

#10.47



**OFFICE OF THE  
CHIEF FINANCIAL OFFICER**  
Office of Development and Grants

Coleman A. Young Municipal Center  
2 Woodward Avenue, Suite 1026  
Detroit, Michigan 48226

Phone 313•628•1258  
Fax 313•224•0542  
www.detroitmi.gov

November 21, 2024

The Honorable Detroit City Council  
**ATTN: City Clerk Office**  
200 Coleman A. Young Municipal Center  
Detroit MI 48226

**RE: Request to Accept and Appropriate the FY 2023 Safe Streets for All Grant**

The U.S. Department of Transportation has awarded the City of Detroit Department of Public Works (DPW) the FY 2023 Safe Streets for All Grant for a total of \$24,800,000.00. The Federal share is 80% or \$24,800,000.00 of the approved amount, and there is a required cash match of 20% or \$6,200,000.00. The total project cost is \$31,000,000.00.

The objective of the grant is to improve safety and accessibility for transit riders in Detroit by addressing severe crash locations and implementing proven safety countermeasures that reduce severe crashes and fatalities. The project supports the Detroit Safe Access to Transit Project and the Detroit Department of Transportation (DDOT) Reimagined Plan, as it aims to reduce and eliminate severe crashes by 2050 while enhancing transit service. The program will improve over 50 intersections around the City and provide safe driver training for DDOT bus operators. The funding will be utilized to conduct Preliminary Engineering, Final Design, and Construction activities, including safer bus stops and transfer locations, community engagement, and evaluation of safety measures. This is a reimbursement grant.

If approval is granted to accept and appropriate this funding, the appropriation number is 21497 with the match amount coming from appropriation number 04189.

I respectfully ask your approval to accept and appropriate funding in accordance with the attached resolution.

Sincerely,

DocuSigned by:  
*Terri Daniels*  
4D2BEE23C8D489...

**Terri Daniels**  
Director of Grants, Office of Development and Grants

CC:  
Sajjiah Parker, Assistant Director, Grants

Signed by:  
*Matt Spaytle*  
17E14C346551467  
Office of Budget

DocuSigned by:  
*Cheryl Smith-Williams*  
88CAE79E1C67487

Agreement Approved as to Form  
By the Law Department



## Office of Development and Grants

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### RESOLUTION

**Council Member** \_\_\_\_\_

**WHEREAS**, the Department of Public Works (DPW) is requesting authorization to accept a grant of reimbursement from the U.S. Department of Transportation, in the amount of \$24,800,000.00, to improve safety and accessibility for transit riders in Detroit by addressing severe crash locations and implementing proven safety countermeasures to reduce and eliminate severe crashes and fatalities by 2050, while enhancing transit service; and

**WHEREAS**, the Law Department has approved the attached agreement as to form; and

**WHEREAS**, this request has been approved by the Office of Budget; now

**THEREFORE, BE IT RESOLVED** that the Director or Head of the Department is authorized to execute the grant agreement on behalf of the City of Detroit, and

**BE IT FURTHER RESOLVED**, that the Budget Director is authorized to establish Appropriation number 21497, in the amount of \$31,000,000.00, which includes a cash match coming from Appropriation 04189, for the FY 2023 Safe Streets for All Grant.

- 1. **Federal Award No.**  
693JJ32540170
- 2. **Effective Date**  
See No. 16 Below
- 3. **Assistance Listings No.**  
20.939
- 4. **Award To**  
City of Detroit  
2 Woodward Ave. Suite 1026  
Detroit, MI, 48226-3403  
  
Unique Entity Id.: GS94M2VMNMJ3  
TIN No.: 38-6004606
- 5. **Sponsoring Office**  
U.S. Department of Transportation  
Federal Highway Administration  
Office of Safety  
1200 New Jersey Avenue, SE  
HSSA-1, Mail Drop E71-117  
Washington, DC 20590
- 6. **Period of Performance**  
Effective Date of Award – 5  
years
- 7. **Total Amount**  
Federal Share: \$24,800,000  
Recipient Share: \$ 6,200,000  
Other Federal Funds: \$0  
Other Funds: \$0  
Total: \$31,000,000
- 8. **Type of Agreement**  
Grant
- 9. **Authority**  
Section 24112 of the Infrastructure Investment and Jobs Act  
(Pub. L. 117–58, November 15, 2021; also referred to as the  
“Bipartisan Infrastructure Law” or “BIL”)
- 10. **Procurement Request No.**  
HSA240242PR
- 11. **Federal Funds Obligated**  
Base Phase – Preliminary Engineering: \$3,520,000
- 12. **Submit Payment Requests To**  
See Article 5.
- 13. **Accounting and Appropriations Data**  
15X0174E50.0000.055SR30500.5592000000.41010.6106600
- 14. **Description of the Project**  
To implement safety improvements for transit riders to access transit transfers between routes and stops with physical improvements and bus driver training in an implementation project with demonstration elements.

**RECIPIENT**

**FEDERAL HIGHWAY ADMINISTRATION**

15. **Signature of Person Authorized to Sign**

16. **Signature of Agreement Officer**

\_\_\_\_\_  
Signature Date  
Name: Ron Brundidge  
Title: Director – Department of Public Works

\_\_\_\_\_  
Signature Date  
Name: David Villalobos  
Title: Agreement Office

**U.S. DEPARTMENT OF TRANSPORTATION**  
**GRANT AGREEMENT UNDER THE**  
**FISCAL YEAR 2023 SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM**

This agreement is between the United States Department of Transportation's (the "USDOT") Federal Highway Administration (the "FHWA") and the City of Detroit (the "Recipient").

This agreement reflects the selection of the Recipient to receive a Safe Streets and Roads for All ("SS4A") Grant for the Detroit Safe Access to Transit (DSAT).

