



BOARD OF SUPERVISORS AGENDA ITEM REPORT AWARDS / CONTRACTS / GRANTS

☐ Award ☐ Contract ☒ Grant

Requested Board Meeting Date: June 20, 2023

* = Mandatory, information must be provided

or Procurement Director Award: ☐

***Contractor/Vendor Name/Grantor (DBA):**

U.S. Department of Transportation

***Project Title/Description:**

Pima County Safe Streets for All: Creating a Culture of Safety for Our Community

***Purpose:**

Action Plan development to create Safe Streets for the broader Pima County community.

***Procurement Method:**

Not Applicable.

***Program Goals/Predicted Outcomes:**

1. Conduct comprehensive analysis to fully understand safety performance in the broad geographic area.
2. Conduct broad public input to better assess safety needs and challenges of the traveling public.
3. Establish transportation safety analysis tools and process to regularly assess and monitor safety throughout the transportation network.
4. Establish transportation safety project development process to determine appropriate projects and strategies to address safety challenges.
5. Identify and develop scopes and grant applications for select safety projects and initiatives to pursue implementation funding.

***Public Benefit:**

1. Improve public awareness of transportation safety issues and need to reduce crashes and fatalities.
2. Improve stakeholder awareness of transportation safety challenges and tools for improvement.
3. Target reductions in traffic crashes and fatalities.
4. Increased number of transportation safety focused projects.
5. Reductions in traffic crashes and fatalities.

***Metrics Available to Measure Performance:**

1. Public input received during Action Plan development.
2. Safety projects and initiatives identified and developed for grant pursuit.
3. Transportation safety metrics to be established as part of Action Plan for ongoing safety performance tracking.
4. Traffic crashes and fatalities.

***Retroactive:**

No.

6mT approves
6/1/23
(signature)

THE APPLICABLE SECTION(S) BELOW MUST BE COMPLETED

Click or tap the boxes to enter text. If not applicable, indicate "N/A". Make sure to complete mandatory (*) fields

Contract / Award Information

Document Type: _____ Department Code: _____ Contract Number (i.e., 15-123): _____
 Commencement Date: _____ Termination Date: _____ Prior Contract Number (Synergen/CMS): _____
☐ Expense Amount \$ _____ * ☐ Revenue Amount: \$ _____

***Funding Source(s) required:** _____

Funding from General Fund? ☒ Yes ☐ No If Yes \$ _____ % _____

Contract is fully or partially funded with Federal Funds? ☐ Yes ☐ No

If Yes, is the Contract to a vendor or subrecipient? _____

Were insurance or indemnity clauses modified? ☐ Yes ☐ No

If Yes, attach Risk's approval.

Vendor is using a Social Security Number? ☐ Yes ☐ No

If Yes, attach the required form per Administrative Procedure 22-10.

Amendment / Revised Award Information

Document Type: _____ Department Code: _____ Contract Number (i.e., 15-123): _____

Amendment No.: _____ AMS Version No.: _____

Commencement Date: _____ New Termination Date: _____

Prior Contract No. (Synergen/CMS): _____

☐ Expense ☐ Revenue ☐ Increase ☐ Decrease

Amount This Amendment: \$ _____

Is there revenue included? ☐ Yes ☐ No If Yes \$ _____

***Funding Source(s) required:** _____

Funding from General Fund? ☐ Yes ☐ No If Yes \$ _____ % _____

Grant/Amendment Information (for grants acceptance and awards)

☒ Award ☐ Amendment

Document Type: GTAW Department Code: TR Grant Number (i.e., 15-123): 23*108

Commencement Date: 06/21/2023 Termination Date: 09/30/2025 Amendment Number: _____

☒ Match Amount: \$ 380,000 ☒ Revenue Amount: \$ 1,520,000

***All Funding Source(s) required:** U.S. Department of Transportation

*Match funding from General Fund? ☐ Yes ☒ No If Yes \$ _____ % _____

*Match funding from other sources? ☒ Yes ☐ No If Yes \$ 380,000 % _____

***Funding Source:** Pima County in-kind contributions of staff time and supplies and in-kind and cash support from City of Tucson, Towns of Marana and Oro Valley, and Sahuarita.

***If Federal funds are received, is funding coming directly from the Federal government or passed through other organization(s)?**
Federal funds are being received directly.

