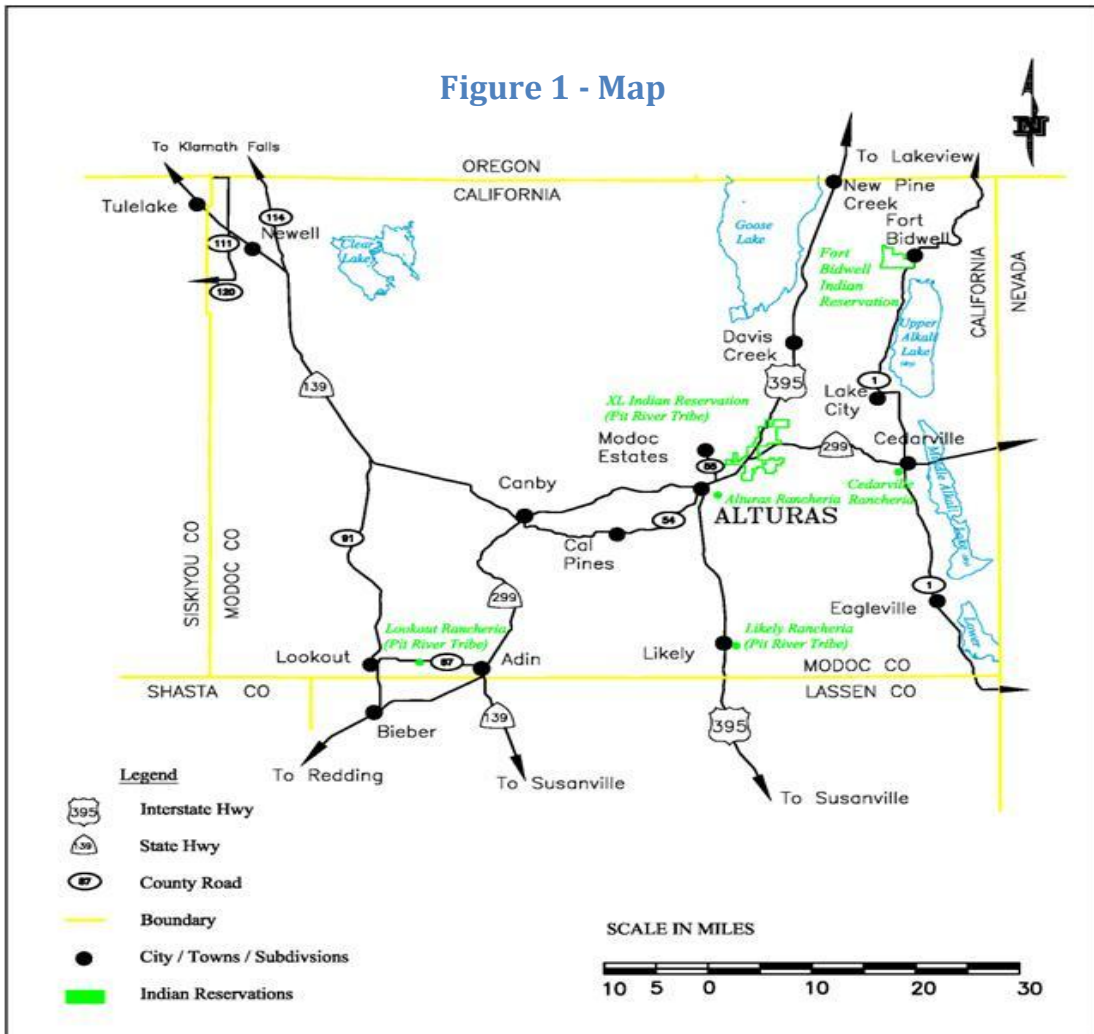
Day Bench 3500 ft
Eagle Peak 9934 ft

Temperatures

Lows 16 ° F
Highs 88 ° F

Annual Precipitation

9-16" valleys
up to 35" mountains



BACKGROUND

Regional transportation planning is integrated involving all regional stakeholders (agency representatives from Federal, tribal governments, State, City and County agencies and the private sector) working together to improve mobility. Many simultaneous and consecutive plans, programs, goals and objectives occur over different periods of time within the region. The Overall Work Program (OWP) identifies planning activities and funding to implement goals and objectives during a 12-month fiscal year period (beginning July 1- and ending June 30 of the following calendar year).