The parties therefore agree to the following:

**ARTICLE 1**  
**GENERAL TERMS AND CONDITIONS**

**1.1 General Terms and Conditions.**

- (a) In this agreement, "General Terms and Conditions" means the content of the document titled "General Terms and Conditions Under the Fiscal Year 2023 Safe Streets and Roads for All ("SS4A") Grant Program," which is available at <https://www.transportation.gov/grants/ss4a/grant-agreements> under "Fiscal Year 2023." Articles 7–30 are in the General Terms and Conditions. The General Terms and Conditions are part of this agreement.
- (b) The Recipient acknowledges that it has knowledge of the General Terms and Conditions. Recipient also states that it is required to comply with all applicable Federal laws and regulations including, but not limited to, the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200); National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.); and Build America, Buy America Act (BIL, div. G §§ 70901-27).
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient's non-compliance with the General Terms and Conditions may result in remedial action, termination of the SS4A Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the FHWA the SS4A Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

**ARTICLE 2  
APPLICATION, PROJECT, AND AWARD**

**2.1 Application.**

Application Title: Detroit Safe Access to Transit (DSAT)

Application Date: 7/10/23

**2.2 Award Amount.**

SS4A Grant Amount: \$24,800,000

**2.3 Federal Obligation Information.**

Federal Obligation Type: Multiple

<b>Obligation Condition Table</b>		
<b>Phase the Project</b>	<b>Allocation of the SS4A Grant</b>	<b>Obligation Condition</b>
Base Phase – Preliminary Engineering:	\$3,520,000	
Option Phase 1 – Final Design:	\$1,280,000	<p>The Recipient shall not expend any funds (Federal or non-Federal) for, seek reimbursement of eligible costs, or otherwise begin any part of the final design and construction of an Implementation Project unless and until:</p> <p>(1) The requirements of the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (“NEPA”), Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) (“NHPA”), and any other applicable environmental laws and regulations have been met; and</p> <p>(2) FHWA, or a State with applicable NEPA Assignment authority, has</p>

		<p>approved the NEPA document for the Project and provided the Recipient with a written notice that the environmental review process is complete; and</p> <p>(3) FHWA has obligated additional funds for this phase and notified the Recipient in writing that the Recipient may proceed to the next activity after NEPA approval, and the Recipient has acknowledged receipt in writing of FHWA’s notification. Recipient shall not proceed with any such activities until (2) and (3) as described in this section are met. Costs that are incurred before (2) and (3) as described in this section are met are not allowable costs under this agreement.</p> <p>Extent of activities that are permissible before NEPA is complete are those activities constituting “preliminary design” as specified in FHWA Order 6640.1A.</p>
<p>Option Phase 2 – Construction:</p>	<p>\$20,000,000</p>	<p>The Recipient shall not expend any funds (Federal or non-Federal) for, seek reimbursement of eligible costs, or otherwise begin any part of the construction or final design and construction of an Implementation Project unless and until:</p> <p>(1) The requirements of the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (“NEPA”), Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) (“NHPA”), and any other</p>

		<p>applicable environmental laws and regulations have been met; and FHWA is provided a reasonable engineers cost estimate for the funds to be expended during the construction phase.</p> <p>(2) FHWA, or a State with applicable NEPA Assignment authority, has approved the NEPA document for the Project and provided the Recipient with a written notice that the environmental review process is complete; and</p> <p>(3) FHWA has obligated additional funds for this phase and notified the Recipient in writing that the Recipient may proceed to the next activity after NEPA approval, and the Recipient has acknowledged receipt in writing of FHWA's notification. Recipient shall not proceed with any such activities until (2) and (3) as described in this section are met. Costs that are incurred before (2) and (3) as described in this section are met are not allowable costs under this agreement.</p> <p>Extent of activities that are permissible before NEPA is complete are those activities constituting "preliminary design" as specified in FHWA Order 6640.1A.</p>
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**2.4 Budget Period.**

Base Phase Budget Period: See Item 6 of Page 1 for Effective Start Date – 3 Years After Effective Date of Award

Option Phase 1 Budget Period: Reserved

Option Phase 2 Budget Period: Reserved

## **2.5 Grant Designation.**

Designation: Implementation

# **ARTICLE 3 SUMMARY PROJECT INFORMATION**

## **3.1 Summary of Project's Statement of Work.**

Detroit Safe Access to Transit (DSAT) includes implementation, supplemental planning, and demonstration activities to address severe crashes that impact transit riders in Detroit. DSAT is a tailored, pinpointed safety program that advances Detroit's Safe Streets for Detroit (SS4D) program and DDOT Reimagined to accelerate the City's current efforts to reduce and eliminate severe crashes by 2050 and provide the high-quality transit service the Detroiters want and deserve. The project will utilize extensive coordination between the City of Detroit's Department of Public Work (DPW), the Detroit Department of Transportation (DDOT), the Michigan Department of Transportation (MDOT), and Wayne County to realize the region's safety goals.

The project will make first- and last-mile connections to transit safer and more accessible by implementing proven safety countermeasures at bus stops, providing safe driver training to bus operators, and updating Detroit's Comprehensive Safety Action Plan and non-motorized plan. Over 50 intersections have been identified for improvement with more than five fatal or serious injury crashes and/or five crashes involving people walking or bicycling over the past five years. DSAT will include funding to equitably engage Detroiters and transit riders to ensure the proposed improvements meet residents' expectations and support neighborhood goals. The project will also include robust evaluation of proposed activities to ensure they are effective toward addressing Detroit's traffic safety issues.

The project will be completed in three phases as follows:

**Base Phase: Preliminary Engineering:** Base Phase will include Preliminary Engineering, NEPA documentation, and initial community engagement. Preliminary Engineering tasks will include conducting additional planning activities to assess existing conditions, crash analysis, NEPA documentation, and engineering design (30% and 60% design milestones). Base Phase will also include a training for DDOT bus drivers and updates to the City's non-motorized transportation plan and Comprehensive Safety Action Plan (CSAP). Base Phase will also include an evaluation component that will extend through the Option Phase 1 and Option Phase 2 timeline to determine the effectiveness of the safety countermeasures deployed. Community engagement activities will be included throughout Base Phase, Option Phase 1, and Option Phase 2.

**Option Phase 1: Final Design:** Final Design will include developing 90%, and the final contract documents for the design elements identified in the Preliminary Engineering activities. Design elements and safety countermeasures may include, but will not be limited to, targeted curb bump-outs, sidewalk improvements, transit islands, signal improvements, lighting upgrades, pavement markings, sidewalk widening, ADA improvements, and centerline hardening.