Contact: Paul Casertano (Administrative Contact: Michelle Guardado, 724-2663)

Department: Transportation

Telephone: 724-6461

Department Director Signature: _____

Kathryn Skinner

Digitally signed by Kathryn Skinner
 DN: cn=Kathryn Skinner, o=Transportation, ou=Pima
 County, email=kathryn.skinner@pima.gov, c=US
 Date: 2023.06.01 08:49:10 -0700

Deputy County Administrator Signature: _____

County Administrator Signature: _____

Date: _____

Date: 6/5/2023

Date: 6/5/2023

FINAL
TEMPLATE; NOT INTENDED FOR EXECUTION WITHOUT MODIFICATION
Revised 2023-3-9

- | | | | | | | | | | | | |
|--|---|----------------|-------------|------------------|-----------|----------------------|-----|--------------|-----|--------|-------------|
| <p>1. Award No.
693JJ32340259</p> <p>4. Award To: Pima County
115 N Church AVE
2ND FLOOR, Suite 231
Tucson, AZ 85701</p> <p>Unique Entity Id.: JBMBVGUK5LF1
TIN No.: 86-6000543</p> <p>6. Period of Performance
Effective Date of Award – Sept. 30,
2025</p> <p>8. Type of Agreement
Grant</p> <p>10. Procurement Request No.
HSSP230464PR</p> <p>12. Submit Payment Requests To
See article 20.</p> <p>14. Accounting and Appropriations Data
15X0173E50.0000.055SR10500.5592000000.41010.61006600</p> <p>15. Description of Project: Action Plan development to create Safe Streets for the broader Pima County community.</p> | <p>2. Effective Date
See No. 17 Below</p> <p>3. Assistance Listings No.
20.939</p> <p>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</p> <p>7. Total Amount</p> <table border="0" style="width: 100%;"><tr><td>Federal Share:</td><td style="text-align: right;">\$1,520,000</td></tr><tr><td>Recipient Share:</td><td style="text-align: right;">\$380,000</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;">\$0</td></tr><tr><td>Total:</td><td style="text-align: right;">\$1,900,000</td></tr></table> <p>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”)</p> <p>11. Federal Funds Obligated
\$1,520,000.00</p> <p>13. Payment Office
See article 20.</p> | Federal Share: | \$1,520,000 | Recipient Share: | \$380,000 | Other Federal Funds: | \$0 | Other Funds: | \$0 | Total: | \$1,900,000 |
| Federal Share: | \$1,520,000 | | | | | | | | | | |
| Recipient Share: | \$380,000 | | | | | | | | | | |
| Other Federal Funds: | \$0 | | | | | | | | | | |
| Other Funds: | \$0 | | | | | | | | | | |
| Total: | \$1,900,000 | | | | | | | | | | |

RECIPIENT

16. Signature of Person Authorized to Sign

Signature
Name:
Title: Chair, Pima County Board of Supervisors

Date

FEDERAL HIGHWAY ADMINISTRATION

17. Signature of Agreement Officer

Signature
Name: Hector R. Santamaria
Title: Agreement Officer

Date

U.S. DEPARTMENT OF TRANSPORTATION

**GRANT AGREEMENT UNDER THE
FISCAL YEAR 2022 SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM**

This agreement is between the United States Department of Transportation (the “**USDOT**”), Federal Highway Administration (the “**FHWA**”) and Pima County (the “**Recipient**”).

This agreement reflects the selection of the Recipient to receive a Safe Streets and Roads for All (“**SS4A**”) Grant for the Pima County Safe Streets for All: Creating a Culture of Safety for Our Community.

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 2022 Safe Streets and Roads for All Grant Program,” dated February 8, 2023, which is available at <https://www.transportation.gov/grants/ss4a/grant-agreements>. Articles 7–30 are in the General Terms and Conditions. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states 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: Pima County Safe Streets for All: Creating a Culture of Safety for Our Community

Application Date: September 15, 2022

2.2 Award Amount.

SS4A Grant Amount: \$1,520,000

2.3 Award Dates.

Period of Performance End Date: September 30, 2025

2.4 Budget Period

Budget Period End Date: September 30, 2025

2.5 Action Plan Grant or Implementation Grant Designation.

Designation: Action Plan

2.6 Federal Award Identification Number. The Federal Award Identification Number is listed on page 1, line 1.

ARTICLE 3
SUMMARY PROJECT INFORMATION

3.1 Summary of Project's Statement of Work.

Pima County will lead an Action Plan effort, with jurisdictional partners in the region, that will include a comprehensive analysis (including input, equity and other appropriate data-driven approaches) to fully understand the disparate safety challenges in the broad geographic area. The Action Plan process will also include important stakeholders in the analysis and planning, and the determination of projects, strategies and other outcomes that are required to be included in the final Action Plan.

