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|--|---|---|----------------|--------------|------------------|------|----------------------|------|--------------|---------------------|--------|--------------|
| 1. Federal Award No.
693JJ32640771 | 2. Effective Date
See No. 16 Below | 3. Assistance Listings No.
20.939 | | | | | | | | | | |
| 4. Award To
City of Saint Paul
15 Kellogg Blvd. W
Saint Paul, MN 55102-1635

Unique Entity Id.: NAWUYFNLSK35
TIN No.: 41-6005521 | 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
<table border="0" style="width: 100%;"> <tr> <td style="width: 60%;">Federal Share:</td> <td style="text-align: right;">\$14,153,040</td> </tr> <tr> <td>Recipient Share:</td> <td style="text-align: right;">\$ 0</td> </tr> <tr> <td>Other Federal Funds:</td> <td style="text-align: right;">\$ 0</td> </tr> <tr> <td>Other Funds:</td> <td style="text-align: right;"><u>\$ 3,931,400</u></td> </tr> <tr> <td>Total:</td> <td style="text-align: right;">\$18,084,440</td> </tr> </table> | | Federal Share: | \$14,153,040 | Recipient Share: | \$ 0 | Other Federal Funds: | \$ 0 | Other Funds: | <u>\$ 3,931,400</u> | Total: | \$18,084,440 |
| Federal Share: | \$14,153,040 | | | | | | | | | | | |
| Recipient Share: | \$ 0 | | | | | | | | | | | |
| Other Federal Funds: | \$ 0 | | | | | | | | | | | |
| Other Funds: | <u>\$ 3,931,400</u> | | | | | | | | | | | |
| Total: | \$18,084,440 | | | | | | | | | | | |
| 8. Type of Agreement
Grant | 9. Authority
Section 24112 of the Infrastructure Investment and Jobs Act
(IIJA, Pub. L. 117–58, November 15, 2021) | | | | | | | | | | | |
| 10. Procurement Request No.
HSA250371PR | 11. Federal Funds Obligated
Base Phase: \$1,203,605 | | | | | | | | | | | |
| 12. Submit Payment Requests To
See Article 5. | 13. Accounting and Appropriations Data
15X0176E50.0000.055SR50500.5592000000.41010.61006600
15X0176E50.0000.055SR60500.5592000000.41010.61006600 | | | | | | | | | | | |
| 14. Description of the Project
This project will implement proven transportation safety countermeasures across Saint Paul’s High Injury Network. Countermeasures will include features such as curb extensions, medians, pavement markings, street lighting, signage, and reflective signal backplates. This will be a phased project, divided into a Base Phase, Option Phase 1, and Option Phase 2. Countermeasures and activities will not reduce vehicle capacity (LOS). | | | | | | | | | | | | |

RECIPIENT
15. Signature of Person Authorized to Sign

Signature	Date
Name: Deb Barber	
Title: Director, Department of Public Works, City of Saint Paul	

FEDERAL HIGHWAY ADMINISTRATION
16. Signature of Agreement Officer

Signature	Date
Name: Hector Santamaria	
Title: Agreement Officer	

Signature _____ Date _____
Name: Joe Harney
Title: Director, Office of Financial Services,
City of Saint Paul

Signature _____ Date _____
Name: Nick Stumo-Langer
Title: Assistant Mayor, City of Saint Paul

Approved as to form:

Signature _____ Date _____
Name: Kyle Citta
Title: Assistant City Attorney, City of Saint Paul

U.S. DEPARTMENT OF TRANSPORTATION

GRANT AGREEMENT UNDER THE FISCAL YEAR 2024 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 Saint Paul (the "Recipient").

This agreement reflects the selection of the Recipient to receive a Safe Streets and Roads for All ("SS4A") Grant for the Safe and Equitable Streets: Systemic Improvements for Saint Paul & Ramsey County Roads.

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 2024 Safe Streets and Roads for All ("SS4A") Grant Program," dated November 4, 2025, which is available at <https://www.transportation.gov/grants/ss4a/grant-agreements> under "Fiscal Year 2024." Articles 7–33 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 (IIJA, 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 and Equitable Streets: Systemic Improvements for Saint Paul & Ramsey County Roads

Application Date: May 14, 2024

2.2 Award Amount.

SS4A Grant Amount: \$14,153,040

2.3 Federal Obligation Information.

Federal Obligation Type: Multiple

Obligation Condition Table		
Phase of the Project	Allocation of the SS4A Grant	Obligation Condition
Base Phase: NEPA and Preliminary Design	\$1,203,605	
Option Phase 1: Final Design	\$846,940	<u>The Recipient shall not expend any funds</u> (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: (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. Extent of activities that are permissible before NEPA is complete are those activities constituting “preliminary design” as specified in FHWA Order 6640.1A.