The program outlines transportation activities for decision making, partnering, coordination, public participation and financing of plans and programs through work elements and scope of work. The OWP defines the annual scope of work and estimated costs tied to specific funding using five core Work Elements (WE) 7001 through 7004; work on Modoc County Transportation Commission (MCTC) policies (an on-going effort to develop and update policies and procedures), has been incorporated into WEs 7001 and 7003. One of the core products of the OWP is the Regional Transportation Plan (RTP). The OWP and RTP are consistent with federal and state planning goals, programs, plans and objectives; it represents a unified approach of the regional transportation (multimodal) network.

Some of the transportation plans (OWP and RTP), programs, and projects are interlinked including these key programs:

- Regional Transportation Improvement Program (RTIP)
- State Transportation Improvement Plan (STIP)
- Federal State Transportation Improvement Program (FSTIP)
- State Interregional Transportation Improvement Program (ITIP)
- State Highway Operation and Protection Program (SHOPP)

ORGANIZATION

The Modoc County Transportation Commission (MCTC) was created by the Transportation Development Act (TDA), and established by resolution of the Modoc County Board of Supervisors in 1972. The MCTC governing board consists of six regular and two alternate members; three regular and one alternate member are appointed each by the County of Modoc (County) and City of Alturas (City).

The MTA/Sage Stage governing board was established during 1997, specifically to operate public transit through a third-party contract operator. Although the MCTC and the MTA are separate and distinct entities, the composition of their governing boards and management staff include the same persons or appointees. The MTA has been designated as the Consolidated Transportation Service Agency (CTSA) as defined by the TDA.

Four employees staff the offices and handle the day-to-day operations for the two separate local transportation entities. These positions include the Executive Director, Chief Fiscal Officer, Senior Transportation Planner and Executive Assistant Secretary. All operations are supported by dedicated transportation funding and grants from federal, State, and local transportation programs. State Rural Planning Assistance funds provide for transportation planning activities within the region.