3.2 Project's Estimated Schedule.

ACTION PLAN SCHEDULE

Milestone	Schedule Date
Planned Draft Action Plan Completion Date:	Oct. 1, 2024
Planned Action Plan Completion Date:	Apr. 1, 2025
Planned Action Plan Adoption Date:	July 1, 2025
Planned SS4A Final Report Date:	Sept. 30, 2025

3.3 Project's Estimated Costs.

(a) Eligible Project Costs

Eligible Project Costs	
SS4A Grant Amount:	\$1,520,000
Other Federal Funds:	\$0
State Funds:	\$0
Local Funds:	\$0
In-Kind Match:	\$380,000
Other Funds:	\$0
Total Eligible Project Cost:	1,900,000

(b) Supplemental Estimated Budget

Cost Element	Federal Share	Non-Federal Share	Total Budget Amount
Direct Labor	\$0.00	\$245,373	\$245,373
Fringe Benefits	\$0.00	\$90,788	\$90,788
Travel	\$0.00	\$625	\$625
Equipment	\$0.00	\$0.00	\$0.00
Supplies	\$0.00	\$21,306	\$21,306
Contractual/Consultant	\$1,381,820	\$0.00	\$1,381,820
Other	\$0.00	\$21,908	\$21,908
Indirect Costs	\$138,180	\$0.00	\$138,180
Total Budget	\$1,520,000	\$380,000	\$1,900,000

ARTICLE 4

RECIPIENT INFORMATION

4.1 Recipient's Unique Entity Identifier.

JBMBVGUK5LF1

4.2 Recipient Contact(s).

Dorothee Harmon
Division Manager
Pima County
130 W. Congress, 3rd Flood, Tucson, AZ 85701
520-724-6760
Dorothee.harmon@pima.gov

4.3 Recipient Key Personnel.

Name	Title or Position
Dorothee Harmon	Division Manager
Kathryn Skinner	Director, Transportation
Paul Casertano	Deputy Director, Transportation
Jonathan Crowe	Principal Planner, Transportation
Jennifer Chancay	Division Manager, Health
Consuelo Leyba	Administrative Support Services Manager, Health
Andres Portela	Program Manager, Community Engagement, Health
Lauren Fecteau	Program Manager, Transportation
Anna Steiner	Program Coordinator, Transportation
Michelle Montagnino	Division Manager, Transportation
Jana Potvin	Division Manager, Transportation
Katherine Hahn	Grants Development

Name	Title or Position
Leticia Lujan	Grant Finance

4.4 USDOT Project Contact(s).

Stephen Parker
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
202-366-4668
stephen.parker@dot.gov

and

Hector R. Santamaria
Agreement Officer (AO)/ Agreement Specialist (AS)
Federal Highway Administration
Office of Acquisition and Grants Management
HCFA-33, Mail Stop E62-310
1200 New Jersey Avenue, S.E.
Washington, DC 20590
Hector.santamaria@dot.gov

and

Division Administrator
Agreement Officer's Representative (AOR)
Arizona Division
4000 N Central Ave. STE 1500
Phoenix, AZ 85012
(602) 379-3646
Arizona.FHWA@dot.gov

and

Ammon Heier, P.E.
Arizona Division Office Point of Contact
Area Engineer
4000 N Central Ave. STE 1500
Phoenix, AZ 85012
602-382-8983
Ammon.Heier@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 AO are exempt from the requirements of this clause. See 2 CFR 200.317 through 200.327.

Note: This clause is only applicable to Action Plan Grants.

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 of each subaward or contract is contingent upon the Recipient's submittal of a written fair and reasonable price determination, and approval by the AO for each proposed contractor/subrecipient. Consent to enter into subawards or contracts 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.

