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|---|---|---|
| 1. Federal Award No.
693JJ32440778 | 2. Effective Date
See No. 17 Below | 3. Assistance Listings No.
20.939 |
| 4. Award To
City of Milwaukee
Department of Public Works
200 E. Wells St., Rm 606
Milwaukee, WI 53202-3559

Unique Entity Id.: JYGKV746MNG2
TIN No.: 39-6005532 | 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 – 60 months | 7. Total Amount
Federal Share: \$ 4,000,000.00
Recipient Share: \$ 1,000,000.00
Other Federal Funds: \$0
Other Funds: \$0
Total: \$ 5,000,000.00 | |
| 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.
HSA240601PR | 11. Federal Funds Obligated
Base Phase (Planning, Preliminary Design, and NEPA): \$1,480,000 | |
| 12. Submit Payment Requests To
See Article 5. | 13. Accounting and Appropriations Data
15X0174E50.0000.055SR30500.5592000000.41010.61006600 | |

14. Description of the Project

The City of Milwaukee will update the Citywide Mobility Plan to meet SS4A Action Plan requirements, develop a Communications Plan to identify effective community engagement strategies, and conduct demonstration activities and pilot street designs with quick-build materials that will inform both the Mobility Plan and the Vision Zero Action Plan. This will be a phased project: planning activities, preliminary design for demonstration projects, data collection, and NEPA will occur in the Base Phase. Phase 1 will include Final Design, and Phase 2 will include demonstration project construction and equipment installation.

RECIPIENT

15. Signature of Person Authorized to Sign

Signature Date
Name: Jerrel Kruschke, P.E.
Title: Commissioner of Public Works

FEDERAL HIGHWAY ADMINISTRATION

16. Signature of Agreement Officer

Signature Date
Name: Robin K. Hobbs
Title: Agreement Officer

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 Milwaukee (the “**Recipient**”).

This agreement reflects the selection of the Recipient to receive a Safe Streets and Roads for All (“**SS4A**”) Grant for the Safe, Welcoming, and Enjoyable Streets to Grow Milwaukee project.

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: Safe, Welcoming, and Enjoyable Streets to Grow Milwaukee

Application Date: 07/10/2023

2.2 Award Amount.

SS4A Grant Amount: \$4,000,000

2.3 Federal Obligation Information.

Federal Obligation Type: Multiple

Obligation Condition Table		
Phase the Project	Allocation of the SS4A Grant	Obligation Condition
Base Phase (Planning, Preliminary Design, Data Collection, and NEPA)	\$1,480,000	
Phase 1: Final Design	\$120,000	<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> <ol style="list-style-type: none"> (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 (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 (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>Extent of activities that are permissible before NEPA is complete are those activities constituting “preliminary design” as specified in FHWA Order 6640.1A.</p>

Obligation Condition Table		
Phase the Project	Allocation of the SS4A Grant	Obligation Condition
Phase 2: Demonstration Project Construction and Equipment Installation	\$2,400,000	<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 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 applicable environmental laws and regulations have been met; and</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>

2.4 Budget Period.

Base Phase Budget Period: Effective date of agreement – 60 months

Option Phase 1 Budget Period: September 1, 2025 – March 30, 2026

Option Phase 2 Budget Period: April 1, 2026 – end of period of performance.

2.5 Grant Designation.

Designation: Planning and Demonstration

ARTICLE 3 SUMMARY PROJECT INFORMATION

3.1 Summary of Project's Statement of Work.

The project will be completed in as follows:

Base Phase: Pre-NEPA: Planning, Preliminary Design, Data Collection, and NEPA

The City of Milwaukee will complete Planning & Demonstration Activities that will complement the Citywide Mobility Plan (expected to kick off in late summer 2024) by incorporating additional plan components, as well as demonstrate projects and strategies which will inform the plan's strategies.

Planning activities in the Base Phase will include updating the Comprehensive Crash Analysis and modal High Injury Network analysis, developing a robust data management and evaluation plan, and a wide-reaching marketing and communications plan, all of which will be included as part of the Citywide Mobility Plan.

In the Base Phase, the City of Milwaukee will also conduct planning, community engagement, preliminary design, and complete NEPA requirements for the Demonstration Activities. These are anticipated to include street design correction demonstrations, neighborhood-scale traffic calming, testing innovative bike infrastructure to determine best practices for build-out of Milwaukee's bike network, and piloting transit improvements such as bus lanes and bus boarding islands and gain public support for these measures. The Base Phase will result in a map of planned demonstrations and preliminary design for each installation.

The Base Phase will also include "before" data collection at each project location and at key intersections, using sensors purchased and installed for this purpose. Data collection sensors that require NEPA, such as bike induction loop sensors, will be installed after the Base Phase.

