

AGENDA REPORT

TO: Mayor Pat Humphrey and the City Commission
FROM: Jeremy Howard, City Manager
DATE: September 28, 2023
RE: Approve MDOT TAP Grant Contractual Agreement

For the Agenda of October 2, 2023

Background. The City of Clare has been working with the Michigan Department of Transportation (MDOT) and the Michigan Department of Natural Resources (MDNR) on a proposed project that will complete the "gap" that exists between the Pere Marquette Rail East Trail and the Pere Marquette West Trail in the City of Clare and Clare County for several years. The proposed project will extend the path along the abandoned rail corridor and road right-of-way from the Moose Lodge to Fourth Street in the City of Clare. The trail will continue to the east, eventually tying into the existing Pere Marquette Trail at Pine Street.

With the adoption of Resolution 2018-021 (*att'd*), the City Commission authorized the application to MDOT for the US Department of Transportation Federal Highway Administration (FHWA) Transportation Alternate Program (TAP) Recreational Trails Program for grant funding. MDOT is now providing and requesting approval of the contractual agreement 22-5568 (*att'd*) authorizing MDOT to construct the project work.

The Clare City Commission is now asked to approve contract agreement 22-5568 authorizing MDOT to commence and complete the pathway project construction. The City Commission is further asked to authorize its City Manager to sign the contractual agreement, to sign any and all related documents, and to authorize the City Treasurer to complete any necessary budget amendments and process payments related to the project.

Issues & Questions Specified. Should the City Commission approve a contractual agreement with MDOT for the project construction of the rail-trail to complete the Clare "gap"?

Alternatives.

1. Approve the contractual agreement.
2. Do not approve the contractual agreement.
3. Set aside decision regarding this matter to a later date.

Financial Impact. The total project cost will be \$2,495,900. The city's share of that cost will be \$153,600. \$150,000 of the city's cost is being funded through a grant from the Michigan Trails Fund. The remaining \$3,600 will be covered through donations secured by the Friends of Clare County Parks & Rec group.

Recommendation. I recommend that the City Commission approve the contractual agreement with MDOT for the completion of the rail-trail through Clare, authorize its City Manager to sign the contractual agreement and sign any and all documents related to this project, and authorize the City Treasurer to make any and all necessary budget amendments and process payments related to the project by adoption of resolution 2023-077.

Attachment.

1. Resolution 2018-021
2. MDOT Contractual Agreement.
3. Resolution 2023-077.

RESOLUTION 2018-021

A RESOLUTION OF THE CLARE CITY COMMISSION APPROVING THE SUBMITTAL OF A MICHIGAN DEPARTMENT OF TRANSPORTATION TRANSPORTATION ALTERNATIVE PROGRAM (TAP) GRANT APPLICATION.

WHEREAS, the City of Clare – in partnership and collaboration with the Michigan Department of Natural Resources, the Michigan Department of Transportation, and Clare County Parks & Recreation Department – has been meeting on a recurring basis for the past year to strategically plan for eliminating the “Clare Gap”, which is a void of approximately two miles in length in said Trail that is not currently paved; and

WHEREAS, eliminating the “Clare Gap” is considered a high-priority project by said partnership entities as completion of said portion of the Trail will result in approximately 62 miles of continuous, paved trail coursing from Midland, Michigan to Reed City, Michigan; and

WHEREAS, the estimated cost to complete the construction of “The Clare Gap” is \$2.8M; and

WHEREAS, said partnership organizations are pursuing multiple funding sources to complete said construction; and

WHEREAS, said partners have determined that the Michigan Department of Transportation, Transportation Alternative Program (TAP), would be an excellent potential funding source to off-set a significant portion of the costs associated with the completion of construction of “The Clare Gap” and that the City of Clare would be the best partner-applicant for said funding source; and

WHEREAS, the Clare City Commission has reviewed said proposed “Clare Gap Project” and has determined that the submittal of a TAP Grant application is clearly in the best interests of the City and its residents and the three-county area directly served by said Trail.

NOW THEREFORE BE IT RESOLVED THAT the City Commission of the City of Clare hereby approves the submittal of a Michigan Department of Transportation, Transportation Alternative Program (TAP) Grant application in the amount of \$1,943,338.78, to be used for completing the “Clare Gap” of the Pere Marquette Rail Trail.

BE IT FURTHER RESOLVED THAT the City Commission hereby agrees and commits to assume and be responsible for the maintenance and repairs of said portion of the rail trail funded by TAP upon completion of construction of said Project.

BE IT FURTHER RESOLVED THAT the Clare City Commission hereby authorizes Ken Hibl, its City Manager, and/or Steven Kingsbury, its Treasurer/Finance Director, in absence of the City Manager, to execute any and all documents associated with or related to the submittal of said grant application.

ALL RESOLUTIONS AND PARTS OF RESOLUTIONS INsofar AS THEY CONFLICT WITH THE PROVISIONS OF THIS RESOLUTION BE AND THE SAME ARE HEREBY RESCINDED.

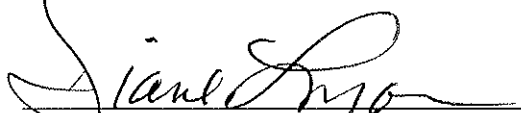
The Resolution was introduced by Commissioner Bonham supported by Commissioner Murphy. The Resolution declared adopted by the following roll call vote:

YEAS: Bob Bonham, Gus (Carolyn) Murphy and Karla Swanson.

NAYS: None.

ABSENT: Pat Humphrey and Jean McConnell.

Resolution approved for adoption on this 5th day of March 2018.


Diane Lyon, City Clerk

SPECIAL TRUNKLINE
NON-ACT-51
ADDED WORK

DA
Control Section TA 18022; M 18022
Job Number 208527CON; 218451CON
Fed Project # 23A0193; 23A0314
Contract 22-5568

THIS CONTRACT is made by and between the MICHIGAN DEPARTMENT OF TRANSPORTATION, hereinafter referred to as the "DEPARTMENT"; and the CITY OF CLARE, a Michigan municipal corporation, hereinafter referred to as the "CITY"; for the purpose of fixing the rights and obligations of the parties for the following shared use path construction, hereinafter referred to as the "PROJECT":

PART A – Job Number 208527CON

Hot mix asphalt shared use path construction work of the Pere Marquette Trail from the existing trail approximately 1,000 feet west of the South Branch Tobacco River to Beech Street, including concrete sidewalk, bridge deck construction on Structure B01 of 18022 which carries the Pere Marquette Trail over the South Branch of the Tobacco River, culvert removal, embankment, earth excavation, erosion control, aggregate base, culvert, drainage structure, concrete curb and cutter, permanent pavement marking and signing, and traffic control work; together with necessary related work, located within the corporate limits of the CITY and Grant Township, Clare County, Michigan; and

PART B – Job Number 218451CON (RAILROAD FORCE ACCOUNT)

Railroad track and flangeway work along the Pere Marquette Trail at three crossings of the Great Lakes Central Railroad, formerly known as the Tuscola and Saginaw Bay Railroad and hereinafter referred to as the "RAILROAD", USDOT NI# 232580J at Maple Street, USDOT NI# 929294H at Pioneer Parkway, and south of the Diamond easterly of Pioneer Parkway; together with necessary related work, located within the corporate limits of the CITY; and

WITNESSETH:

WHEREAS, the DEPARTMENT, the Michigan Department of Natural Resources, hereinafter referred to as the "MDNR", and the City of Clare have jointly determined it to be in the public interest to have the DEPARTMENT construct the PROJECT work.