Option Phase 2: Construction: The Construction phase will include implementing the design solutions identified in Base Phase and Option Phase 1. Types of construction activities will include Safer Bus Stops (24 planned locations) and Safer Transfers (32 planned locations). Option Phase 2 will include Capital Maintenance activities to monitor and replace or repair interventions deployed during the project period of performance. Construction Engineering & Inspection activities will also be included in Option Phase 2.

**3.2 Project’s Estimated Schedule.**

**Demonstration Activity Schedule**

Milestone	Schedule Date
Planned NEPA Completion Date:	3/30/25
Planned Construction Start Date	6/30/25
Planned Evaluation Period End Date:	12/30/28
Planned SS4A Final Report Date:	5/30/29

**Supplemental Planning Schedule**

Milestone	Schedule Date
Planned NEPA Completion Date:	3/30/25
Planned Draft Plan Completion Date:	10/30/25
Planned Final Plan Completion Date:	3/30/26
Planned Final Plan Adoption Date:	8/30/26
Planned SS4A Final Report Date:	5/30/29

**Implementation Schedule (Construction)**

Milestone	Schedule Date
Planned NEPA Completion Date:	3/30/25
Planned Construction Start Date	4/30/26
Planned Construction Substantial Completion and Open to Public Use Date:	12/30/27
Planned SS4A Final Report Date:	5/30/29

**3.3 Project’s Estimated Costs.**

(a) Eligible Project Costs

Eligible Project Costs	
SS4A Grant Amount:	\$24,800,000

Other Federal Funds:	\$0
State Funds:	\$0
Local Funds:	\$6,200,000
In-Kind Match:	\$0
Other Funds:	\$0
<b>Total Eligible Project Cost:</b>	<b>\$31,000,000</b>

(b) Cost Classification Table – Planning and Demonstration Grants with demonstration activities and Implementation Grants Only

<b>Cost Classification</b>	<b>Total Costs</b>	<b>Non-SS4A Previously Incurred Costs</b>	<b>Eligible Costs</b>
Architectural and engineering fees	\$6,000,000		\$6,000,000
Project inspection fees	\$3,000,000		\$3,000,000
Construction	\$20,000,000		\$20,000,000
Contingencies	\$2,000,000		\$2,000,000
<b>Project Total</b>	<b>\$31,000,000</b>		<b>\$31,000,000</b>

(c) Indirect Costs

Indirect costs are allowable under this Agreement in accordance with 2 CFR part 200 and the Recipient’s approved Budget Application. In the event the Recipient’s indirect cost rate changes, the Recipient will notify FHWA of the planned adjustment and provide supporting documentation for such adjustment. This Indirect Cost provision does not operate to waive the limitations on Federal funding provided in this document. The Recipient’s indirect costs are allowable only insofar as they do not cause the Recipient to exceed the total obligated funding.

**ARTICLE 4**

**RECIPIENT INFORMATION**

**4.1 Recipient Contact(s).**

Erin McCargar  
 City Planner  
 City of Detroit – Department of Public Works  
 2 Woodward Ave, Suite 611, Detroit MI 48226

(313) 569-9764  
Erin.McCargar@detroitmi.gov

Bashar Dimitry  
Program Analyst  
City of Detroit – Office of Development and Grants  
313-224-4195  
[dimitryb@detroitmi.gov](mailto:dimitryb@detroitmi.gov)

**4.2 Recipient Key Personnel.**

Name	Title or Position
Christina Peltier	Deputy Director – Complete Streets
Bashar Dimitry	Program Analyst
Victoria Jones	Accountant
Erin McCargar	City Planner

**4.3 USDOT Project Contact(s).**

Safe Streets and Roads for All Program Manager  
Federal Highway Administration  
Office of Safety  
HSSA-1, Mail Stop: E71-117  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590  
202-366-2822  
[SS4A.FHWA@dot.gov](mailto:SS4A.FHWA@dot.gov)

and

Agreement Officer (AO)  
Federal Highway Administration  
Office of Acquisition and Grants Management  
HCFA-42, Mail Stop E62-310  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590  
202-493-2402  
[HCFASS4A@dot.gov](mailto:HCFASS4A@dot.gov)

and

Division Administrator – Michigan  
Agreement Officer’s Representative (AOR)  
315 West Allegan Street, Room 201  
Lansing, MI 48933

(517) 377-1844  
Michigan.FHWA@dot.gov

and

Jami Trudelle  
Michigan Division Office Lead Point of Contact  
Safety Engineer  
315 West Allegan Street, Room 201  
Lansing, MI 48933  
(517) 702-1859  
Jami.Trudelle@dot.gov

## **ARTICLE 5 USDOT ADMINISTRATIVE INFORMATION**

### **5.1 Office for Subaward and Contract Authorization.**

USDOT Office for Subaward and Contract Authorization: FHWA Office of Acquisition and Grants Management

#### **SUBAWARDS AND CONTRACTS APPROVAL**

Note: See 2 CFR § 200.331, Subrecipient and contractor determinations, for definitions of subrecipient (who is awarded a subaward) versus contractor (who is awarded a contract).

Note: Recipients with a procurement system deemed approved and accepted by the Government or by the Agreement Officer (the “AO”) are exempt from the requirements of this clause. See 2 CFR 200.317 through 200.327.

In accordance with 2 CFR 200.308(f)(6), the recipient or subrecipient shall obtain prior written approval from the USDOT agreement officer for the subaward, if the subaward activities were not proposed in the application or approved in the Federal award. This provision is in accordance with 2 CFR 200.308(f)(6) and does not apply to procurement transactions for goods and services. Approval will be issued through written notification from the AO or a formal amendment to the Agreement.

The following subawards and contracts are currently approved under the Agreement by the AO. This list does not include supplies, material, equipment, or general support services which are exempt from the pre-approval requirements of this clause.

### **5.2 Reimbursement Requests**

- (a) The Recipient may request reimbursement of costs incurred within the budget period of this agreement if those costs do not exceed the amount of funds obligated and are allowable under the applicable cost provisions of 2 C.F.R. Part 200, Subpart E. The Recipient shall not request reimbursement more frequently than monthly.