The City of Milwaukee will then complete all NEPA requirements during the Base Phase.

Phase 1: Final Design

Following completion of the NEPA process, the City of Milwaukee will create final design plans for all demonstration projects and activities.

Phase 2: Demonstration Project Construction and Equipment Installation

Once Final Design is complete, equipment will be purchased and demonstration projects and activities will be constructed using quick-build and temporary materials, including pinned-on concrete, delineators, jersey barriers, modular bus boarding islands, rubber speed humps, lightweight planters, and paint. All materials will be removable.

The City will conduct a technical evaluation of the products and methods used, including resident sentiment and opinion as well as new technologies such as continuous speed radar and bikeway induction loops, to guide future infrastructure improvement efforts. Similarly, planning activities will benefit from data collected through focus groups, surveys, opinion polls, and new communication methods to devise effective strategies to engage the public in the conversation about street safety and Milwaukee's Vision Zero goals.

3.2 Project’s Estimated Schedule.

Demonstration Activity Schedule

Milestone	Schedule Date
Planned NEPA Completion Date:	September 30, 2024
Planned Construction Start Date	April 1, 2026
Planned Evaluation Period End Date:	December 31, 2027
Planned SS4A Final Report Date:	September 30, 2028

Supplemental Planning Schedule

Milestone	Schedule Date
Planned NEPA Completion Date:	N/A
Planned Draft Plan Completion Date:	June 30, 2026
Planned Final Plan Completion Date:	September 30, 2026
Planned Final Plan Adoption Date:	December 31, 2026
Planned SS4A Final Report Date:	September 1, 2028

3.3 Project’s Estimated Costs.

(a) Eligible Project Costs

Eligible Project Costs	
SS4A Grant Amount:	\$4,000,000
Other Federal Funds:	\$0
State Funds:	\$0
Local Funds:	\$1,000,000
In-Kind Match:	\$0
Other Funds:	\$0
Total Eligible Project Cost:	\$5,000,000

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

Cost Classification	Total Costs	Non-SS4A Previously Incurred Costs	Eligible Costs
Architectural and engineering fees	\$500,000	0	\$500,000
Other architectural and engineering fees	\$1,250,000	0	\$1,250,000
Construction	\$3,050,000	0	\$3,050,000
Equipment	\$200,000	0	\$200,000
Project Total	\$5,000,000	0	\$5,000,000

(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).

Mike Amsden
Multimodal Transportation Manager
City of Milwaukee Department of Public Works
841 N. Broadway
Milwaukee, WI 53202
414.286.3246
mike.amsden@milwaukee.gov

and

Danya Littlefield
Senior Transportation Planner
City of Milwaukee Department of Public Works
841 N. Broadway
Milwaukee, WI 53202
414.286.8750
danya.littlefield@milwaukee.gov

4.2 Recipient Key Personnel.

Name	Title or Position
Jerrel Kruschke	Commissioner of Public Works
Kevin Muhs	City Engineer
Mike Amsden	Multimodal Unit Manager
Danya Littlefield	Senior Transportation 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

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

and

Wisconsin Division Administrator – Glenn Fulkerson
Agreement Officer’s Representative (AOR)
525 Junction Road, Suite 8000
Madison, Wisconsin 53717
(608) 829-7500
Wisconsin.FHWA@dot.gov

and

Jason Nordberg
Wisconsin Division Office Lead Point of Contact
Community Transportation Planner
525 Junction Road, Suite 8000
Madison, Wisconsin 53717
(608) 829-7523
jason.nordberg@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. Note: This clause is only applicable to grants that do not include construction.

In accordance with 2 CFR 200.308(c)(6), unless described in the application and funded in the approved award, the Recipient must obtain prior written approval from the AO for the subaward, transfer, or contracting out of any work under this award above the Simplified Acquisition

Threshold. This provision does not apply to the acquisition of supplies, material, equipment, or general support 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 acknowledges that the Supplemental Action Plan will be made publicly available and agrees that it will publish the final Supplemental Action Plan on a publicly available website.
- 6.5** 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.
- 6.6** 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: City of Milwaukee (citywide)

Baseline Measurement Date: January 1, 2025

Baseline Report Date: March 1, 2025

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency and Reporting Deadline
Safety Performance	Fatalities: Total annual fatalities in the project location(s)	Annually and within 120 days after the end of the period of performance
Safety Performance	Serious Injuries: Total annual serious injuries in the project location(s) [if available]	Annually and within 120 days after the end of the period of performance
Safety Performance	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)	Annually and within 120 days after the end of the period of performance
Equity	Percent of Funds to Underserved Communities: Funding amount (of total project amount) benefitting underserved communities, as defined by USDOT	Within 120 days after the end of the period of performance
Costs	Project Costs: Quantification of the cost of each eligible project carried out using the grant	Within 120 days after the end of the period of performance

Measure	Category and Description	Measurement Frequency and Reporting Deadline
Outcomes and Benefits	Qualitative Project Benefits: Qualitative description of evidence-based projects or strategies implemented (e.g., narrative descriptions, testimonials, high-quality before and after photos, etc.)	Within 120 days after the end of the period of performance
Outcomes and Benefits	Project Location(s): GIS/geo coordinate information identifying specific project location(s)	Within 120 days after the end of the period of performance
Lessons Learned and Recommendations	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.	Within 120 days after the end of the period of performance

**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 change has been made to the scope.

Schedule: Additional specificity was added to the project schedule in this grant agreement.