WHEREAS, the DEPARTMENT presently estimates the PROJECT COST as hereinafter defined in Section 1 to be:

PART A	<u>\$2,395,900</u>
PART B	\$ 100,000
TOTAL	\$2,495,900

WHEREAS, the PROJECT, at the request of the DEPARTMENT, MDNR, and the CITY, is being programmed with the United States Department of Transportation Federal Highway Administration, hereinafter referred to as the "FHWA", for implementation with the use of Federal Funds under the following Federal program(s) or funding:

TRANSPORTATION ALTERNATIVES PROGRAM
RECREATIONAL TRAILS PROGRAM

WHEREAS, the parties hereto have reached an understanding with each other regarding the performance of the PROJECT work and desire to set forth this understanding in the form of a written Contract.

NOW, THEREFORE, in consideration of the premises and of the mutual undertakings of the parties and in conformity with applicable law, it is agreed:

1. The parties shall undertake and complete the construction of the PROJECT in accordance with this Contract. The term "PROJECT COST", as herein used, is hereby defined as the cost of the construction of the PROJECT including the costs of physical construction necessary for the completion of the PROJECT as determined by the DEPARTMENT, costs incurred by the RAILROAD for the PART B portion of the PROJECT, and any and all other expenses in connection with any of the above.

The PART B portion of the PROJECT work will be performed by the RAILROAD pursuant to the contract #94-0804 dated July 28, 1994, by and between the DEPARTMENT and the RAILROAD, hereinafter referred to as "ADDENDUM A" and attached hereto. The REQUESTING PARTY does hereby acknowledge its acceptance of the terms of ADDENDUM A with respect to this PROJECT.

2. The cost of alteration, reconstruction and relocation, including plans thereof, of certain publicly owned facilities and utilities which may be required for the construction of the PROJECT, shall be included in the PROJECT COST; provided, however, that any part of such cost determined by the DEPARTMENT, prior to the commencement of the work, to constitute a betterment to such facility or utility, shall be borne wholly by the owner thereof.

3. The CITY will approve the design intent of the PROJECT and shall accept full responsibility for the constructed PROJECT functioning as a part of the CITY'S facilities. The CITY is solely responsible for any input which it provides as it relates to the design of the PROJECT functioning as part of the CITY'S facilities.

4. The DEPARTMENT will administer the PROJECT and will cause to be performed the PROJECT work.

Any items of the PROJECT COST incurred by the DEPARTMENT may be charged to the PROJECT.

5. The PROJECT COST shall be met in part by contributions from agencies of the Federal Government. The balance of the PROJECT COST, after the deduction of Federal Funds, shall be charged to and paid by the DEPARTMENT, MDNR, and the CITY in the following proportions and in the manner and at the times hereinafter set forth:

	<u>PART A</u>	<u>PART B</u>
DEPARTMENT	45.08%	100%
MDNR	36.32%	0%
CITY	18.60%	0%

The PROJECT COST and the respective shares of the parties, after Federal-aid, is estimated to be as follows:

	<u>TOTAL</u> <u>ESTIMATED</u> <u>COST</u>	<u>FEDERAL</u> <u>AID</u>	<u>BALANCE</u> <u>AFTER</u> <u>FED AID</u>	<u>DEPARTMENT'S</u> <u>SHARE</u>	<u>MDNR'S</u> <u>SHARE*</u>	<u>CITY'S</u> <u>SHARE</u>
PART A	\$2,395,900	\$1,570,000	\$825,900	\$372,300	\$300,000	\$153,600
PART B	\$ 100,000	\$ 81,800	\$ 18,200	\$ 18,200	\$ 0	\$ 0
TOTAL	\$2,495,900	\$1,651,800	\$844,100	\$390,500	\$300,000	\$153,600

*The MDNR'S participation and maintenance responsibilities shall be established in DEPARTMENT Contract 22-5569.

6. The DEPARTMENT shall maintain and keep accurate records and accounts relative to the cost of the PARTS A and B portions of the PROJECT. The DEPARTMENT may submit progress billings to the CITY on a monthly basis for the CITY'S share of the cost of work performed to date, less all payments previously made by the CITY not including payments made for a working capital deposit. No monthly billings of a lesser amount than \$1,000 shall be made unless it is a final or end of fiscal year billing. All billings will be labeled either "Progress Bill Number _____", or "Final Billing". Payment is due within 30 days of receipt of invoice. Upon completion of the PROJECT, payment of all items of the PARTS A and B portions of the PROJECT COST and receipt of all Federal Aid, the DEPARTMENT shall make a final billing and accounting to the CITY.

7. Pursuant to the authority granted by law, the CITY hereby irrevocably pledges a sufficient amount of funds received by it from the Michigan Transportation Fund to meet its obligations as specified herein. If the CITY shall fail to make any of its required payments when due, as specified herein, the DEPARTMENT shall immediately notify the CITY of the fact of such default and the amount thereof, and, if such default is not cured by payment within ten (10) days, the DEPARTMENT is then authorized and directed to withhold from the first of such monies thereafter allocated by law to the CITY from the Michigan Transportation Fund sufficient monies to remove the default, and to credit the CITY with payment thereof, and to notify the CITY in writing of such fact.

8. Upon completion of the PROJECT, the CITY shall accept the facilities constructed as built to specifications within the construction contract documents. It is understood that the CITY shall operate and maintain the facilities in accordance with all applicable Federal and State laws and regulations, including, but not limited to, Title II of the Americans with Disabilities Act (ADA), 42 USC 12131 et seq., and its associated regulations and standards, and DEPARTMENT Road and Bridge Standard Plans and the Standard Specifications for Construction at no cost to the DEPARTMENT. The portion of the PROJECT within the corporate limits of the CITY shall be owned by the CITY. The portion of the PROJECT outside of the corporate limits of the CITY shall be owned by the MDNR as established in DEPARTMENT Contract 22-5569.