Obligation Condition Table		
Phase of the Project	Allocation of the SS4A Grant	Obligation Condition
Option Phase 2: Construction	\$12,102,495	<u>The Recipient shall not expend any funds</u> (Federal or non-Federal) for, seek reimbursement of eligible costs, or otherwise begin any part of the construction or final design and construction of a Project unless and until: (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. Extent of activities that are permissible before NEPA is complete are those activities constituting “preliminary design” as specified in FHWA Order 6640.1A.

2.4 Budget Period.

Base Phase Budget Period: Effective Date of Award – May 1, 2029

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.

Narrative: This implementation project will implement proven transportation safety countermeasures across Saint Paul's High Injury Network. Countermeasures will include features such as curb extensions, medians, pavement markings, street lighting, signage, and reflective signal backplates. Countermeasures and activities will not reduce vehicle capacity (LOS).

The project will be completed in three (3) phases as follows:

Base Phase (NEPA/Preliminary Design): The Base Phase will include Preliminary Design activities to stand up the project. These will include contracting with consultants for preliminary design services including public engagement and additional project scoping/refinement, defining the multi-year construction schedule, and completing the NEPA process.

Option Phase 1 (Final Design): Option Phase 1 will include Final Design for all identified safety improvements. This will take the preliminary designs completed in the Base Phase to 100% plans and assemble into a bid package.

Option Phase 2 (Construction): Option Phase 2 includes the construction of improvements designed in the final design plans and specifications. Construction activities will be done by contractors procured through a competitive open bid process in accordance with federal regulations.

3.2 Project's Estimated Schedule.

Implementation Schedule (Construction)

Milestone	Schedule Date
Planned NEPA Completion:	10/01/2027
Planned Construction Substantial Completion and Open to Public Use Date:	08/01/2031
Planned SS4A Final Report Date:	09/01/2031

3.3 Project's Estimated Costs.

(a) Eligible Project Costs

Eligible Project Costs	
SS4A Grant Amount:	\$14,153,040
Other Federal Funds:	\$0
State Funds*:	\$3,931,400
Local Funds:	\$0
In-Kind Match:	\$0
Other Funds:	\$0
Total Eligible Project Cost:	\$18,084,440

* State of Minnesota IIJA Matching Funds

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

Cost Classification	Total Costs	Non-SS4A Previously Incurred Costs	Eligible Costs
Administrative and legal expenses	\$258,940	\$0	\$258,940
Architectural and engineering fees	\$2,589,000	\$0	\$2,589,000
Construction	\$12,945,200	\$0	\$12,945,200
Project Inspection fees	\$647,300	\$0	\$647,300
Contingency	\$1,644,000	\$0	\$1,644,000
Project Total	\$18,084,440	\$0	\$18,084,440

(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 CONTACT INFORMATION

4.1 Recipient Contact(s).

David Peterson
Senior Transportation Planner
City of Saint Paul, Department of Public Works
8th Floor, City Hall Annex
27 W. 4th Street
Saint Paul, MN 55102
(651) 266-9724
david.peterson@ci.stpaul.mn.us

4.2 Recipient Key Personnel.

Name	Title or Position
David Peterson	Senior Transportation Planner
Randy Newton	City Traffic Engineer
Steve Dodge	Assistant City Engineer and Street Engineering & Construction Division Director
Nick Peterson	City Engineer

4.3 USDOT Project Contact(s).

Safe Streets and Roads for All Program Manager
Federal Highway Administration
Office of Safety
HSSA-1, Mail Stop: W56-485
1200 New Jersey Avenue, S.E.
Washington, DC 20590
SS4A.FHWA@dot.gov

and

Agreement Officer (AO)
Federal Highway Administration
Office of Competitive Grants and Workforce Programs
HACG-30, Mail Stop: W51-232
1200 New Jersey Avenue, S.E.
Washington, DC 20590
HCFASS4A@dot.gov

and

Division Administrator –Minnesota
Agreement Officer’s Representative (AOR)
FHWA Minnesota Division
180 East Fifth Street, Suite 930
St. Paul, MN 55101
(651) 291-6100
minnesota.fhwa@dot.gov

and

Scott Mareck
FHWA Minnesota Division Office Lead Point of Contact
Technical Services Team Leader
180 East Fifth Street, Suite 930
St. Paul, MN 55101
(651) 421-8083
scott.mareck@dot.gov

ARTICLE 5

USDOT ADMINISTRATIVE INFORMATION

5.1 Office for Subaward and Contract Authorization.

USDOT Office for Subaward and Contract Authorization: FHWA Competitive Grants and Workforce Program

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.