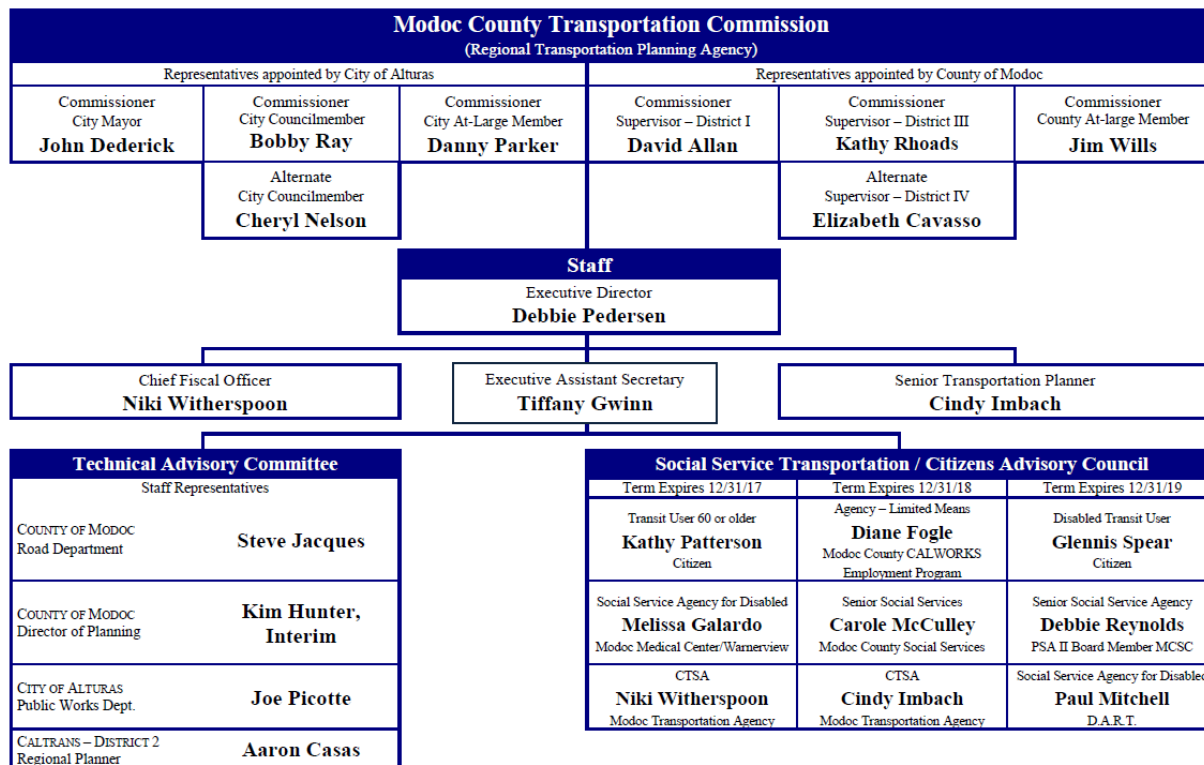
The Technical Advisory Committee (TAC) consists of representatives from related City and County road and public works departments, county planning Commission, and Caltrans District 2 and Headquarters. The TAC generally meets prior to each MCTC meeting to review and comment on the

MCTC meeting agenda and to provide input from each respective agency. The TAC provides technical assistance to the Commission and staff in various matters and activities relating to specific programs and projects.

The Social Service Transportation Advisory Committee (SSTAC) helps ensure broad citizen participation, and assists with the annual Unmet Transit Needs Finding and subsequent TDA allocations. The SSTAC is a “mechanism to solicit input of transit dependent and transit disadvantaged persons, including the elderly, handicapped and persons of limited means.” Per legislative intent, the SSTAC also serves as the Citizens Advisory Committee (CAC) to facilitate community and public input during regional transportation planning activities. Data and input gathered or updated annually are used to inventory existing public and social service agency transportation services, coordinate those services, and develop an Action Plan complying with the Social Services Transportation Improvement Act.

The MCTC organization chart is displayed in Figure 2.

Figure 2 – Organization Chart



01/2017

\\server\data\users\officeshared\m c t c\admin tools\org charts and rosters\011117 mctc - all 2017.docx

OVERALL WORK PROGRAM

MCTC is responsible for on-going administration and regional transportation planning based on the “3Cs” expressed in federal transportation law: continuous, cooperative, and comprehensive. Transportation goals and objectives are considered during the planning and programming processes. Each federal reauthorization specifies planning factors to guide continuing, cooperative and comprehensive transportation planning, as on-going activities rather than a single completed action. Typically federal agencies encourage planning organizations to focus work activities on broad planning objectives as relevant to their respective regions and local communities. State and local interests align with those objectives by providing common ground for shared approaches. It is noted that MCTC receives State Rural Planning Assistance funds (no federal funds) and uses the federal planning factors to develop planning goals consistent with our rural needs.

MCTC participates in area task force meetings, is a member of the North State Super Region, and ongoing government to government relations with our tribal governments in the region. The primary regional transportation concerns are to preserve, rehabilitate and improve safety on existing transportation facilities, and to coordinate project sequences and transportation services in order to maximize efficiency and effectiveness of all available funding.