On projects involving the restoration of historic facilities, the CITY agrees that the project will not be awarded until the owner of such facilities has an Historic Preservation Covenant, which includes an Historic Preservation Easement, or an Historic Preservation Agreement, as appropriate, with the Michigan State Historic Preservation Office in accordance with 1995 PA 60 for the purpose of insuring that the historic property will be preserved. The CITY also agrees that such facilities shall be maintained and repaired by the CITY or owner, as applicable, at no cost to the DEPARTMENT or the PROJECT, in such a manner as to preserve the historical integrity of features, materials, appearance, workmanship, and environment.

On projects which include landscaping, the CITY agrees to perform, or cause to be performed, at no cost to the DEPARTMENT, the watering and cultivating necessary to properly establish the plantings for a period of two growing seasons, in general conformance with Section 815.03(L) of the DEPARTMENT'S Standard Specifications for Construction. The CITY shall maintain all plantings following completion of said period of establishment.

Failure of the CITY to fulfill its responsibilities as outlined herein may disqualify the CITY from future Federal-aid participation in Transportation Enhancement projects or in other projects on roads or streets for which it has maintenance responsibility. Federal Aid may be withheld until such time as deficiencies in regulations have been corrected, and the improvements constructed as the PROJECT are brought to a satisfactory condition of maintenance.

It is understood that the RAILROAD, at its sole expense, pursuant to ADDENDUM A, will own, operate, and maintain the railroad facilities unless otherwise provided between the CITY and the RAILROAD.

9. Any and all approvals of, reviews of, and recommendations regarding contracts, agreements, permits, plans, specifications, or documents, of any nature, or any inspections of work by the DEPARTMENT pursuant to the terms of this Contract are done to assist the CITY. Such approvals, reviews, inspections and recommendations by the DEPARTMENT shall not relieve the CITY of its ultimate control and shall not be construed as a warranty of their propriety or that the DEPARTMENT is assuming any liability, control or jurisdiction.

When providing approvals, reviews and recommendations under this Contract, the DEPARTMENT is performing a governmental function, as that term is defined in MCL 691.1401 et seq., as amended, which is incidental to the completion of the PROJECT.

10. In connection with the performance of PROJECT work under this Contract the parties hereto (hereinafter in Appendix "A" referred to as the "contractor") agree to comply with the State of Michigan provisions for "Prohibition of Discrimination in State Contracts", as set forth in Appendix A, attached hereto and made a part hereof. The parties further covenant that they will comply with the Civil Rights Acts of 1964, being P.L. 88-352, 78 Stat. 241, as amended, being Title 42 U.S.C. Sections 1971, 1975a-1975d, and 2000a-2000h-6 and the Regulations of the United States Department of Transportation (49 C.F.R. Part 21) issued pursuant to said Act, including Appendix "B", attached hereto and made a part hereof, and will require similar covenants on the part of any contractor or subcontractor employed in the performance of this Contract. The parties will carry out the applicable requirements of the DEPARTMENT'S Disadvantaged Business Enterprise (DBE) program and 49 CFR, Part 26, including, but not limited to, those requirements set forth in Appendix C.

11. This Contract shall become binding on the parties hereto and of full force and effect upon the signing thereof by the duly authorized officials for the CITY and for the DEPARTMENT; upon the adoption of a resolution approving said Contract and authorizing the signatures thereto of the respective officials of the CITY, a certified copy of which resolution shall be attached to this Contract.

IN WITNESS WHEREOF, the parties hereto have caused this contract to be executed as written below.

CITY OF CLARE

MICHIGAN DEPARTMENT
OF TRANSPORTATION

By _____
Title:

By _____
Department Director MDOT

By _____
Title:



MICHIGAN DEPARTMENT OF TRANSPORTATION
and
TUSCOLA AND SAGINAW BAY RAILWAY COMPANY, INC.
MASTER AGREEMENT
for
HIGHWAY-RAILROAD GRADE CROSSING IMPROVEMENTS ON
PUBLIC HIGHWAYS

THIS MASTER AGREEMENT, made and entered into this day of JUL 28 1994, between the Michigan Department of Transportation, hereinafter referred to as the "DEPARTMENT", and the Tuscola and Saginaw Bay Railway Company, Inc., a Michigan Corporation, admitted to do business under the laws of the State of Michigan, hereinafter referred to as the "RAILROAD".

WITNESSETH:

WHEREAS, the RAILROAD operates railroad lines within the State of Michigan that cross various public highways at grade; and

WHEREAS, the DEPARTMENT has entered into an Operating Agreement with the RAILROAD to conduct a rail freight operation on rail facilities owned by the State of Michigan which cross various public highways at grade; and

WHEREAS, the public highways herein referred to include state trunkline highways under the jurisdiction of the DEPARTMENT and public highways and roadways under the jurisdiction of various counties, and incorporated cities and villages which are hereinafter referred to individually as the ROAD AUTHORITY; and

WHEREAS, the parties hereto anticipate that they and the appropriate ROAD AUTHORITY, in the interest of public safety and convenience, will desire to improve, install, modify, relocate, or retire active highway-railroad traffic control devices, and make additional improvements as may be eligible and necessary, at such highway-railroad grade crossings of the RAILROAD with public highways as shall be agreed to from time to time by the parties hereto

and appropriate ROAD AUTHORITY, which improvements are hereinafter referred to individually as PROJECTS; and

WHEREAS, PROJECTS for improvements to crossings of highways or roadways which are not under the jurisdiction of the DEPARTMENT will require advance written approval by the ROAD AUTHORITY which shall be obtained by the DEPARTMENT, and which in each instance shall include but not be limited to, acceptance of the terms of this agreement, commitment to provide such project engineering, traffic control and roadway work as is mutually determined to be required and financial participation in the overall PROJECT cost where such is required; and

WHEREAS, it is recognized that a highway grade crossing may be subject to an order issued under the provisions of Public Act 354 of 1993, cited as "the Railroad Code of 1993"; and

WHEREAS, Title 23, United States Code, as amended, provides federal funding by the Federal Highway Administration, hereinafter referred to as "FHWA" for the type of improvements contemplated herein and the State of Michigan, Act 51 of the Public Acts of 1951, as amended by Public Act 294 of 1993 provides for an annual appropriation to the state trunkline fund for subsequent deposit in the State Rail Grade Crossing Account for the type of improvements contemplated herein for all public highways; and

WHEREAS, the parties hereto have reached an understanding with each other regarding the accomplishment of such desired PROJECTS, using the aforesaid funds or other comparable federal and state program funds, and desire to set forth their understanding in the form of a written MASTER AGREEMENT.