- (b) The Recipient shall use the DELPHI iSupplier System to submit requests for reimbursement to the payment office. When requesting reimbursement of costs incurred or credit for cost share incurred, the Recipient shall electronically submit supporting cost detail with the SF-270 (Request for Advance or Reimbursement) or SF-271 (Outlay Report and Request for Reimbursement for Construction Programs) to clearly document all costs incurred.
- (c) The Recipient's supporting cost detail shall include a detailed breakout of all costs incurred, including direct labor, indirect costs, other direct costs, travel, etc., and the Recipient shall identify the Federal share and the Recipient's share of costs. If the Recipient does not provide sufficient detail in a request for reimbursement, the Agreement Officer's Representative (the "AOR") may withhold processing that request until the Recipient provides sufficient detail.
- (d) The USDOT shall not reimburse costs unless the AOR reviews and approves the costs to ensure that progress on this agreement is sufficient to substantiate payment.
- (e) In the rare instance the Recipient is unable to receive electronic funds transfers (EFT), payment by EFT would impose a hardship on the Recipient because of their inability to manage an account at a financial institution, and/or the Recipient is unable to use the DELPHI iSupplier System to submit their requests for disbursement, the FHWA may waive the requirement that the Recipient use the DELPHI iSupplier System. The Recipient shall contact the Division Office Lead Point of Contact for instructions on and requirements related to pursuing a waiver.
- (f) The requirements set forth in these terms and conditions supersede previous financial invoicing requirements for Recipients.

## **ARTICLE 6 SPECIAL GRANT TERMS**

- 6.1** SS4A funds must be expended within five years after the grant agreement is executed and DOT obligates the funds, which is the budget period end date in section 10.3 of the Terms and Conditions and section 2.4 in this agreement.
- 6.2.** The Recipient demonstrates compliance with civil rights obligations and nondiscrimination laws, including Titles VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and Section 504 of the Rehabilitation Act, and accompanying regulations. Recipients of Federal transportation funding will also be required to comply fully with regulations and guidance for the ADA, Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and all other civil rights requirements.
- 6.3** SS4A Funds will be allocated to the Recipient and made available to the Recipient in accordance with FHWA procedures.
- 6.4** The Recipient of a Planning and Demonstration Grant that involves a demonstration activity agrees to provide an assessment of each demonstration activity and update the

existing Action Plan, which will incorporate the information gathered in the Action Plan's list of projects or strategies and/or inform another part of the existing Action Plan. The Recipient also agrees that demonstration activities are temporary in nature and must be removed and/or ended following the conclusion of the project if the assessment of the demonstration activities does not affirm that the activities provide safety benefits.

- 6.5** The Recipient of an Implementation Grant agrees to update its Action Plan within two years of the date of this agreement to: align with all Comprehensive Safety Action Plan components in Table 1 of the SS4A FY 2023 NOFO corresponding with any "no" responses in the Self-Certification Eligibility Worksheet; ensure that the Action Plan's safety focus includes all road users, including pedestrians, bicyclists, and motor vehicle safety; and ensure that the Action Plan was last updated not more than three years prior.
- 6.6** The Recipient acknowledges that it is required to conduct certain environmental analyses and to prepare and submit to FHWA, or State with applicable NEPA Assignment authority, documents required under NEPA, and other applicable environmental statutes and regulations before the Government will obligate funds for Option Phase 1 under this agreement and provide the Recipient with a written notice to proceed with Option Phase 1.
- 6.7** The Government's execution of this agreement does not in any way constitute pre-approval or waiver of any of the regulations imposed upon Recipient under the applicable Federal rules, regulations and laws regarding SS4A projects undertaken in accordance with the terms and conditions of this agreement. The Recipient shall comply with all applicable Federal requirements before incurring any costs under this agreement.
- 6.8** There are no other special grant requirements.

## ATTACHMENT A PERFORMANCE MEASUREMENT INFORMATION

**Study Area:**

Intersection	Jurisdiction	Implementation Estimate	K Crashes 2017-21	A Crashes 2017-21	Ped Crashes 2017-21	Bike Crashes 2017-21	ETCE Underserved Community	Underserved Census Tract(s) 2020	Long	Lat
<b>Safer Transfers</b>										
7 Mile & Evergreen	Wayne County	\$725,000	0	5	4	1	Yes	26163541000, 26163541100, 26163540600, 26163540700	-83.0666733	42.3560104
7 Mile & Gratiot	Wayne County/MDOT	\$725,000	1	9	8	0	Yes	26163500300, 26163500400, 26163503400, 26163503500	-83.2362595	42.3718987
7 Mile & Lahser	Wayne County	\$725,000	0	1	2	1	Yes	26163541000, 26163541200, 26163541400, 26163541500	-82.9589081	42.3700104
7 Mile & Schaefer	Wayne County/City of Detroit	\$725,000	0	0	1	0	Yes	26163539300, 26163539400, 26163539600, 26163539700	-83.0242615	42.433979
7 Mile & Van Dyke	Wayne County/MDOT	\$725,000	1	5	6	0	Yes	26163505100, 26163506200, 26163506300	-83.0712433	42.3545647
7 Mile & Woodward	Wayne County/MDOT	\$725,000	0	1	4	1	Yes	26163508000, 26163509000, 26163538300	-83.1308823	42.3897171
7 Mile & Wyoming	Wayne County/City of Detroit	\$725,000	0	1	0	1	Yes	26163538600, 26163538700, 26163538800, 26163538900	-83.1220016	42.3929977
Cass & Warren	City of Detroit	\$725,000	0	1	5	2	Yes	26163520200	-83.1203384	42.3311195
Davison & Dexter	MDOT/City of Detroit	\$725,000	2	3	5	1	Yes	26163530400, 26163530500, 26163531501, 26163531600	-83.1093979	42.3568001
Davison & Linwood	MDOT/City of Detroit	\$725,000	1	7	7	2	Yes	26163531502, 26163531600, 26163531700, 26163531800	-83.1983719	42.3926659
Evergreen & Plymouth	City of Detroit	\$725,000	0	2	3	0	Yes	26163547000, 26163547100	-83.1998749	42.4304314
Grand River & Grand	MDOT/City of Detroit	\$725,000	0	4	2	0	Yes	26163522300, 26163533400	-83.1993179	42.4159927
Grand River & Greenfield	MDOT/Wayne County	\$725,000	1	6	7	1	Yes	26163537800, 26163542300, 26163542400	-83.1981735	42.3870621
Greenfield & 6 Mile	Wayne County	\$725,000	1	2	9	3	Yes	26163537600, 26163539500, 26163540400, 26163542100	-83.1975632	42.37257
Greenfield & 7 Mile	Wayne County	\$725,000	0	5	10	0	Yes	26163539600, 26163539700, 26163540200, 26163540300	-83.1969986	42.358139
Greenfield & Joy	Wayne County	\$725,000	3	0	3	1	Yes	26163535800, 26163547200	-83.1609726	42.431366
Greenfield & Plymouth	Wayne County/City of Detroit	\$725,000	0	9	6	3	Yes	26163535300, 26163545100, 26163545200	-83.1805115	42.4310875