REVENUE SOURCES

The FY 2017/18 Overall Work Program for the Modoc region uses total funding of \$366,000. The anticipated revenue sources are described by fund source below and amounts are included in Tables 1 and 2. This OWP is financed using a combination of funding sources identified below, which are approved / revised by separate MCTC resolution:

Local – *Local Transportation Funds (LTF)* revenues - As the Regional Transportation Planning Agency (RTPA), the Commission has statutory responsibility to administer transportation funds and related programs. The MCTC operates under Article 8 of the TDA. During the past several years, the LTF for Modoc County has been allocated in two portions: (1) for administration in specified amount and (2) for transit services in an amount up to area apportionment for public transportation. .

State – *Rural Planning Assistance funds* - Provided by subvention through Caltrans, Rural RPA funds are estimated to be \$6.5 million, pending adoption of the State budget. RPA funds are available for specific eligible uses on a reimbursement basis with maximum twenty-five percent (25%) carryover allowed between fiscal years.

State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM) funds – The Commission may use up to five percent (5%) of its Regional Improvement Program (RIP) share for eligible PPM activities associated with the STIP requirements. MCTC provides support to the City and County for preparing Project Study Reports for STIP projects.

FY 2017/18 Overall Work Program Funding

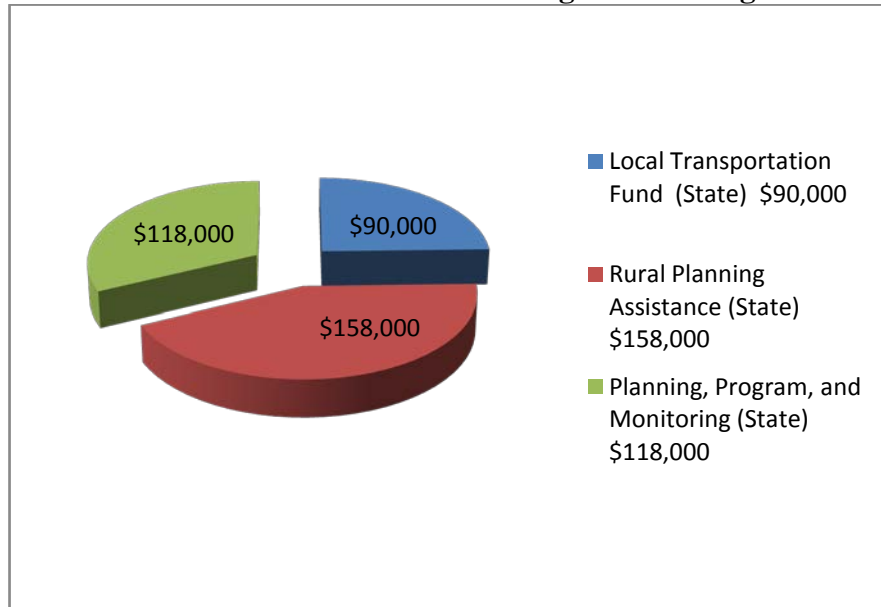


Table 2: Overview of Funding by Work Element

WE	Description	PEAS*	RPA	% RPA	LTF	PPM	Total by WE
7001	OWP Administration	1, 5-8	\$32,000	20%	\$68,000	\$17,000	\$117,000
7002	Public Participation and Interagency Coordination	1-8	\$43,000	27%		\$25,000	\$68,000
7003	Regional Transportation Planning	1-8	\$46,500	29%		\$55,000	\$101,500
7004	Public Transit and Social Service Transportation	1-8	\$36,500	23%	\$22,000	\$21,000	\$79,500
Total by fund source			\$158,000	100%	\$90,000	\$118,000	\$366,000

*Planning Emphasis Areas (PEA) as defined in current Federal Highway act (TEA 21, SAFETYLU, MAP 21, FAST Act, etc.)