NOW, THEREFORE, in consideration of the premises and the performance of the mutual undertakings of the parties hereto, it is agreed as follows:

1. The DEPARTMENT, in cooperation with the RAILROAD and ROAD AUTHORITY, will select and determine the scope of each PROJECT to be undertaken pursuant to this agreement and will select the type of funding to be utilized.
2. All PROJECTS to which this agreement is applied shall be subject to all appropriate federal and state laws, rules and regulations, and orders issued pursuant thereto.
3. The cost of each PROJECT is understood to include, within the limitations of each PROJECT authorization and this MASTER AGREEMENT, 100 percent of the actual cost incurred by the RAILROAD and the DEPARTMENT for labor, equipment and materials for construction, preliminary and construction engineering, inspection services and the preparation of plans, material lists, specifications and cost estimates. If federal funds are utilized, such costs shall be borne by federal funds to the extent determined by the type of federal funding selected and the classification of each PROJECT in accordance with the FHWA's Federal-Aid Policy

Guide, hereinafter referred to as the "FAPG", Chapter 1, Subchapter G, Part 646, Subpart B, Sections 646.200 through 646.220, dated December 9, 1991, and amendments thereto.

4. The parties acknowledge and agree that Public Act 294 of 1993 provides for alternate PROJECT participation and that any PROJECT that includes financial participation by the RAILROAD will require separate agreement(s) between the DEPARTMENT, RAILROAD and ROAD AUTHORITY, when necessary, in the case of a non-state trunkline project.

5. The RAILROAD will prepare necessary plans, a list of equipment, materials, specifications, and an estimate of cost for complete performance of its portion of each proposed PROJECT.

6. The DEPARTMENT, or ROAD AUTHORITY for non-state trunkline PROJECTS, will prepare a cost estimate for complete performance of its portion of each proposed PROJECT and a plan sufficient for each proposed PROJECT. The DEPARTMENT will assemble and correlate the data submitted by the RAILROAD and the ROAD AUTHORITY and will distribute the information to the parties involved in each PROJECT.

7. The DEPARTMENT will process each PROJECT with the FHWA when using federal funds or the DEPARTMENT when using state funds and, upon approval and obligation of the use of selected funds by the FHWA or the DEPARTMENT as appropriate, and execution of a contract, when required, between the DEPARTMENT and the ROAD AUTHORITY for non-state trunkline PROJECTS, will issue a formal authorization to the RAILROAD to proceed with each PROJECT. Work performed prior to such approval and funding obligation by the FHWA or DEPARTMENT, as appropriate and approval by the ROAD AUTHORITY when required, for the PROJECT ultimately covered by this agreement shall not be eligible for reimbursement except for preliminary engineering costs incurred subsequent to on-site inspections or reviews. The authorization will describe the work to be performed by each party, the estimated costs, the source of funds, the anticipated completion time period and the cost of operation and maintenance of RAILROAD facilities as provided in Section 14 hereof. Any substantial change in the PROJECT cost, scope of work or completion time period contained in the authorization will require a written revision to the authorization and, if necessary, an amendment to the contract for non-state trunkline PROJECTS.

8. The DEPARTMENT, at PROJECT expense, will provide a project engineer who shall be in charge of the PROJECT work to such extent as is necessary to meet state and federal requirements.

The ROAD AUTHORITY at no cost to the PROJECT, will provide a project engineer/manager for non-state trunkline projects.

It is understood that the RAILROAD, at PROJECT expense, will perform the construction engineering and inspection services necessary for its portion of each PROJECT.

The RAILROAD hereby agrees to contact the DEPARTMENT, and ROAD AUTHORITY for non-state trunkline projects, prior to the start of work on any PROJECT to coordinate all aspects of each PROJECT which shall include, but not be limited to, PROJECT geometrics, roadway and track lines, grades and elevations, construction details, work schedules and traffic control measures. The elevation relating to the top of rails and to the roadway shall not be raised or lowered by either party unless provided for on the approved plans or otherwise specifically agreed to.

9. All work performed or caused to be performed, and materials furnished or caused to be furnished by the RAILROAD pursuant to a contract authorization under this agreement, will be performed on a force account basis or lump sum cost basis as stipulated in the contract authorization, billed by the RAILROAD, and reimbursed by the DEPARTMENT as defined and as provided in the FHWA's FAPG, Chapter 1, Subchapter B, Part 140, Subpart I, Sections 140.900 through 140.922, dated December 9, 1991, and amendments thereto, incorporated herein by reference as if the same were repeated in full herein.

The RAILROAD will credit to the PROJECT the value of materials recovered from temporary or permanent use on the PROJECT in accordance with the provisions of the FHWA's FAPG, Chapter 1, Subchapter B, Part 140, Subpart I, Section 140.908, dated December 9, 1991, and amendments thereto.

The RAILROAD shall afford the DEPARTMENT, the ROAD AUTHORITY, and the FHWA, if applicable, a reasonable opportunity to inspect materials recovered prior to disposal by sale or scrap.

10. Upon completion of authorized work and receipt of progress or final billings therefor, the DEPARTMENT will reimburse the RAILROAD (from funds provided therefore, and in accordance with said FAPG) withholding until the time of final payment, a retainage as hereinafter set forth in Appendix C. The retainage may be released to the RAILROAD following PROJECT acceptance by the DEPARTMENT, receipt of the RAILROAD'S all inclusive final billing, and provided the DEPARTMENT has reasonable assurance it can recover promptly any overpayment disclosed by the DEPARTMENT'S audit of the RAILROAD'S records. The RAILROAD will bear the full cost of any items for which they are responsible and which are determined to be not properly a part of the PROJECT.

11. The RAILROAD shall:

- (a) Establish and maintain accurate cost records and accounts, in accordance with generally accepted accounting principles, of all costs and expenses incurred for which payment is sought or made under this agreement, said documents to be hereinafter referred to as the RECORDS. Separate RECORDS shall be established and maintained for each PROJECT authorized under this agreement.

- (b) The RAILROAD shall maintain the RECORDS for at least three (3) years from the date final payment is made by the DEPARTMENT under this agreement. In the event of a dispute with regard to the allowable expenses or any other issue under this agreement, the RAILROAD shall thereafter continue to maintain the RECORDS at least until that dispute has been finally decided and the time for all available challenges or appeals of that decision has expired.
- (c) The DEPARTMENT, or its representative, may inspect, copy, or audit the RECORDS at any reasonable time after giving reasonable notice.
- (d) If any part of the work is subcontracted, the RAILROAD shall assure compliance with subsections (a), (b), and (c) above for all subcontracted work.

IT IS FURTHER AGREED THAT:

In the event that an audit performed by or on behalf of the DEPARTMENT indicates an adjustment to the costs reported for any PROJECT authorized under this agreement, or questions the allowability of an item of expense, the DEPARTMENT shall promptly submit to the RAILROAD, a Notice of Audit Results and a copy of the audit report which may supplement or modify any tentative findings verbally communicated to the RAILROAD at the completion of an audit.

