

- 1. **Federal Award No.**
693JJ32640011
- 2. **Effective Date**
See No. 16 Below
- 3. **Assistance Listings No.**
20.939
- 4. **Award To**
City of Fort Collins
300 Laporte Ave
Fort Collins, CO 80521-2719

Unique Entity Id.: VEJ3BS5GK5G1
TIN No.: 84-6000587
- 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 – 36 months
- 7. **Total Amount**
Federal Share: \$1,739,944
Recipient Share: \$ 439,986
Other Federal Funds: \$ 0
Other Funds: \$ 0
Total: \$2,179,930
- 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.**
HSA250242PR
- 11. **Federal Funds Obligated**
Base Phase: Pre-NEPA: \$41,654
- 12. **Submit Payment Requests To**
See Article 5.
- 13. **Accounting and Appropriations Data**
15X0174E50.0000.055SR30500.55920000.41010.61006600
- 14. **Description of the Project**
 - 1) Supplemental Planning Projects
 - (a) Audit of Standards and Policies to identify and amend plans, codes and manuals to align with City’s Action Plan and Harmony Road Study.
 - (b) To develop concepts to mitigate speed related risks and reduce severe crashes involving vulnerable road users.
 - 2) Demonstration project on Lake Street to evaluate modifications for safer and more predictable travel.

RECIPIENT

FEDERAL HIGHWAY ADMINISTRATION

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

16. **Signature of Agreement Officer**

Signature Date
Name: Emily Francis
Title: Mayor, City of Fort Collins

Signature Date
Name: Veronica R. Jacobson
Title: Agreement Officer

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 Fort Collins (the “Recipient”).

This agreement reflects the selection of the Recipient to receive a Safe Streets and Roads for All (“SS4A”) Grant for the Fort Collins Codes and Standards Audit, Harmony Road Corridor Planning, and Lake Street Demonstration 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 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: Fort Collins Codes and Standards Audit, Harmony Road Corridor Planning, and Lake Street Demonstration Project

Application Date: May 16, 2024

2.2 Award Amount.

SS4A Grant Amount: \$1,739,944

2.3 Federal Obligation Information.

Federal Obligation Type: Multiple

Obligation Condition Table		
Phase the Project	Allocation of the SS4A Grant	Obligation Condition
Base Phase: Demo Preliminary Engineering & NEPA	\$41,654	
Option Phase 1: Planning and Final Design	\$958,307	<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.

Obligation Condition Table		
Phase the Project	Allocation of the SS4A Grant	Obligation Condition
		Extent of activities that are permissible before NEPA is complete are those activities constituting “preliminary design” as specified in FHWA Order 6640.1A.
Option Phase 2: Construction	\$739,983	<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 a 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 Award to January 26, 2029

Option Phase 1 Budget Period: Reserved

Option Phase 2 Budget Period: Reserved

2.5 Grant Designation.

Designation: Planning and Demonstration

ARTICLE 3 SUMMARY PROJECT INFORMATION

3.1 Summary of Project's Statement of Work.

Planning and Demonstration Narrative:

The project will be completed in three phases.

The Audit of Standards and Policies will identify and amend standards and policies in City of Fort Collins plans, codes and manuals to align with City of Fort Collins' Action Plan. The Harmony Road Study will develop concepts to mitigate speed related risks and reduce severe crashes involving vulnerable road users along a designated 4-mile section of Harmony Road from John F. Kennedy Pkwy to the West of I-25 Frontage Road. The demonstration project on Lake Street that runs through Colorado State University from Shields Street to College Ave will evaluate modifications to make the street safer and more predictable. Proposed modifications will be developed through community engagement and demonstrations with paint, post, signs and other temporary measures.

Base Phase: Preliminary Engineering & NEPA: Includes all work associated with preparation of NEPA clearance documentation associated with the Lake Street Demonstration project, including associated community engagement activities for development of temporary demonstrations measures.

Option Phase 1: Supplemental Planning, Final Design of demonstration activities, Right-of-Way, and Utility Relocation:

Includes all work associated with both Supplemental Planning activities, including community engagement; review and evaluation of codes, policies and regulations; countermeasures development; development of recommended actions; informing key stakeholder groups and City Council; and incorporation of developed updates to plans. Also includes final design for the Lake Street Demonstration project.

Option Phase 2: Construction: Demonstration construction

3.2 Project's Estimated Schedule.

Demonstration Activity Schedule

Milestone	Schedule Date
Planned NEPA Completion Date:	07/31/2026
Planned Construction Substantial Completion and Open to Public Use Date:	07/31/2028
Planned SS4A Final Report Date:	01/26/2029

Supplemental Planning Schedule

Milestone	Schedule Date
Planned Final Plan Publicly Available Date:	10/31/2028
Planned SS4A Final Report Date:	01/26/2029

3.3 Project’s Estimated Costs.

(a) Eligible Project Costs

Eligible Project Costs	
SS4A Grant Amount:	\$1,739,944
Other Federal Funds:	\$0
State Funds:	\$0
Local Funds:	\$434,986
In-Kind Match:	\$0
Other Funds:	\$0
Total Eligible Project Cost:	\$2,174,930

(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	\$582,639	\$0	\$582,639
Architectural and engineering fees	\$641,272	\$0	\$641,272
Construction	\$951,019	\$0	\$951,019
Project Total	\$2,174,930	\$0	\$2,174,930

(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).