Work Element 7001 – OWP Administration

Purposes

- ❖ Work with Caltrans to develop and monitor the OWP including efficient and effective administration and implementation of personnel programs, projects and funds;
- ❖ Support the Modoc County Transportation Commission (MCTC) and advisory groups;
- ❖ Manage daily operations and ensure compliance with applicable State and Federal laws, rules and regulations.
- ❖ Manage, support and maintain regional advanced technology network including computer and data processing, supporting all work elements and OWP regional transportation planning processes.

Previous Tasks and Projects

- a) Separated from Modoc County 8/1/2016
- b) Established Employee Retirement and Health Benefit Plan 8/2016
- c) FY15/16 final report of expenditures and administered FY 16/17 OWP

Tasks

- a) Develop, manage and monitor work in the approved OWP, submit requests for reimbursements, track expenditures and work completed to deliver elements of the OWP.
- b) FY 17/18 prepare quarterly reports, OWP amendments, final report of expenditures, mid-year review, certifications and assurances and Master Fund Transfer Agreements (due 2024).
- c) Verify and certify FY 17/18 ending RPA balance.
- d) Establish and update the organizational chart as needed; manage MCTC Human resources.
- e) Prepare the annual budget; monitor approved budget; prepare MCTC financial and management reports.
- f) Prepare draft FY 18/19 OWP and distribute to Caltrans for review and comment.
- g) Execute FY 18/19 OWP Agreement.

Products	Due Dates
FY 17/18 OWP quarterly reports with invoice for reimbursement	10/31; 1/31; 4/30; 7/31
FY 17/18 Mid-year review	January 31, 2018
Amendments to FY 2017/18 OWP	As needed before May 1
Verify and certify FY 17/18 ending RPA balance	Aug 1, 2018
Draft FY 2018/19 Overall Work Program (OWP)	Jan - Feb 2019
FY 18/19 approval /OWPA execution	By June 30, 2018
Agendas, staff reports, minutes for boards and advisory groups	Ongoing as needed

Work Element 7001 Budget		
Type	Description	Amount
Revenues	LTF (FY 17/18)	\$ 68,000
	RPA	\$ 32,000
	PPM	\$ 17,000
TOTAL		\$ 117,000
Expenditures	Staff	\$ 104,750
	Audits *	\$ 12,250
	Equipment	
TOTAL		\$ 117,000

*Annual audit costs are funded with LTF , next audit due FY 18/19

Work Element 7002 – Public Participation and Interagency Coordination

Purposes

- ❖ To encourage involvement and feedback during the continuous regional planning process, and to ensure compliance with State and Federal requirements; and
- ❖ To coordinate regional transportation planning through consultation and collaboration in these ways:
 - a) Integrate local land use and regional transportation planning.
 - b) Promote cooperation among regional, State and Federal agencies to enhance transportation planning; consult and coordinate with Caltrans, neighboring jurisdictions, and agencies to undertake transportation planning studies (e.g. corridor studies, project study reports, special studies, coordinated research, etc.).
 - c) Coordinate and consult with regional goods movement and freight providers.
 - d) Coordinate and consult with regional bicycle groups and promote walk-able communities.
 - e) Review local agency goods movement and freight planning policies.
 - f) Work with partners to enhance movements of people, goods, services and information.
 - g) Coordinate local transportation services with regional and interregional providers to improve connections, interregional mobility and access to basic life activities.
 - h) Consult with and consider interests of community, Native Americans (individuals), Tribes (sovereign nations), Latino groups, and all under-represented groups.

Previous Tasks and Products

Prepared and published timely workshop notices, and maintained on-going communication elements.

Meet with regional Tribes to discuss interests and needs.

Maintained and documented communication files, documenting each project and related inquiry. Continue goods movement industry to coordination.