Within sixty (60) days after the date of the Notice of Audit Results, the RAILROAD shall: (a) provide written concurrence with the Notice of Audit Results, and/or (b) repay the amount of any overpayment to the DEPARTMENT, and/or (c) submit to the DEPARTMENT a written response to the Notice of Audit Results explaining the nature and basis for any disagreement as to a disallowed item of expense and/or, (d) submit to the DEPARTMENT a written explanation as to any questioned item of expense, hereinafter referred to as the RESPONSE. The RESPONSE shall be clearly stated and provide any supporting documentation necessary to resolve any disagreement or questioned item of expense. Where the documentation is voluminous, the RAILROAD may supply appropriate excerpts and make alternate arrangements to conveniently and reasonably make that documentation available for review by the DEPARTMENT. The RESPONSE shall refer to and apply the language of this agreement and the specific PROJECT authorization. The RAILROAD agrees that failure to submit a RESPONSE within the sixty (60) day period constitutes agreement with any disallowance of an item of expense and authorizes the DEPARTMENT to finally decide whether to allow or disallow any items of questioned cost.

The DEPARTMENT shall make its decision with regard to any Notice of Audit Results and RESPONSE within one hundred twenty (120) days after the date of the Notice of Audit Results. If the DEPARTMENT determines that an overpayment has been made to the RAILROAD, the RAILROAD shall repay that amount to the DEPARTMENT within thirty (30)

days after the date of the written notice from the DEPARTMENT of that decision. If the RAILROAD fails to repay the overpayment or reach agreement with the DEPARTMENT on a repayment schedule within the thirty (30) day period, the RAILROAD agrees that the DEPARTMENT shall deduct all or a portion of the overpayment from any funds then or thereafter payable by the DEPARTMENT to the RAILROAD under other PROJECT authorizations pertaining to this agreement, or any other agreement. The RAILROAD expressly consents to this withholding or offsetting of funds under those circumstances, reserving the right to file a lawsuit in the Court of Claims to contest the DEPARTMENT'S decision only as to any item of expense the disallowance of which was disputed by the RAILROAD in a timely filed RESPONSE.

12. The DEPARTMENT shall maintain accurate records and accounts relative to the PROJECT and upon completion of the PROJECT, payment of all items of PROJECT cost and completion of final audit by the DEPARTMENT, shall make a final accounting to the RAILROAD and the ROAD AUTHORITY.

13. All contracts with subcontractors, including amendments, shall be submitted to the DEPARTMENT for review. All subcontracts in excess of Twenty Five Thousand Dollars (\$25,000.00) require formal approval by the DEPARTMENT prior to execution. Consent to sublet any portion of the PROJECT work shall not be construed to relieve the RAILROAD of any responsibility or obligation under, or for the fulfillment of a PROJECT authorization issued under this agreement.

Any such approval shall in no way be construed as a warranty of the subcontractor's qualifications, professional standing, ability to perform the work being contracted, or financial integrity.

14. Upon and after completion of the installation or improvement of active highway-railroad traffic control devices, crossing surfaces, or other RAILROAD facilities pursuant to this agreement, the RAILROAD will own, operate and maintain the same in proper working condition in accordance with Public Act 354 of 1993. Crossing surfaces installed, utilizing federal or state funds, shall be maintained for the useful life of the material. In the event that a federal or state law is hereinafter enacted which may govern the cost of operation and maintenance of such facilities, the provisions in this section of the agreement may be renegotiated by the DEPARTMENT, or ROAD AUTHORITY for non-state trunkline projects, and the RAILROAD.

15. In the event the highway is widened, or other changes made in the future which require the relocation or alteration of any active highway-railroad traffic control devices so installed, within or adjacent to the crossing area or alteration of a crossing surface becomes necessary, the expense thereof shall be borne pursuant to federal or state law applicable at the time same is to be done.

16. If at any time there shall be, at any grade crossing improved pursuant to this agreement, a separation of grades of the highway and railroad; or if, for any other reason, no further need exists for continuing operation of active highway-railroad traffic control devices or for crossing surfaces so installed, they shall be removed by the RAILROAD and may, subject to the approval of the DEPARTMENT or other ROAD AUTHORITY having jurisdiction over said highway, be reinstalled by the RAILROAD at another location to be then agreed upon, and the cost of such removal and reinstallation and the operation and maintenance of said highway-railroad traffic control devices or crossing surfaces after completion of the installation at such location, shall be borne pursuant to federal or state law applicable at the time same is to be done.

17. This MASTER AGREEMENT may be terminated by either party upon thirty days written notice to the other party and may be amended only in writing by mutual agreement. No deletion, modification, addition to or termination of this agreement, however, shall affect any project previously authorized pursuant to this agreement.

18. Any approvals, reviews and inspections of any nature by the DEPARTMENT, shall not be construed as a warranty or assumption of liability on the part of the DEPARTMENT. It is expressly understood and agreed that any such approvals are for the sole and exclusive purposes of the DEPARTMENT, which is acting in a governmental capacity under this agreement and that such approvals are a governmental function incidental to this agreement.

Any such approvals, reviews and inspections by the DEPARTMENT will not relieve the RAILROAD of its obligations hereunder, nor are such approvals, reviews and inspections by the DEPARTMENT to be construed as a warranty as to the propriety of the RAILROAD'S performance.

19. The RAILROAD shall comply with all applicable federal, state and local laws and ordinances.

20. In connection with the performance of work under this agreement, the RAILROAD (hereinafter in Appendix A referred to as the "contractor") agrees to comply with the State of Michigan provisions for "Prohibition of Discrimination in State Contracts", as set forth in Appendix A, dated August 1985, as amended, attached hereto and made a part hereof and will require a similar covenant on the part of any contractor or subcontractor employed in the performance of this work.

21. During the performance of this agreement, the RAILROAD for itself, its assignees, and successors in interest (hereinafter in Appendix B referred to as the "contractor") agrees to comply with the Civil Rights Act of 1964, being P.L. 88-352, 78 Stat. 241, as amended, being Title 42 U.S.C. Sections 1971, 1975a-1975d, and 2000a-2000h-6 and the Regulations of the Department of Transportation (49 C.F.R. Part 21) issued pursuant to said Act, including Appendix B, dated April 1979, as amended, attached hereto and made a part

hereof and will require similar covenants on the part of any contractor or subcontractor employed in the performance of this agreement.

22. The Resolution of the State Administrative Board, dated May 1, 1979, as amended, entitled "Department of Transportation Construction and Maintenance Contracts" as set forth in Appendix C, is attached hereto and made a part hereof.

23. It is the intent of the parties that nothing in this agreement shall preclude the DEPARTMENT from exercising its statutory authority in connection with public safety at highway-railroad grade crossings. The pendency of a request for funding under this agreement shall not be deemed to relieve the RAILROAD of any obligations it may have under an order from the DEPARTMENT to improve safety conditions and/or devices at a highway-railroad grade crossing.