Intersection	Jurisdiction	Implementation Estimate	K Crashes 2017-21	A Crashes 2017-21	Ped Crashes 2017-21	Bike Crashes 2017-21	ETCE Underserved Community	Underserved Census Tract(s) 2020	Long	Lat
<b>Safer Transfers</b>										
Greenfield & Schoolcraft	Wayne County	\$362,500	1	5	7	0	Yes	26163537300, 26163542400, 26163542600	-83.2186508	42.4191856
Jefferson & Alter	City of Detroit	\$725,000	0	1	2	0	Yes	26163512800, 26163513200	-83.2583008	42.4291344
Jefferson & Conner	City of Detroit	\$725,000	2	1	0	1	Yes	26163512800, 26163513700	-83.2388687	42.4295807
Michigan & Livernois	MDOT/City of Detroit	\$725,000	1	0	5	3	Yes	26163525700, 26163525800, 26163525900	-83.1151886	42.4321327
Warren & Anthony Wayne	City of Detroit	\$725,000	0	1	3	1	Yes	26163520200	-82.9776993	42.4350853
Woodward & Mack	MDOT/City of Detroit	\$725,000	0	1	5	5	Yes	26163517300, 26163517500, 26163522500	-83.0643539	42.3568916
Woodward & Warren	City of Detroit	\$725,000	0	2	4	4	Yes	26163517500, 26163518000, 26163520200	-83.05793	42.3474693
<b>Safer Bus Stops</b>										
7 Mile & Faust	Wayne County/City of Detroit	\$362,500	1	1	0	0	Yes	26163540500, 26163540700	-83.0487518	42.3340988
Cass & Milwaukee	City of Detroit	\$362,500	0	1	5	0	Yes	26163533900	-83.0629959	42.3547516
Cass & Willis	City of Detroit	\$362,500	0	2	3	3	No	n/a	-83.06353	42.3505096
Chalmers & Kercheval	City of Detroit	\$362,500	1	0	0	0	Yes	26163512800	-83.0740433	42.3685608
Conner & Mack	City of Detroit	\$362,500	1	0	1	0	Yes	26163502700, 26163512800	-83.0814056	42.3657532
Curtis & Meyers	City of Detroit	\$362,500	1	2	0	0	Yes	26163539400, 26163538700	-83.2179947	42.400589
Curtis & Steel	City of Detroit	\$362,500	0	1	0	0	Yes	26163539400	-83.0614929	42.4155273
Davison & Conant	MDOT/City of Detroit	\$362,500	1	2	4	2	Yes	26163509100, 26163511300	-83.224205	42.4299316
Dix & Waterman	City of Detroit	\$362,500	0	1	0	1	Yes	26163524001	-83.2608719	42.3716049
Fenkell & Lahser	Wayne County	\$362,500	0	3	1	0	Yes	26163543500, 26163544200, 26163544800	-83.1596909	42.402523
Fenkell & Lindsay	Wayne County/City of Detroit	\$362,500	1	1	0	0	Yes	26163542200, 26163542300	-83.2568359	42.4002991
Fenkell & Oakfield	Wayne County/City of Detroit	\$362,500	0	2	0	0	Yes	26163542200, 26163542300	-83.214241	42.4011955



Intersection	Jurisdiction	Implementation Estimate	K Crashes 2017-21	A Crashes 2017-21	Ped Crashes 2017-21	Bike Crashes 2017-21	ETCE Underserved Community	Underserved Census Tract(s) 2020	Long	Lat
Safer Bus Stops										
Fenkell & Wyoming	Wayne County/City of Detroit	\$362,500	0	5	2	0	Yes	26163536300, 26163536400, 26163536700, 26163536800	-83.1704407	42.4239998
Grand River & Lahser	MDOT/ Wayne County	\$362,500	0	1	8	0	Yes	26163541200, 26163541400	-83.1715546	42.4239845
Grand River & Southfield Service Dr	MDOT	\$362,500	0	4	2	0	Yes	26163542300, 26163542500	-83.192955	42.4089432
Greenfield & Curtis	MDOT/City of Detroit	\$362,500	1	2	0	0	Yes	26163539500, 26163539600, 26163540300, 26163540400	-83.0000381	42.4213867
Griswold & Larned	City of Detroit	\$362,500	0	1	5	0	No	n/a	-83.1165848	42.3158112
Kelly & Morang	Wayne County/City of Detroit	\$362,500	0	3	2	0	Yes	26163500600, 26163500700, 26163500900	-83.1023483	42.331234
Mack & John R	City of Detroit	\$362,500	0	0	4	1	Yes	26163517300, 26163517500	-83.0460739	42.3290634
McNichols & Birwood	Wayne County/City of Detroit	\$362,500	0	2	0	0	Yes	26163538700, 26163536200	-82.9479141	42.3787346
McNichols & Bradford	City of Detroit	\$362,500	1	0	0	0	Yes	26163503600, 26163505400	-83.0614624	42.3527107
McNichols & Meyers	Wayne County/City of Detroit	\$362,500	0	6	5	0	Yes	26163538700, 26163536200, 26163539400	-82.9678497	42.3837051
Michigan & Clark	MDOT/City of Detroit	\$362,500	2	1	0	0	Yes	26163523100	-82.9572525	42.4291077
Milwaukee & S M10 Service Dr	City of Detroit/ MDOT	\$362,500	0	2	0	0	Yes	26163522400	-83.0559158	42.3483353
Outer & Plymouth	Wayne County	\$362,500	3	2	0	1	Yes	26163546301	-83.2126923	42.4012184
Outer Dr & Ryan	Wayne County/City of Detroit	\$362,500	0	5	1	1	Yes	26163506800, 26163506900	-83.1970291	42.4196815
Outer Dr & Southfield	Wayne County/ MDOT	\$362,500	0	1	1	1	Yes	26163540400	-83.0635681	42.4404449
Outer Dr & Whitcomb	Wayne County/City of Detroit	\$362,500	0	3	0	0	Yes	26163539500	-83.1701355	42.4166641
Puritan & Robson	City of Detroit	\$362,500	0	1	0	0	Yes	26163537500, 26163537600	-83.1646576	42.4168167
Woodward & Canfield	MDOT/City of Detroit	\$362,500	0	1	2	5	Yes	26163517500	-83.1995926	42.4231644
Woodward & Forest	MDOT/City of Detroit	\$725,000	0	0	4	2	Yes	26163517500, 26163520200	-82.939537	42.3748817
Woodward & Grand River	MDOT	\$362,500	0	3	4	0	Yes	26163520700	-83.2576599	42.416481