Tasks

- a) Administer public notification in accordance with the Brown Act.
- b) Proactively solicit input from the public, local government, Tribes, advisory groups and organizations.
- c) Monitor local government and agency meeting agenda, such as City Council, County Board of Supervisors, social service agencies, Tribal Councils; attend meetings for topics related to regional transportation and multimodal issues.
- d) Regularly consult and coordinate and communicate with Tribal councils, disadvantaged and ethnic communities, and organizations to maintain good working relationships.
- e) Conduct outreach to community bicycle groups to promote and foster partnerships. Work with public health departments to support walk-able communities.
- f) Participate in local economic development meetings to help integrate transportation and community goals for land use, economic vitality, social welfare and environmental preservation.
- g) Provide information and documents about regional transportation issues to interested parties and organizations.
- h) Draft newspaper articles, fact sheets, press releases, display ads and other informational materials related to project planning, workshops, program development, preparation of RTIPs, etc.

- i) Use partnerships, collaborations and consultation to identify and implement policies, strategies, programs and projects to enhance regional movements of people, goods, services and information.
- j) Participate in Rural County Task Force (RCTF), Regional Transportation Planning Agency (RTPA) group, District 2 RTPA Task Force meetings and other workshops, as reasonable and feasible.
- k) Plan for interregional coordination among Inyo, Klamath, Lake, Lassen, Modoc, Mono, Plumas, Shasta, Siskiyou, Tehama, Trinity and Washoe county agencies and organizations; collaborate in multi-jurisdictional grants and projects as appropriate.
- l) Consult via regional, state and federal policy and technical advisory committees.
- m) Participate in relevant RTP coordination training, workshops and conferences.
- n) Update the RTPA Public Participation Plan
- o) Serve as local clearinghouse for transportation funding opportunities – grants and programs.
- p) Assist transportation planning, programming and monitoring activities for specific RTIP projects.
- q) MCTC and SSTAC meetings: prepare agendas, legal notices (including publication costs) and staff reports.

Products	Due Dates
Materials for public hearings, workshops and meetings, including surveys and fact sheets	As needed
Press releases, public service announcements and public notices for project planning work- shops, preparation of RTIPs and varied supporting studies	As required
Current (interested parties) mailing list	On-going
Updated plans and programs	On-going
News Releases	As needed
Document Tribal Government-to-Government relations	On-going

Work Element 7002 Budget		
Type	Description	Amount
Revenues	RPA	\$ 43,000
	PPM	\$ 25,000
TOTAL		\$ 68,000
Expenditures	Staff	\$ 68,000
TOTAL		\$ 68,000

Work Element 7003 - Regional Transportation System Management

Purposes

- ❖ Update elements of the Regional Transportation Plan (RTP) – for planning and reference by staff plus federal, State and local agencies, Caltrans and the public – consistent with evolving requirements.
- ❖ Determine and establish policies, safety needs, deficiencies and multimodal improvement programs for streets, roads and highways in the region, coordinating with local partners and Caltrans, particularly District 2 staff and functional units.
- ❖ Plan, program and monitor the Regional Transportation Improvement Program (RTIP) consistent with RTP, including amendments, to ensure that projects are delivered in timely manners.
- ❖ Monitor activities related to non-motorized transportation (bicycle, pedestrian and transit), general aviation airports within the region, and rail transportation plus ancillary activities, including railroad museum and support *Rails to Trails* initiatives.

Previous Tasks and Products

FY 14/15 – Adopted the 2014 Regional Transportation Plan.

Adopted the 2016 RTIP and submitted to the CTC for inclusion in the 2016 STIP.

Supported Caltrans efforts in developing the SR 139 and SR 299 TCR's.