N/A

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 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 2024 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.

- 6.5** 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.
- 6.6** 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.
- 6.7** Pursuant to the court's preliminary injunction in *City of Fresno v. Turner*, 3:25-cv-07070-RS (N.D. Calif.), ECF No. 46 (September 23, 2025), as amended by ECF No. 89 (Apr. 28, 2026), DOT will not be imposing or enforcing the challenged conditions * or any materially similar terms and conditions, to any grant funds awarded, directly or indirectly, to the DOT Plaintiffs and subrecipients, or otherwise rescinding, withholding, cancelling, not processing, pausing, freezing, impeding, blocking, cancelling, terminating, delaying, or conditioning DOT funds based on such conditions to the DOT Plaintiffs or their subrecipients while subject to an injunction. Further, DOT will not require the DOT Plaintiffs or their subrecipients to make any certification or other representation related to compliance with such terms and conditions nor will DOT refuse to issue, process, or sign grant agreements based on the DOT Plaintiffs' participation in this litigation. Should DOT prevail in the District Court or on appeal, then DOT will require that recipients agree to the original terms and conditions if they wish to continue with the grant in place. Further, pursuant to the ruling in *State of California v. Duffy*, 1:25-cv-00208-JJM-PAS (D.R.I.), DOT grant agreements have been modified to remove terms and conditions pertaining to cooperation with federal immigration enforcement.

*The challenged conditions include any grant condition that requires or obligates a plaintiff recipient to certify or otherwise agree that it does not operate any Diversity, Equity, and Inclusion (DEI) activities that violate antidiscrimination laws; that it does not promote gender ideology; that it is required to cooperate with federal immigration enforcement; or that otherwise requires compliance with the following Executive Orders: Executive Order (EO) 14151 (Ending Radical and Wasteful Government DEI Programs and Preferencing); EO 14168 (Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government); EO 14173 (Ending Illegal Discrimination and Restoring Merit-Based Opportunity); EO 14182 (Enforcing the Hyde Amendment); Executive Order No. 14218 (Ending Taxpayer Subsidization of Open Borders); Executive Order No. 14287 (Protecting American Communities from Criminal Aliens); and EO 14332 (Improving Oversight of Federal Grantmaking). Pursuant to the ruling in *State of California v. Duffy*, 1:25-cv-00208-JJM-PAS (D.R.I.), DOT grant agreements have been modified to remove terms and conditions pertaining to cooperation with federal immigration enforcement.

- 6.8** There are no other special grant requirements.

ATTACHMENT A
PERFORMANCE MEASUREMENT INFORMATION

Study Area: Several dozen miles of roadway corridor projects in Saint Paul, Minnesota. Improvements will be spot improvements at various intersections and mid-block locations along these corridors.

Baseline Measurement Date: May 1, 2029

Baseline Report Date: July 1, 2029

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
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
Outcomes and Benefits	Quantitative Project Benefits: Quantification of evidence-based projects or strategies implemented (e.g., miles of sidewalks installed, number of pedestrian crossings upgraded, etc.)	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

Scope: The City of Saint Paul received notification from FHWA of a 10 (ten) percent reduction in the original federal award on March 30, 2026. As a result, Saint Paul proposed to meet this reduction by removing the two supplemental planning studies from the original application, along with approximately 3 (three) percent of the safety treatments budget, including one planned lane reduction item that would entail a reduction in vehicle level of service. Together, these changes reduce the federal award amount by \$1,572,560 (10% of the original award).

The main scope change is the removal of the city's East 7th Street and Ramsey County's Edgerton Street from the implementation budget. Both the city and the county will be advancing similar projects using their own resources with implementation to occur during the same time frame as the Safe Streets 4 All project. These projects will be substantially similar to what was originally proposed in the grant.

The City of Saint Paul is proposing to extend and add several High Injury Network roadways identified in the city's Transportation Safety Action Plan. These roads replace the removal of Edgerton Street and East 7th Street and would be available for similar types of safety-focused investments as originally proposed in the grant. Extended corridors include Thomas, Minnehaha, and White Bear Avenues. Added corridors include St. Anthony, Marshall, 12th, Robert, Jackson, and Lower Afton Road.

Schedule: The original application listed a Period of Performance of 66 months (06/01/2025 through 12/31/2030), which exceeded the allowable period of performance (5 years, or 60 months). The schedule has been reduced to 60 months, and is anticipated to begin 09/30/2026, continuing to 09/29/2031. The recipient confirms that the project can still be completed within 60 months. The NEPA process is expected to be completed by fall of 2027, followed by design engineering through 2028 and into spring 2029. Construction is anticipated to start spring 2029, continuing through 2030, with substantial completion by summer 2031. The period of performance ends in the fall of 2031.