**Baseline Measurement Date:** 5/30/2025

**Baseline Report Date:** 7/30/2025

**Table 1: Performance Measure Table**

<b>Measure</b>	<b>Category and Description</b>	<b>Measurement Frequency and Reporting Deadline</b>
<p>Safety Performance [for Implementation Grants and Planning and Demonstration Grants with demonstration activities]</p>	<p>Fatalities: Total annual fatalities in the project location(s)</p>	<p>Annually and within 120 days after the end of the period of performance</p>
<p>Safety Performance [for Implementation Grants and Planning and Demonstration Grants with demonstration activities]</p>	<p>Serious Injuries: Total annual serious injuries in the project location(s) [if available]</p>	<p>Annually and within 120 days after the end of the period of performance</p>
<p>Safety Performance [for Implementation Grants and Planning and Demonstration Grants with demonstration activities]</p>	<p>Crashes by Road User Category: Total annual crashes in the project location(s) broken out by types of roadway users involved (e.g., pedestrians, bicyclists, motorcyclist, passenger vehicle occupant, commercial vehicle occupant)</p>	<p>Annually and within 120 days after the end of the period of performance</p>
<p>Equity [for all Grants]</p>	<p>Percent of Funds to Underserved Communities: Funding amount (of total project amount) benefitting underserved communities, as defined by USDOT</p>	<p>Within 120 days after the end of the period of performance</p>
<p>Costs [for all Grants]</p>	<p>Project Costs: Quantification of the cost of each eligible project carried out using the grant</p>	<p>Within 120 days after the end of the period of performance</p>

<b>Measure</b>	<b>Category and Description</b>	<b>Measurement Frequency and Reporting Deadline</b>
<p>Outcomes and Benefits [for Implementation Grants and Planning and Demonstration Grants with demonstration activities]</p>	<p>Quantitative Project Benefits: Quantification of evidence-based projects or strategies implemented (e.g., miles of sidewalks installed, number of pedestrian crossings upgraded, etc.)</p>	<p>Within 120 days after the end of the period of performance</p>
<p>Outcomes and Benefits [for Implementation Grants and Planning and Demonstration Grants with demonstration activities]</p>	<p>Qualitative Project Benefits: Qualitative description of evidence-based projects or strategies implemented (e.g., narrative descriptions, testimonials, high-quality before and after photos, etc.)</p>	<p>Within 120 days after the end of the period of performance</p>
<p>Outcomes and Benefits [for Implementation Grants and Planning and Demonstration Grants with demonstration activities]</p>	<p>Project Location(s): GIS/geo coordinate information identifying specific project location(s)</p>	<p>Within 120 days after the end of the period of performance</p>
<p>Lessons Learned and Recommendations [for all Grants]</p>	<p>Lessons Learned and Recommendations: Description of lessons learned and any recommendations relating to future projects or strategies to prevent death and serious injury on roads and streets.</p>	<p>Within 120 days after the end of the period of performance</p>

**ATTACHMENT B  
CHANGES FROM APPLICATION**

Describe all material differences between the scope, schedule, and budget described in the application and the scope, schedule, and budget described in Article 3. The purpose of Attachment B is to clearly and accurately document any differences in scope, schedule, and budget to establish the parties' knowledge and acceptance of those differences. See Article 11 for the Statement of Work, Schedule, and Budget Changes. If there are no changes, please insert "N/A" in Section 3.3 of the table.

**Scope:** No changes from application.

**Schedule:** No changes from application.

**Budget:** The total project cost did not change from the application. Budget line items in the original SF-424C have been revised in the final SF-424C to accurately classify project line-item costs. Updates included removing miscellaneous costs and moving some costs out of the construction line item to accurately list architectural and engineering fees and project inspection fees.

The table below provides a summary comparison of the project budget.

Fund Source	Application		Section 3.3	
	\$	%	\$	%
<b>Previously Incurred Costs (Non-Eligible Project Costs)</b>				
Federal Funds	0	0	0	0
Non-Federal Funds	0	0	0	0
Total Previously Incurred Costs	0	0	0	0
<b>Future Eligible Project Costs</b>				
SS4AFunds	0	0	0	0
Other Federal Funds				
Non-Federal Funds	0	0	0	0
Total Future Eligible Project Costs				
Total Project Costs	0	0	0	0

**ATTACHMENT C  
RACIAL EQUITY AND BARRIERS TO OPPORTUNITY**

**1. Efforts to Improve Racial Equity and Reduce Barriers to Opportunity.**

The Recipient states that rows marked with “X” in the following table align with the application:

X	A racial equity impact analysis has been completed for the Project. <i>(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)</i>
X	The Recipient or a project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. <i>(Identify the relevant programs, plans, or policies in the supporting narrative below.)</i>
	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. <i>(Identify the relevant investments in the supporting narrative below.)</i>
X	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. <i>(Identify the new or improved access in the supporting narrative below.)</i>
X	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity, as described in the supporting narrative below.
	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but intends to take relevant actions described in the supporting narrative below.
	The Recipient has not taken actions related to the Project to improve racial equity and reduce barriers to opportunity and will not take those actions under this award.