Tasks

- a) Update capital improvement needs, and monitor roadway rehabilitation needs to preserve existing infrastructure and facilities.
- b) Support regional agencies efforts to enhance bicycle and pedestrian options; support RTPA planning grants for local agency grant applications/projects.
- c) Facilitate interagency collaboration to identify and develop new projects, explicitly integrating environmental considerations to allow more efficient and timely project delivery.
- d) Consult extensively with shareholders and the public, including outreach to targeted minority groups.
- e) Provide information to local partners about STIP estimates and programming policies; prepare and solicit input on RTIPs.
- f) Participate during CTC, Caltrans HQ and D2, RCTF and RTPA group meetings / workshops regarding RTIP / STIP preparation, adoption, guidelines development, project criteria, etc.
- g) Work with CTC staff to process STIP amendments and assess funding options.
- h) Facilitate interagency coordination necessary to identify and develop bicycle and pedestrian projects for potential ATP projects.
- i) Prepare for update to the 2000 Bicycle Transportation Plan for Modoc County; work with the Modoc County Health Department to partner and develop an updated BTP; perform outreach to promote and support bicycle and pedestrian mobility improvements.
- j) Consult with local agencies regarding their efforts to maintain and improve airports, including annual visits; monitor maintenance of and improvements to general aviation facilities within region.
- k) Strengthen partnerships with County of Modoc Road and Planning Departments, City of Alturas Public Works, Caltrans, Tribal Governments, transportation providers and stakeholders.
- l) Facilitate community-based development and transportation improvements to improve livability, economic vitality and sustainable development.
- m) Integrate local streets & roads data and State highways data into regional roadway inventory; support Caltrans efforts to develop TCR's in the region.

- n) Coordinate work products and planning activities with Division of Aeronautics or Division of Rail, local agencies, airport managers, railroad operators and interest groups.

Products	Due Dates
TIP/STIP amendments, allocation requests, advance funding requests, etc.	Ongoing and As needed
Convene regular Modoc TAC meetings (~3 weeks before MCTC meetings)	Jan, Mar, May, Jul, Sept, Nov
Monitor and review changes to Caltrans Local Assistance Procedures Manual, Program Guidelines, Office Bulletins, Construction Oversight Information Notices and various memoranda from Caltrans HQ	As received - ongoing
Confirm consistency between the Regional Transportation Plan and projects programmed and funded with various State and Federal funds.	Ongoing
2019 Regional Transportation Plan Update	December 2019
Updated maintained mileage inventory in coordination with system operators; support agency efforts to collect pavement condition surveys and road and signs inventory systems	As required
Responses to survey / information requests from Caltrans, agencies and organizations	As possible
MCTC Adopt the Modoc County 2018 Regional Transportation Improvement Plan augmentation (if needed); submit to CTC	By Dec 2017
Prepare responses to the 2018 Regional Transportation Improvement Program and augmentation (s) in concert with regional stakeholders	As needed
Work with the Modoc County Public Health Department to assist with updating the 2000 Modoc Bicycle Transportation Plan	Ongoing effort schedule TBD
Appropriate development / review grant applications and support for misc. projects	By deadlines

Work Element 7003 Budget		
Type	Description	Amount
Revenues	RPA	\$ 46,500
	PPM	\$ 63,000
TOTAL		\$ 109,500
Expenditures	Staff	\$ 109,500
TOTAL		\$ 109,500

*Includes support for City and County PSR development for STIP projects

Work Element 7004 – Public Transportation and SSTAC

Purposes

- ❖ To review and comment on various projects for transportation impacts.
- ❖ Ensure consistency with the Regional Transportation Plan.
- ❖ Conduct multimodal corridor or sub-area transportation planning studies as needed.
- ❖ Coordinate among public, private, Tribal and social service transportation providers to support regional mobility.
- ❖ Continuity between the Modoc Public Transit / Social Services Transportation - Coordination Plan document and the Modoc Regional Transportation Plan (RTP) document.

Previous and Continuing Tasks

- a) Coordinated Public Transit – Human Services Transportation Plan and necessary updates.
- b) Revise surveys; assess existing and proposed services regarding public transportation needs.
- c) Attend community meetings to discuss and promote public transportation options.
- d) Mass transportation planning to support specific projects development and implementation.
- e) Identify funding opportunities to support transit operations, community transportation, planning and coordination of regional transportation services.