Budget: The federal award was reduced by 10 percent (\$1,572,560) per agreement with the FHWA SS4A team communicated to the City of Saint Paul on March 30, 2026 and confirmed by FHWA on April 17, 2026. The table below reflects this \$1.573M reduction. In August 2026, the City of Saint Paul submitted revisions to the SF-424C document decreasing the amount of identified Architectural and Engineering Fees (Line 4) by \$647,300 and including that same amount for Project Inspection Fees (Line 6). These costs were incorrectly included under Architectural and Engineering Fees line in the original SF-424C submitted in May 2026. This shift does not affect the overall budget (\$18,084,440.00) or the Federal share of costs (\$14,153,040.00).

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

Fund Source	Application		Section 3.3	
	\$	%	\$	%
Previously Incurred Costs (Non-Eligible Project Costs)				
Federal Funds	\$0	n/a	\$0	n/a
Non-Federal Funds	\$0	n/a	\$0	n/a
Total Previously Incurred Costs	\$0	n/a	\$0	n/a
Future Eligible Project Costs				
SS4AFunds	\$15,725,600	80%	\$14,153,040	78.3%
Other Federal Funds	\$0	0%	\$0	0%
Non-Federal Funds	\$3,931,400	20%	\$3,931,400	22.7%
Total Future Eligible Project Costs	\$19,657,000	100%	\$18,084,440	100%
Total Project Costs	\$19,657,000	100%	\$18,084,440	100%

ATTACHMENT C

[RESERVED]

ATTACHMENT D

[RESERVED]

ATTACHMENT E LABOR AND WORK

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

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

X	The Recipient or a project partner promotes robust job creation by supporting good-paying jobs directly related to the project with free and fair choice to join a union. <i>(Describe robust job creation and identify the good-paying jobs in the supporting narrative below.)</i>
	The Recipient or a project partner will invest in high-quality workforce training programs such as registered apprenticeship programs to recruit, train, and retain skilled workers, and implement policies such as targeted hiring preferences. <i>(Describe the training programs in the supporting narrative below.)</i>
X	The Recipient or a project partner will partner with high-quality workforce development programs with supportive services to help train, place, and retain workers in good-paying jobs or registered apprenticeships including through the use of local and economic hiring preferences, linkage agreements with workforce programs, and proactive plans to prevent harassment. <i>(Describe the supportive services provided to trainees and employees, preferences, and policies in the supporting narrative below.)</i>
	The Recipient or a project partner will partner and engage with local unions or other worker-based organizations in the development and lifecycle of the project, including through evidence of project labor agreements and/or community benefit agreements. <i>(Describe the partnership or engagement with unions and/or other worker-based organizations and agreements in the supporting narrative below.)</i>
X	The Recipient or a project partner will partner with communities or community groups to develop workforce strategies. <i>(Describe the partnership and workforce strategies in the supporting narrative below.)</i>
	The Recipient or a project partner 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>
	The Recipient or a project partner 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 Attachment B. <i>(Identify the relevant actions from Attachment B in the supporting narrative below.)</i>
	The Recipient or a project partner has not taken actions related to the Project to improve good-paying jobs and strong labor standards and will not take those actions under this award.

2. Supporting Narrative.

The Project will include high quality job-creation opportunities in two main areas: 1) the procurement of consultant services for the planning, design, and construction engineering of the Project; and 2) construction services to implement the Project. A significant number of jobs will be created throughout

the performance period of the project to plan, design, and construct the project. There will also be secondary jobs supported with the City staff who will help to deliver the project.

The City of Saint Paul is currently building relationships with organizations like Hmong American Partnerships (HAP), Karen Organization of Minnesota (KOM), and Comunidades Latinas Unidas en Servicio (CLUES) who have CDL License programs enabling community members they represent to fulfill that requirement for jobs with the Public Works and Parks & Recreation Department, as well as with local contractors. Additionally, the city is working with Goodwill-Easter Seals of Minnesota, who have entry-level construction training programs. The city has facilitated Public Works tours for members of these organizations and provides presentations to community organization staff and participants. The city is also reviewing organizational curricula to provide input on additional topic areas that might facilitate employment with the City of Saint Paul.

ATTACHMENT F
CRITICAL SECURITY INFRASTRUCTURE 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:

	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.
	The Recipient complies with 2 CFR 200.216 and the prohibition on certain telecommunications and video surveillance services or equipment.

2. Supporting Narrative.

N/A. This grant will not fund the purchase of Information Technology and/or Operational Technology.

ATTACHMENT G

[RESERVED]