**2. Supporting Narrative.**

- A racial equity impact analysis has been completed for the Project.
  - Equitable access to the city’s transportation is one of the primary values of the Strategic Framework for Transportation and the Streets for People (SFP)

- transportation master plan. Building an understanding of where the city's most vulnerable populations live is critical to developing strategies that address equity in a targeted manner. Basic demographic data was gathered to create an overall profile of the city, and specific equity measures were determined that would reflect populations that are most susceptible to being underserved by the existing transportation system. As documented in the SFP plan, and supporting whitepapers, the majority of Detroit's population (82.2%) is Black, while white (7.8%) and Hispanic (6.8%) residents are the other prominent racial groups in the city. Given that minorities make up over 90% of the population, race was not included in the equity analysis to allow for a more targeted focus on other groups. However, the detailed equity analysis further evaluated the following additional factors through an intersectional lens with racial equity as the overarching umbrella: Seniors (65 and over), Youth (under 18), Disabled, Low-income, Zero-Car Households, and Population (density).
- The SFP plan also engaged thousands of Detroiters, who voiced strong support for reducing driving speed through street design and safety improvements. 84% of respondents were concerned about speeding and dangerous driving and 79% were supportive of street safety improvements that will reduce speed and increase safety. The production of the CSAP and the SS4D Program grant is the City's direct response to Detroiters' strong and unequivocal message for safer streets. SS4D will continue to include the community to get the most out of safety investments and mitigate the potential unintended consequences to underserved and marginalized people.
  - The Recipient or a project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project.
    - The SFP plan identified Equity, Dignity, & Transparency as one of the core values toward improving access and mobility for Detroiters. Several of the recommendations and strategies in the plan outline actions the City will take to addressing racial disparities and inequity. The Comprehensive Safety Action Plan (CSAP) also established project prioritization criteria to assess and select all safety projects. Candidate projects will be scored for Safety Impact; Equity; and Sustainability, Climate Change, & Economic Competitiveness. A project can earn up to 15 points (out of 50) for Equity if it is an Equity Area (as defined in the SFP plan) and has prior community support. Almost all of the proposed HIN corridors for the SS4D project would receive the full 15 points for Equity.
    - The procurement process will include DBE (Disadvantaged Business Enterprise) requirements as is standard with all City of Detroit contracts. The city has also adopted executive orders to provide additional points in the evaluation process that hire over 50% Detroiters and/or are Detroit based businesses. The City also has a Civil Rights, Equity and Inclusion Office,

- which will support the procurement process by ensuring that high-quality and good-paying job creation meets all free and fair choice union standards and will ensure that all state and federal prevailing wage standards are met.
- The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation.
    - The project aligns with the Streets for People Plan, which includes ACCESS FOR ALL, meaning the commitment to ensure easy mobility throughout the city, no matter age or ability. The SS4D also supports transit ridership and multi-modal shifts by closing gaps in the sidewalk network and improving ADA compliant connections to DDOT stops on HIN and commercial corridors.
  - The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity, as described in the supporting narrative below.
    - Throughout the SS4D implementation program, the City will follow Detroit's Community Outreach Ordinance and the policies in SFP, tailoring engagement to project scope. As the size of the project rises, so will the public's impact on design. Basic investments necessary to keep up state of good repair and improve safety will be driven by data, with information distributed to the public prior to construction. More transformative projects will involve closer community consultation, with impacts on final design.

**ATTACHMENT D  
CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS**

**1. Consideration of Climate Change and Environmental Justice Impacts.**

The Recipient states that rows marked with “X” in the following table align with the application:

X	The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
X	The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Recipient or a project partner used environmental justice tools, such as the EJScreen, to minimize adverse impacts of the Project on environmental justice communities. <i>(Identify the tool(s) in the supporting narrative below.)</i>
X	The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand. <i>(Describe that shift in the supporting narrative below.)</i>
	The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions. <i>(Describe those strategies in the supporting narrative below.)</i>
	The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both. <i>(Describe the incorporated infrastructure in the supporting narrative below.)</i>
	The Project supports the installation of electric vehicle charging stations. <i>(Describe that support in the supporting narrative below.)</i>
	The Project promotes energy efficiency. <i>(Describe how in the supporting narrative below.)</i>
	The Project serves the renewable energy supply chain. <i>(Describe how in the supporting narrative below.)</i>
	The Project improves disaster preparedness and resiliency <i>(Describe how in the supporting narrative below.)</i>
	The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity. <i>(Describe how in the supporting narrative below.)</i>
X	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm. <i>(Describe that infrastructure in the supporting narrative below.)</i>



	The Project supports or incorporates the construction of energy- and location-efficient buildings. <i>(Describe how in the supporting narrative below.)</i>
	The Project includes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both. <i>(Describe the materials in the supporting narrative below.)</i>
X	The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project, as described in the supporting narrative below.
	The Recipient has not yet taken actions to consider climate change and environmental justice impacts of the Project but will take relevant actions described in the supporting narrative below.
	The Recipient has not taken actions to consider climate change and environmental justice impacts of the Project and will not take those actions under this award.

**2. Supporting Narrative.**

- The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions.
  - The project supports the 2022 Detroit Climate Action Strategy, which establishes a holistic approach to addressing racial equity, climate change, and to fulfill the requirements of the city’s Greenhouse Gas Inventory ordinance to reduce greenhouse gas emissions from city operations by 35% by the year 2024 and 100% by the year 2050.
- The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions. *(Identify the plan in the supporting narrative below.)*
  - The project supports the Streets for People Plan, which is rooted in (1) EQUITY, DIGNITY, AND TRANSPARENCY, including: Transparent planning and rigorous community engagement. (2) ACCESS FOR ALL, including easy mobility throughout the city, no matter age or ability. (3) ECONOMIC OPPORTUNITY: Access to jobs, empowerment, and neighborhood support.
- The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand. The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm.
  - The program will also support transit ridership and multi-modal shifts by closing gaps in the sidewalk network and improving ADA-compliant connections to DDOT stops on HIN and commercial corridors where DDOT and community members identify opportunities. By doing this, we are making repairs to existing dilapidated or idle infrastructure that is currently causing environmental harm.