24. This MASTER AGREEMENT shall be effective and binding upon the parties hereto, their successors and assigns, when it has been fully executed and the Administrative Board of the State of Michigan has approved this agreement and authorized the DEPARTMENT to proceed therewith.

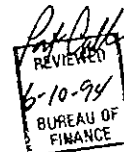
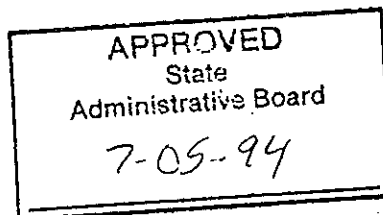
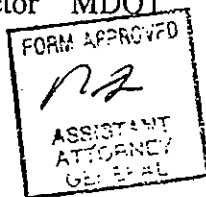
IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their proper and duly authorized officers.

TUSCOLA AND SAGINAW BAY RAILWAY COMPANY, INC.

By *Sam M. McCloud*
Title *President*

MICHIGAN DEPARTMENT OF TRANSPORTATION

By *David Dewan*
Department Director MDOT



Resolution of the Board of Directors

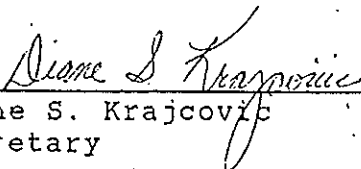
Tuscola and Saginaw Bay Railway Company, Inc.

July 21, 1994

A special meeting of the Board of Directors of the Tuscola and Saginaw Bay Railway Company, Inc. was held on July 21, 1994 for the purpose of considering the execution of the contract (MDOT #94-0804) between the Company and the State of Michigan (represented by the Michigan Department of Transportation) for Highway-Railroad Grade Crossing Improvements on Public Highways. The following action was taken:

WHEREAS, the State and the Company desire to enter into a "Master Agreement" for Highway-Railroad Grade Crossing Improvements on Public Highways;

IT IS RESOLVED, that Larry M. McCloud, President, is authorized and is hereby directed to execute such documents as may be required to facilitate such agreement.



Diane S. Krajcovic
Secretary

APPENDIX A
PROHIBITION OF DISCRIMINATION IN STATE CONTRACTS

In connection with the performance of work under this contract, the contractor agrees as follows:

1. In accordance with Act No. 453, Public Acts of 1976, the contractor hereby agrees not to discriminate against an employee or applicant for employment with respect to hire, tenure, terms, conditions, or privileges of employment, or as a matter directly or indirectly related to employment, because of race, color, religion, national origin, age, sex, height, weight, or marital status. Further, in accordance with Act No. 220, Public Acts of 1976 as amended by Act No. 478, Public Acts of 1980, the contractor hereby agrees not to discriminate against an employee or applicant for employment with respect to hire, tenure, terms, conditions, or privileges of employment, or a matter directly or indirectly related to employment, because of a handicap that is unrelated to the individual's ability to perform the duties of a particular job or position. A breach of the above covenants shall be regarded as a material breach of this contract.
2. The contractor hereby agrees that any and all subcontracts to this contract, whereby a portion of the work set forth in this contract is to be performed, shall contain a covenant the same as hereinabove set forth in Section 1 of this Appendix.
3. The contractor will take affirmative action to insure that applicants for employment and employees are treated without regard to their race, color, religion, national origin, age, sex, height, weight, marital status or a handicap that is unrelated to the individual's ability to perform the duties of a particular job or position. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.
4. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, national origin, age, sex, height, weight, marital status or handicap that is unrelated to the individual's ability to perform the duties of a particular job or position.
5. The contractor or his collective bargaining representative will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice advising the said labor union or workers' representative of the contractor's commitments under this appendix.
6. The contractor will comply with all relevant published rules, regulations, directives, and orders of the Michigan Civil Rights Commission which may be in effect prior to the taking of bids for any individual state project.
7. The contractor will furnish and file compliance reports within such time and upon such forms as provided by the Michigan Civil Rights Commission, said forms may also elicit information as to the practices, policies, program, and employment statistics of each subcontractor as well as the contractor himself, and said contractor will permit access to his books, records, and accounts by the Michigan Civil Rights Commission and/or its agent, for purposes of investigation to ascertain compliance with this contract and relevant with rules, regulations, and orders of the Michigan Civil Rights Commission.
8. In the event that the Civil Rights Commission finds, after a hearing held pursuant to its rules, that a contractor has not complied with the contractual obligations under this agreement, the Civil Rights Commission may, as part of its order based upon such findings, certify said findings to the Administrative Board of the State of Michigan, which Administrative Board may order the cancellation of the contract found to have been violated and/or declare the contractor ineligible for future contracts with the state and its political and civil subdivisions, departments, and officers, and including the governing boards of institutions of higher education, until the contractor complies with said order of the Civil Rights Commission. Notice of said declaration of future ineligibility may be given to any or all of the persons with whom the contractor is declared ineligible to contract as a contracting party in future contracts. In any case before the Civil Rights Commission in which cancellation of an existing contract is a possibility, the contracting agency shall be notified of such possible remedy and shall be given the option by the Civil Rights Commission to participate in such proceedings.
9. The contractor will include, or incorporate by reference, the provisions of the foregoing paragraphs (1) through (8) in every subcontract or purchase order unless exempted by the rules, regulations or orders of the Michigan Civil Rights Commission, and will provide in every subcontract or purchase order that said provisions will be binding upon each subcontractor or seller.

August, 1985

APPENDIX B

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. Compliance with Regulations: The contractor shall comply with the Regulations relative to nondiscrimination in Federally assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 27, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.
2. Nondiscrimination: The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or natural origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.
4. Information and Reports: The contractor shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Michigan Department of Transportation or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the Michigan Department of Transportation, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.
5. Sanctions for Noncompliance: In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the Michigan Department of Transportation shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:
 - (a) Withholding of payments to the contractor under the contract until the contractor complies, and/or
 - (b) Cancellation, termination, or suspension of the contract, in whole or in part.
6. Incorporation of Provisions: The contractor shall include the provisions of paragraphs 1 through 6 of every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the Michigan Department of Transportation or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for non-compliance; provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the Michigan Department of Transportation to enter into such litigation to protect the interests of the State, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

STATE OF MICHIGAN

ADMINISTRATIVE BOARD RESOLUTION

of

May 1, 1979

(As amended on December 2, 1980, April 7, 1981,
August 18, 1981, May 15, 1984, April 7, 1987,
December 15, 1987, January 5, 1988, and May 2, 1989)