(Fill in at award or by amendment)

5.2 Reimbursement Requests

- (a) The Recipient may request reimbursement of costs incurred in the performance of this agreement if those costs do not exceed the funds available under section 2.2 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 eInvoicing 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 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 AO may withhold processing that request until the Recipient provides sufficient detail.
- (d) The USDOT shall not reimburse costs unless the Agreement Officer's Representative (the "AOR") reviews and approves the costs to ensure that progress on this agreement is sufficient to substantiate payment.
- (e) The USDOT may waive the requirement that the Recipient use the DELPHI eInvoicing System. The Recipient may obtain waiver request forms on the DELPHI eInvoicing website (<http://www.dot.gov/cfo/delphi-einvoicing-system.html>) or by contacting the AO. A Recipient who seeks a waiver shall explain why they are unable to use or access the Internet to register and enter payment requests and send a waiver request to

Director of the Office of Financial Management
US Department of Transportation,
Office of Financial Management B-30, Room W93-431
1200 New Jersey Avenue SE
Washington DC 20590-0001

or

DOTElectronicInvoicing@dot.gov.

If the USDOT grants the Recipient a waiver, the Recipient shall submit SF 271s directly to:

DOT/FAA
P.O. Box 268865
Oklahoma City, OK 73125-8865
Attn: Agreement Specialist

- (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.

- 6.2** The Recipient acknowledges that the Action Plan will be made publicly available, and the Recipient agrees that it will publish the final Action Plan on a publicly available website.
- 6.3** 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.
- 6.4** There are no other special grant requirements for this award.

ATTACHMENT A
PERFORMANCE MEASUREMENT INFORMATION

Study Area: Greater Tucson Metropolitan Statistical Area, including unincorporated Pima County, City of Tucson, Towns of Oro Valley, Marana and Sahuarita, and portions of the Tohono O’odham Nation and Pascua Yaqui Tribe to identify areas of highest fatality and injury and causes therefore. See attached map of Pima County major streets.

Baseline Measurement Date: July 30, 2025

Baseline Report Date: September 30, 2025

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency
Equity	Percent of Funds to Underserved Communities: Funding amount (of total project amount) benefitting underserved communities, as defined by USDOT	End of period of performance
Costs	Project Costs: Quantification of the cost of each eligible project carried out using the grant	End of period of performance
Lessons Learned and Recommendations	Lessons Learned and Recommendations: Description of lessons learned and any recommendations relating to future projects of strategies to prevent death and serious injury on roads and streets.	End of period of performance

ATTACHMENT B CHANGES FROM APPLICATION

INSTRUCTIONS FOR COMPLETING ATTACHMENT B: 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 this attachment B is to document the differences clearly and accurately in scope, schedule, and budget to establish the parties' knowledge and acceptance of those differences. See section 10.1.

Scope: No material changes

Schedule: No material changes

Budget: No material changes

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				
Non-Federal Funds				
Total Previously Incurred Costs				
Future Eligible Project Costs				
SS4AFunds				
Other Federal Funds				
Non-Federal Funds				
Total Future Eligible Project Costs				
Total Project Costs				

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 are accurate:

	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>
	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>
	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>
	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.
X	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the project, will 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.

Pima County is the 8th largest county in the US, housing some of the poorest communities in the nation and significant population share of underserved groups. Regionally, the area has seen a 50% increase in traffic fatalities between 2016 and 2020. Fatality rates have increased fastest in the urban core of the region, where approximately 42% of all fatalities include pedestrians and bicycles. While there have been other safety

studies and analyses in portions of the region, this Action Plan grant will allow the Recipient to take unified steps to save lives throughout the region, including a comprehensive analysis of roadway crash data, facility characteristics, driver behavior, equity areas and other quantitative approaches rooted in methodologies of the Highway Safety Manual to understand existing transportation safety challenges and opportunities, link crashes with Crash Modification Factors and identify low-cost, high-impact solutions. Recipient will also undertake widespread community outreach with diverse stakeholders to better understand safety challenges, particularly in low-income and disadvantaged areas, community needs and needed improvements. Stakeholders will include first responders, emergency services/health care providers, community and neighborhood representatives, transit/bicycle/pedestrian advocates. These actions are necessary to ensure the development of an Action Plan that not only meets the requirements of the Department of Transportation but also ensures that communities most disproportionately impacted by the safety challenges and barriers to opportunity and racial equity are fully included in the development of the plan and any projects intended to improve safety.