- The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project, as described in the supporting narrative below.
  - The CSAP also established project prioritization criteria to assess and select all safety projects. Candidate projects will be scored for Safety Impact; Equity; and Sustainability, Climate Change, & Economic Competitiveness. A project can earn up to 10 points (out of 50) for Sustainability, Climate Change, & Economic Competitiveness if improvements support transit or transit access through safer crossings, enhanced transit amenities, or enhanced transit operations and if improvements increase tree canopy and/or decrease impermeable surfaces. Many of the proposed improvements for the SS4D project will score highly in this category and advance citywide goals to address climate change and environmental injustice.
  - During the development of the CSAP, the project considered the equity impacts, including systemic racism through environmental injustices. As we continue community engagement, we will work to facilitate conversations about the environmental impact of the project to understand the concerns residents may have.

**ATTACHMENT E  
LABOR AND WORKFORCE**

**1. Efforts to Support Good-Paying Jobs and Strong Labor Standards**

The Recipient states that rows marked with “X” in the following table align with the application:

X	The Recipient demonstrate, to the full extent possible consistent with the law, an effort to create good-paying jobs with the free and fair choice to join a union and incorporation of high labor standards. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
X	The Recipient or a project partner has adopted the use of local and economic hiring preferences in the overall delivery and implementation of the Project. <i>(Describe the relevant provisions in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted the use of registered apprenticeships in the overall delivery and implementation of the Project. <i>(Describe the use of registered apprenticeship in the supporting narrative below.)</i>
	The Recipient or a project partner will provide training and placement programs for underrepresented workers in the overall delivery and implementation of the Project. <i>(Describe the training programs in the supporting narrative below.)</i>
	The Recipient or a project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs. <i>(Describe the workforce development services offered by labor-management training partnerships in the supporting narrative below.)</i>
X	The Recipient or a project partner will provide supportive services and cash assistance to address systemic barriers to employment to be able to participate and thrive in training and employment, including childcare, emergency cash assistance for items such as tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking. <i>(Describe the supportive services and/or cash assistance provided to trainees and employees in the supporting narrative below.)</i>
X	The Recipient or a project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>

X	<p>The Recipient or a project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hire and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity, including:</p> <ul style="list-style-type: none"> <li>a. affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law;</li> <li>b. proactive partnerships with the U.S. Department of Labor’s Office of Federal Contract Compliance Programs to promote compliance with EO 11246 Equal Employment Opportunity requirements and meet the requirements as outlined in the Notice of Funding Opportunity to make good faith efforts to meet the goals of 6.9 percent of construction project hours being performed by women and goals that vary based on geography for construction work hours and for work being performed by people of color;</li> <li>c. no discriminatory use of criminal background screens and affirmative steps to recruit and include those with former justice involvement, in accordance with the Fair Chance Act and equal opportunity requirements;</li> <li>d. efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin;</li> <li>e. training on anti-harassment and third-party reporting procedures covering employees and contractors; and</li> <li>f. maintaining robust anti-retaliation measures covering employees and contractors.</li> </ul> <p><i>(Describe the equal opportunity plan in the supporting narrative below.)</i></p>
X	<p>The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i></p>
	<p>The Recipient has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the project, will take relevant actions described in the supporting narrative below.</p>
	<p>The Recipient has not taken actions related to the Project to improving good-paying jobs and strong labor standards and will not take those actions under this award.</p>

**2. Supporting Narrative.**

The Office of Contracting and Procurement in the City has various contract provisions that protect the right to have free and fair choice to join a union and incorporation of high labor standards. In addition, City of Detroit works with the Detroit Employment Solutions Corporation (DESC) to create good-paying jobs with the free and fair choice to join a union and incorporation of high labor standards for all City contracts (including all grant-funded contracts). DESC is the City’s designated fiduciary agent to receive federal Workforce Opportunity and Innovation Act (WIOA) funds.

The City of Detroit has adopted a Community Benefits Ordinance that supports the use of local and economic hiring preferences in the overall delivery and implementation of the Project. This CBO is paired with EO 2021-02, which provides preference in the bid process for any construction contractor that employs 50% or more Detroiters and/or is a Detroit based business.

The DESC through the Detroit at Work (DAW), they are identifying digital barriers facing Detroiters seeking training in order to coordinate quick and effective solutions, as well as providing wrap around services like childcare and transportation to allow people to get to and from training programs, apprenticeships and jobs.

The City of Detroit Civil Rights, Inclusion & Opportunity Department (CRIO) was created via ordinance to ensure in part to ensure that underrepresented groups have access to employment and training opportunities. CRIO also promotes equal opportunity, including removing barriers to hire and preventing harassment on work sites through the Civil Rights Team. The Civil Rights Team investigates charges of discrimination, harassment and workplace violence for City of Detroit employees and citizens and fields complaints remotely and safely in person. This helps ensure that all Detroiters have opportunities in the City's various workforce development programs.

**ATTACHMENT F  
CRITICAL INFRASTRUCTURE SECURITY AND RESILIENCE**

**1. Efforts to strengthen the Security and Resilience of Critical Infrastructure against both Physical and Cyber Threats.**

The Recipient states that rows marked with “X” in the following table are accurate:

X	The Recipient demonstrates, prior to the signing of this agreement, effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the activities.
	The Recipient appropriately considered and addressed physical and cyber security and resilience in the planning, design and oversight of the project, as determined by the Department and the Department of Homeland Security.
	For projects in floodplains: The Recipient appropriately considered whether the project was upgraded consistent with the Federal Flood Risk Management Standard, to the extent consistent with current law, in Executive Order 14030, Climate-Related Financial Risk (86 FR 27967), and Executive Order 13690, Establishing a Federal Flood Risk Management Standard and a Process for Further Solicit and Considering Stakeholder Input (80 FR 6425).

**2. Supporting Narrative.**

The City of Detroit, through its Office of Contracting and Procurement, ensures that any and all technology related procurements meet all federal, state and locally required cyber security rules and regulations.