Products	Due Dates
Identify transit needs; review unmet needs and issues. Review transportation projects to plan (specific project) viable connections, and solutions to integrate transit.	On-going
Convene and support Social Service Transportation Advisory Council (SSTAC)	Annually / As needed
Document / update issues and compliance requirements for interstate / intercity travel	On-going
Project planning for integration and coordination of public transit, social service and Tribal transportation.	As needed

Work Element 7004 Budget		
Type	Description	Amount
Revenues	LTF (FY 17/18)	\$ 22,000
	RPA	\$ 36,500
	PPM	\$ 21,000
TOTAL		\$ 79,500
Expenditures	Staff	\$ 79,500
TOTAL		\$ 79,500

Note: Activities related to Federal Transit Assistance programs will be funded with PPM and LTF funds, not RPA funds.

Appendix A - FY 2017 FTA Certifications and Assurances

FTA FISCAL YEAR 2017 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2017 CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS (Signature pages alternative to providing Certifications and Assurances in TrAMS)

Name of Applicant: Modoc County Transportation Commission

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

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

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

FTA FISCAL YEAR 2017 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2017 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for federal assistance to be awarded by FTA and all FTA Grantees with an active Capital or Formula Award)

AFFIRMATION OF APPLICANT

Name of the Applicant: Modoc County Transportation Commission

Name and Relationship of the Authorized Representative: Debbie Pedersen, Executive Director

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2017, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded during federal fiscal year 2017.

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

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

Signature  Date: 2/14/2017

Name Debbie Pedersen
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Modoc County Transportation Commission

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

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

Signature  Date: 2-8-17

Name Christy Layton, Renne Sloan Holzman Sakai LLP
Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA and each FTA Recipient with an active Capital or Formula Project or Award must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within FTA's electronic award and management system, provided the Applicant has on file and uploaded to FTA's electronic award and management system this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

Appendix B - FY 17/18 Caltrans Debarment and Suspension Certification

Fiscal Year 2017/2018 California Department of Transportation Debarment and Suspension Certification


As required by U.S. DOT regulations on governmentwide Debarment and Suspension
(Nonprocurement), 49 CFR 29.100:

- 1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b) Have not, within the three (3) 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;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to the State.
- 3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration's *Excluded Parties List System (EPLS)*, Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances, and will provide a written explanation to the State.

February 2017

DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2017/2018
SIGNATURE PAGE

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

Signature  Date 2/17/2017

Printed Name Debbie Pedersen, Executive Director

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has the 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, these certifications and assurances have been legally made and constitute legal and binding obligations of the Applicant.

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

AFFIRMATION OF APPLICANT'S ATTORNEY

For Modoc County Transportation Commission (Name of Applicant)

Signature  Date 2-8-17

Printed Name of Applicant's Attorney Christiane E. Layton
Renne Sloan Holtzman Sakai LLP

Appendix C – Federal Planning Emphasis Areas (PEAs)

The eight Federal Planning Factors (USC 23 Part 134(f) and MAP-21 Section 1201(h)) are updated and issued as part of the federal transportation bill reauthorization process. Federal Planning Factors emphasize the national perspective.

1. Support the **economic vitality** of the planning area, by enabling global competitiveness, productivity, and efficiency.
2. Increase the **safety** of the transportation system for both motorized and non-motorized users on all public roads.
3. Increase the **security** of the transportation system for motorized and non-motorized users.
4. Increase the **accessibility and mobility of people and for freight**.
5. Protect and enhance the **environment**, promote **energy conservation**, improve the **quality of life**, and promote **consistency between transportation improvements and State and local planned growth and economic development patterns**.
6. Enhance the **integration and connectivity of the transportation system, across and between modes, for people and freight**.
7. Promote **efficient system management and operation**.
8. Emphasize the **preservation of the existing transportation system**.