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 are accurate:

	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>
	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>
	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>
	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>
	The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project, as described in the supporting narrative below.
X	The Recipient has not yet taken actions to consider climate change and environmental justice impacts of the Project but, before beginning construction of the Project, 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.

Pima County's geographic location makes it particularly vulnerable to the impacts of climate change, which include extreme drought, fires, flooding and their impacts on human health and the environment. As such, Pima County was an early adopter of the need to evaluate and minimize its impact on the environment, through the adoption in 2007 of the first Sustainable Action Plan for County Operations. This plan has since been updated and, in early 2023, the County's Board of Supervisors passed a resolution re-affirming its commitment to the United Nations Paris Climate Agreement and the climate goals expressed therein, as well as revised climate goals set out in the United Nations International Panel on Climate Change Assessment Report No. 6. This resolution calls for the County to revise its sustainability plan into a multi-year Climate Action Plan for County Operations (CAPCO), extending the plan to 2030 and increasing carbon reduction targets. The CAPCO should be completed by mid-2023 and will be used to guide the development and activities undertaken in the creation of the Action Plan. Additionally, Pima County will utilize environmental justice tools such as the Environmental Protection Agency's EJSCREEN to assess community vulnerability (measured by a number of indices) and to target project focus and attention.

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 are accurate:

	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>

	<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"> 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>
x	<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.

This award only envisions planning and other activities necessary to develop an approved Action Plan; it is not a construction Project, although several construction projects may be proposed as a result of the planning. Pima County is committed to the creation of good paying jobs and the implementation of strong labor standards. Pima County's Human Resources is the repository for the County's labor standards and procedures, which include, without limitation, E-Verify, Employment Rights, Americans with Disability Administration, and Federal, State and Local Labor Reporting. Other important

employment policies are the result of Board of Supervisor procedures, which include Fair Labor Standards Act requirements, Equal Employment Opportunity and Affirmative Action Policies, and Americans with Disabilities Policy, to name a few. All procurement contracts include labor and employment compliance provisions, and we expect any future contracts related to projects generated by the Action Plan will incorporate them. All employees are required to take employment training as part of their onboarding, and all new managers are required to take specific anti-harassment and workforce opportunity training.

Pima County's Economic Development mission is to create a vibrant, diverse, and resilient economy that allows for upward economic mobility for all community members. As part of this commitment, the County's Community and Workforce Development (CWD) department connects local individuals, families, neighborhoods and community-based organizations to a network of resources, supports and services essential for learning, working, living and thriving in Pima County. For workers, CWD offers a host of services including, without limitation, intensive career counseling, vocational assessments, and individualized career planning. Many of these services are provided based on eligibility for grants that may target out-of-school youth, low-income adults, dislocated workers, veterans, and homeless job seekers. These residents receive an array of training to obtain employment and to meet job eligibility requirements, including the opportunity to participate in apprenticeships and other on-the-job training. Many of these individuals also receive supportive services, removing potential barriers to good-paying jobs. The County is committed to continuing help so that all residents find good paying jobs; such a mindset will help inform the development of the Action Plan and potential future projects.

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

This grant will support the development of an Action Plan that will accommodate the transportation needs of diverse communities, with the goal of reducing traffic-related deaths and injuries. It will require the support and cooperation of the County’s regional partners, which include the City of Tucson, several towns and municipalities, and Native American communities. Physical resilience of anything that is proposed or developed as a result of the Action Plan will be a paramount consideration, particularly given the harsh impacts our community experiences as a result of climate change. These considerations will be incorporated into our planning. Similarly, technology and how it may improve safety, will play a key role in the development of the Action Plan and any projects proposed as a result. Such technology may include, without limitation, mobility on demand, transit networks and operations, real-time data, and cooperative Intelligent Transportation Systems. Because these applications may be vulnerable to cyber compromise, our team will include consultations with appropriate experts to build cyber resilience into the planning an execution.

Pima County has significant experience in complying with the requirements of 2 CFR Part 200, including the requirements of 2 CFR 200.216. The County does not purchase prohibited telecommunications and video surveillance services or equipment. The County also includes these prohibitions in all subawards that it makes using federal grant dollars and monitors performance to ensure compliance.