Budget: No change has been made to the budget.

**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:

	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>
	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>
X	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.

This project will create multimodal mobility investments in areas of Milwaukee that have experienced persistent historical disinvestment, and will work to create improved walking, biking, and rolling access for all (including those with disabilities) to parks, school, and commercial centers. The demonstration projects completed as part of the SS4A grant will directly tie to the City of Milwaukee’s Bikeway Vision and Transportation and Mobility Plans, both of which have improved access for all and racial equity as core goals. The project will be completed alongside robust community engagement for those planning efforts, which will ensure that we are hearing from diverse Milwaukeeans as the demonstration projects are planned, executed, and evaluated.

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>
X	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>
X	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>
	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm. <i>(Describe that infrastructure in the supporting narrative below.)</i>
X	The Project supports or incorporates the construction of energy- and location-efficient buildings. <i>(Describe how in the supporting narrative below.)</i>

X	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>
	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 City of Milwaukee Climate and Equity Plan seeks to achieve net-zero greenhouse gas emissions by 2050 and encourage equitable development and growth of family-sustaining jobs. One of the plan’s “10 Big Ideas” is to invest in People-Centered Transportation and Urban Design. Among the three strategies to achieve this Big Idea is encouraging the public use active transportation (particularly walking and biking) by making walking and biking safer and more appealing for all residents.

The demonstration projects will work to encourage a modal shift and incorporate demand management principles by providing Milwaukeeans with more choices and viable options for traveling to wherever they need to go in the city. The demonstrations will be focused on making streets safer so that people who typically drive to work, school, or other destinations may feel comfortable walking, biking, or taking transit.

Many of the demonstration projects are expected to be located in neighborhoods with majority Black or Hispanic/Latino/a/e residents, which is also consistent with the Climate and Equity Plan’s goals to invest in Milwaukee’s neighborhoods with an equity focus.

The City of Milwaukee is also in the midst of planning for growth and increased housing density in the City, through an update to the Comprehensive Plan called Growing MKE (adoption is planned for summer 2024). The demonstration projects and supplemental planning work will also support this plan by showing how increased mobility options and safety improvements along key transportation corridors can also support increased housing and development density in those areas. Much of this development would aim to densify areas that already are in close proximity to Downtown Milwaukee and other resources, so supporting these areas with increased mobility and safety would also support location efficiency of density increases.

Finally, it is anticipated that energy-saving equipment such as solar-power Eco-Counters and recycled materials such as rubber speed humps will be used or considered as part of the demonstration and measurement projects as well.

**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>
	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>
	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>
	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> <ol style="list-style-type: none"> a. affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law; 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; 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; d. efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin; e. training on anti-harassment and third-party reporting procedures covering employees and contractors; and f. maintaining robust anti-retaliation measures covering employees and contractors. <p><i>(Describe the equal opportunity plan in the supporting narrative below.)</i></p>
	<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 City of Milwaukee’s Equal Rights Commission (ERC) is responsible for monitoring the employment, contracting and program activities of the city; preparing timely report to the Mayor and Common Council on efforts to promote equal rights and opportunities; promoting positive community relations; and eliminating discrimination and inequities in city government and the city as a whole. These responsibilities fall within two primary categories: internal (city government) and external (the community). The ERC was established in section [109-7](#) of the City of Milwaukee Code of Ordinances. Click here to find out more about the City of Milwaukee Equal Rights Commission: <https://city.milwaukee.gov/ERC>.

The City of Milwaukee Ordinances also include a Diversity, Equal Employment Opportunity and Affirmative Action policy under section [350-203](#) of the Code of Ordinances. This section of the Ordinance also establishes the Office of Diversity and Outreach, “for the purpose of promoting the importance, benefit and necessity of maintaining diversity within the city’s workforce and ensuring compliance with applicable policies, ordinances, statutes, laws and executive orders.” In addition, Milwaukee’s Office of Diversity and Outreach (also called the Office of Diversity and Inclusion) is charged with “reviewing all state of Wisconsin and federal laws, rules and regulations concerning equal employment opportunities to ensure compliance.”