DEPARTMENT OF TRANSPORTATION
CONSTRUCTION AND MAINTENANCE CONTRACTS

WHEREAS, pursuant to the provisions of Section 2, Act 17, Public Acts of 1925, as amended, all contracts entered into by the Michigan State Transportation Commission or the Michigan Department of Transportation, hereinafter referred to as the "Commission" and the "Department" respectively, require approval of the State Administrative Board, hereinafter referred to as the "Board," except, the Commission or the Department, without the approval of the Board, is authorized to contract for an amount not exceeding \$20,000.00 for each contract, for toilet vault cleaning, use of licensed sanitary landfills, pickup and disposal of refuse, pavement surfacing and patching, rental of equipment for emergency repairs and maintenance operations, curb replacement, maintenance of office equipment, installation of utility services and installation of traffic control devices and without such approval, may authorize Boards of County Road Commissioners, Township Boards, and Municipalities, under contracts for the maintenance of trunkline highways, to subcontract in amounts not to exceed \$20,000.00 for each subcontract;

WHEREAS, modification of highway construction and maintenance contracts is sometimes necessary;

WHEREAS, extra work is defined as any work which is determined to be essential to the satisfactory completion of the contract but which neither appears therein as a specific item of work nor is included in the price bid for other items in the contract;

WHEREAS, it is sometimes necessary in order to avoid delays and increased costs for the Department to authorize extra work by modification of the contract without obtaining specific prior approval of the Board for such modification;

THEREFORE, BE IT RESOLVED by the State Administrative Board of the State of Michigan as follows:

1. Pursuant to applicable Public Acts, the Department, without obtaining the approval of this Board, in connection with any construction or maintenance contract, may contract for extra work or labor, or both, not exceeding \$48,000.00 per contract for contracts having a value of \$800,000.00 or less and not exceeding 6% per contract for contracts having a value over \$800,000.00 under a contract with a private agency authorized by law, and for an amount not exceeding \$800,000.00 under a contract with Boards of County Road Commissioners, Township Boards, and Municipalities of this State, except that each job for extra or additional work or labor, or both, in excess of \$100,000.00 shall require approval of the State Administrative Board.
2. All agreements by the Department to pay for extra work on either a negotiated price or force account basis in excess of the amounts shown in paragraph 1 must be approved by the Board.
3. No extra work which may cause an increase in the contract price in excess of the amount shown in paragraph 1 shall be authorized by the Department prior to Board approval, unless and until the Attorney General has approved the authorization as being in compliance with all legal requirements. Provided, however, that extra work costing not more than \$25,000.00 may be authorized by the Department without prior approval of the Attorney General, if necessary to avoid construction delays or increased costs.

4. Department authorizations for extra work, requiring Board approval, given prior to Board approval shall be presented to the Board for subsequent approval or disapproval as quickly as possible, but in no case more than 60 days after the extra work has been authorized by the Department.
5. The Department shall not pay nor agree to pay any disputed claim for extra compensation for extra compensation for work already commenced or completed without approval of the Board.
6. No payments for extra work requiring Board approval shall be made until such Board approval has been obtained.
7. The Department is authorized to balance budgets for extra work recommendations or authorizations previously approved by the Board, by decreasing, in any amount, or increasing, not in excess of 15 percent, the original estimated amount without additional approval by this Board.
8. No payments for increased contract quantities shall be made by the Department unless and until the Board has given prior approval for such payments, except that payments for overruns may be made without Board approval if such payments do not exceed the following percent of the original contract price: 10 percent on contracts of \$50,000.00 or more; 15 percent on contracts of \$25,000.00 to \$49,999.99; and 25 percent on contracts of less than \$25,000.00.
9. The department shall deduct from payments, and retain 5 percent of the first \$50,000 earned by a contractor and 2 1/2 percent of amounts earned in excess of \$50,000 until amounts earned equal 90 percent of the contract price. When the project reaches 90 percent completion, retainage may be reduced to 2 percent of the amount earned. Local units of government, performing as contractors to the department, may be excluded from these retainage provisions.

In respect to contracts between the Department and Railroad companies, the Department shall retain 5% of amounts earned up to \$100,000 and 2% of amounts earned in excess of \$100,000. The Department may release the retainage after receipt of the railroad's final billing and prior to audit provided the project has been accepted by the Department and the Department has determined that its ability to promptly recover any overpayment, which may be discovered after audit, is reasonably assured.

10. The Department shall assess damages against any contractor who fails to have the job open to traffic or completed by the dates specified in the contract unless the contractor has been excused for such failure by the Department. The Department may, without approval of the Board, extend the time for opening to traffic or completion of the contract because of delays from unforeseen causes beyond the control and without the fault or negligence of the contractor, including and restricted to: acts of God; acts of the public enemy; acts of Government, acts of the State or any political subdivision thereof; fires; floods; epidemics; strikes; or extraordinary delays in delivery of materials.

No excusal or waiver of damages, except as above provided, shall be final and binding upon the State unless and until approved by the Board, except excusals and waivers granted by the Department prior to the effective date of this Resolution pursuant to applicable specifications and other contract provisions.
11. The foregoing requirements established by the Board shall be made as express part of all construction and maintenance contracts entered into by the Commission, and the Department's standard and supplemental specifications shall be amended to reflect such requirements.
12. Policy Resolution A, approved by the Board on July 17, 1956, and the Resolutions of October 17, 1967, and May 6, 1975 as amended May 4, 1976, are hereby repealed, except that all rights, causes of action, claims, proceedings and suits existing on the effective date of this Policy Resolution shall continue unaffected.
13. Upon approval by the State Administrative Board, this Resolution shall be effective as of May 2, 1989.

APPENDIX A
PROHIBITION OF DISCRIMINATION IN STATE CONTRACTS

In connection with the performance of work under this contract; the contractor agrees as follows:

1. In accordance with Public Act 453 of 1976 (Elliott-Larsen Civil Rights Act), the contractor shall not discriminate against an employee or applicant for employment with respect to hire, tenure, treatment, terms, conditions, or privileges of employment or a matter directly or indirectly related to employment because of race, color, religion, national origin, age, sex, height, weight, or marital status. A breach of this covenant will be regarded as a material breach of this contract. Further, in accordance with Public Act 220 of 1976 (Persons with Disabilities Civil Rights Act), as amended by Public Act 478 of 1980, the contractor shall not discriminate against any employee or applicant for employment with respect to hire, tenure, terms, conditions, or privileges of employment or a matter directly or indirectly related to employment because of a disability that is unrelated to the individual's ability to perform the duties of a particular job or position. A breach of the above covenants will be regarded as a material breach of this contract.
2. The contractor hereby agrees that any and all subcontracts to this contract, whereby a portion of the work set forth in this contract is to be performed, shall contain a covenant the same as hereinabove set forth in Section 1 of this Appendix.
3. The contractor will take affirmative action to ensure that applicants for employment and employees are treated without regard to their race, color, religion, national origin, age, sex, height, weight, marital status, or any disability that is unrelated to the individual's ability to perform the duties of a particular job or position. Such action shall include, but not be limited to, the following: employment; treatment; upgrading; demotion or transfer; recruitment; advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.
4. The contractor shall, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, national origin, age, sex, height, weight, marital status, or disability that is unrelated to the individual's ability to perform the duties of a particular job or position.
5. The contractor or its collective bargaining representative shall send to each labor union or representative of workers with which the contractor has a collective bargaining agreement or other contract or understanding a notice advising such labor union or workers' representative of the contractor's commitments under this Appendix.
6. The contractor shall comply with all relevant published rules, regulations, directives, and orders of the Michigan Civil Rights Commission that may be in effect prior to the taking of bids for any individual state project.

7. The contractor shall furnish and file compliance reports within such time and upon such forms as provided by the Michigan Civil Rights Commission; said forms may also elicit information as to the practices, policies, program, and employment statistics of each subcontractor, as well as the contractor itself, and said contractor shall permit access to the contractor's books, records, and accounts by the Michigan Civil Rights Commission and/or its agent for the purposes of investigation to ascertain compliance under this contract and relevant rules, regulations, and orders of the Michigan Civil Rights Commission.
8. In the event that the Michigan Civil Rights Commission finds, after a hearing held pursuant to its rules, that a contractor has not complied with the contractual obligations under this contract, the Michigan Civil Rights Commission may, as a part of its order based upon such findings, certify said findings to the State Administrative Board of the State of Michigan, which State Administrative Board may order the cancellation of the contract found to have been violated and/or declare the contractor ineligible for future contracts with the state and its political and civil subdivisions, departments, and officers, including the governing boards of institutions of higher education, until the contractor complies with said order of the Michigan Civil Rights Commission. Notice of said declaration of future ineligibility may be given to any or all of the persons with whom the contractor is declared ineligible to contract as a contracting party in future contracts. In any case before the Michigan Civil Rights Commission in which cancellation of an existing contract is a possibility, the contracting agency shall be notified of such possible remedy and shall be given the option by the Michigan Civil Rights Commission to participate in such proceedings.
9. The contractor shall include or incorporate by reference, the provisions of the foregoing paragraphs (1) through (8) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Michigan Civil Rights Commission; all subcontracts and purchase orders will also state that said provisions will be binding upon each subcontractor or supplier.

Revised June 2011

APPENDIX B
TITLE VI ASSURANCE

During the performance of this contract, the contractor, for itself, its assignees, and its successors in interest (hereinafter referred to as the “contractor”), agrees as follows:

1. **Compliance with Regulations:** For all federally assisted programs, the contractor shall comply with the nondiscrimination regulations set forth in 49 CFR Part 21, as may be amended from time to time (hereinafter referred to as the Regulations). Such Regulations are incorporated herein by reference and made a part of this contract.
2. **Nondiscrimination:** The contractor, with regard to the work performed under the contract, shall not discriminate on the grounds of race, color, sex, or national origin in the selection, retention, and treatment of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices, when the contractor covers a program set forth in Appendix B of the Regulations.
3. **Solicitation for Subcontracts, Including Procurements of Materials and Equipment:** All solicitations made by the contractor, either by competitive bidding or by negotiation for subcontract work, including procurement of materials or leases of equipment, must include a notification to each potential subcontractor or supplier of the contractor’s obligations under the contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information, and facilities as may be determined to be pertinent by the Department or the United States Department of Transportation (USDOT) in order to ascertain compliance with such Regulations or directives. If required information concerning the contractor is in the exclusive possession of another who fails or refuses to furnish the required information, the contractor shall certify to the Department or the USDOT, as appropriate, and shall set forth the efforts that it made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of the contractor’s noncompliance with the nondiscrimination provisions of this contract, the Department shall impose such contract sanctions as it or the USDOT may determine to be appropriate, including, but not limited to, the following:
 - a. Withholding payments to the contractor until the contractor complies; and/or
 - b. Canceling, terminating, or suspending the contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor shall include the provisions of Sections (1) through (6) in every subcontract, including procurement of material and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the Department or the USDOT may direct as a means of enforcing such provisions, including sanctions for non-compliance, provided, however, that in the event a contractor becomes involved in or is threatened with litigation from a subcontractor or supplier as a result of such direction, the contractor may request the Department to enter into such litigation to protect the interests of the state. In addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

Revised June 2011

APPENDIX C

TO BE INCLUDED IN ALL FINANCIAL ASSISTANCE AGREEMENTS WITH LOCAL AGENCIES

Assurance that Recipients and Contractors Must Make (Excerpts from US DOT Regulation 49 CFR 26.13)

- A. Each financial assistance agreement signed with a DOT operating administration (or a primary recipient) must include the following assurance:

The recipient shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any US DOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The recipient shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of US DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR Part 26 and as approved by US DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

- B. Each contract MDOT signs with a contractor (and each subcontract the prime contractor signs with a subcontractor) must include the following assurance:

The contractor, sub recipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of US DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.

RESOLUTION 2023-077

A RESOLUTION OF THE CITY OF CLARE CITY COMMISSION APPROVING CONTRACTUAL AGREEMENT 22-5568 BETWEEN THE CITY OF CLARE AND MICHIGAN DEPARTMENT OF TRANSPORTATION FOR THE CONSTRUCTION OF A PATHWAY TO COMPLETE THE RAIL-TRAIL "GAP"

WHEREAS, The City of Clare has been working with the Michigan Department of Transportation (MDOT) and the Michigan Department of Natural Resources (MDNR) on a proposed project that will complete the "gap" that exists between the Pere Marquette Rail East Trail and the Pere Marquette West Trail in the City of Clare and Clare County; and

WHEREAS, the City applied for and received a grant award from the US Department of Transportation Federal Highway Administration (FHWA) Transportation Alternate Program (TAP) Recreational Trails Program for the purpose of completing the rail-trail pathway through Clare; and

WHEREAS, the Michigan Department of Transportation (MDOT) has requested that the Clare City Commission approve contractual agreement 22-5568 allowing MDOT to complete the construction of the project.

NOW THEREFORE BE IT RESOLVED THAT the Clare City Commission hereby approves contractual agreement 22-5568 and authorizes its City Manager, Jeremy Howard, to sign the contractual agreement on behalf of the City and to sign any and all documents related to this project.

BE IT FURTHER RESOLVED THAT the Clare City Commission hereby authorizes the City Treasurer to make any and all necessary budget amendments and process payments related to the project.

This Resolution was introduced by Commissioner _____ and supported by Commissioner _____. The Resolution declared adopted by the following roll call vote:

YEAS:

NAYS:

ABSENT:

Resolution approved for adoption on this 2nd day of October, 2023.

Diane Lyon, City Clerk

I hereby certify that the foregoing is a true and correct copy of a resolution made and adopted at a regular meeting of the Clare City Commission on the 2nd day of October, 2023.

Signed _____
Clare City Clerk