Dana Hornkohl
Director, Civil Engineering
City of Fort Collins
281 N. College Ave., Fort Collins, CO 80524
(970) 416-2719

4.2 Recipient Key Personnel.

Name	Title or Position
Cortney Geary	Manager, Active Modes
Rachel Ruhlen	Planner, Transportation
Carisa Clinton	Senior Grants Analyst
Alexis Coppello	Grants Accountant

4.3 USDOT Project Contact(s).

Safe Streets and Roads for All Program Manager
Federal Highway Administration
Office of Safety
HSSA-1, Mail Stop: W52-117
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 – Colorado
Agreement Officer’s Representative (AOR)
12300 W. Dakota Avenue, Suite 180
Lakewood, CO 80228
CO-DIV@dot.gov

and

Ajin Hu
FHWA Colorado Division Office Lead Point of Contact
Grants Program Manager & Region 2 Area Engineer
12300 W. Dakota Avenue, Suite 180
Lakewood, CO 80228
(720) 963-3071
ajin.hu@dot.gov

and

Armando Henriquez
FHWA Colorado Division Office
Region 4 Area Engineer/MUTCD + Design PM
12300 W. Dakota Avenue, Suite 180
Lakewood, CO 80228
(720) 963-3031
armando.henriquez@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 Competitive Grants and Workforce Programs

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 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 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:

Lake Street from College Avenue to Shields Road, Fort Collins, CO 80526

Baseline Measurement Date:

February 15, 2026

Baseline Report Date: May 15, 2026

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: For the demonstration project along Lake Street and connecting intersection, Center Ave., an additional 500 feet in temporary and quick-build treatments will be implemented along Center Ave to connect this demonstration project to separated bike lanes on Centre Ave south of Prospect Rd. Implementation of temporary treatments along the additional 500 feet on Center Ave will serve to provide consistency and predictability. This change in scope to extend the project area supports informing future implementation measures along Lake Street and connecting Center/Centre Ave to provide safer and more predictable travel for active modes.

Schedule:

Phase Breakdown and Schedule

The project schedule was adjusted to account for changes in scope, delays in federal award execution, procurement, and contracting processes. The revised timeline allows sufficient time for sequential completion of design and construction activities once funding becomes available. The original 16-month period of performance at the time of application (March 3, 2025 to July 7, 2026) was extended to 36-months. The new “Period of Performance” is Effective Date of Award to 36 Months. The phases break down as follows:

- **Base Phase: Preliminary Engineering & NEPA: Effective Date of Award to January 26, 2029.** Includes all work associated with preparing NEPA clearance documentation for the Lake Street Demonstration Project, as well as community engagement activities to support the development of temporary demonstration measures. Encompasses all supplemental planning and evaluation of demonstration activities and modifications following implementation.
- **Planning and Final Design Phase: July 31, 2026, to January 26, 2029 -** Encompasses final design activities, including community engagement; review and evaluation of existing codes, policies, and regulations; development of countermeasures and recommended actions; stakeholder and City Council coordination; and integration of updates into existing City plans. This phase also includes the final design of the Lake Street Demonstration Project.
- **Construction Phase: July 31, 2026, to January 26, 2029 -** Covers construction and implementation of the Lake Street Demonstration Project.

Budget: Total project costs and the allocation between federal and non-federal sources differ slightly from the amounts reflected in the original application due to technical budget corrections. Indirect costs were reduced from 28.61 percent to 28.06 percent in accordance with the recipient’s most recent Negotiated Indirect Cost Rate Agreement (NICRA). Funds associated with this indirect cost adjustment, along with contingency funds previously categorized as “Other,” were reallocated to Construction costs. Construction costs were further increased by \$5,000 to ensure the required 20 percent local match is met. These revisions do not change the overall scope of work.

Based on changes in project delivery, budgeted costs per category were realigned as follows. With in-house City crews completing site work for the Lake Street demonstration project, costs for Construction now reflect City labor and materials directly charged to the project. The City’s negotiated indirect cost rate, effective January 1, 2025, is higher than the rate at application submittal, resulting in an increase to Administrative Costs (which include Personnel, Fringe Benefits, and Indirect Costs as reflected on the SF-424A). As presented per 3.3(b) Cost Classification Table: Administrative cost pertains to increased City staff time and indirect costs;

Miscellaneous costs for consultant work over project management, public engagement, evaluation and development of recommended actions, and reporting; and Construction includes in-house labor and materials for demonstration project. A revised SF-424 and SF-424A that reflect the described budget changes is provided.

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	\$1,739,944	80%	\$1,739,944	80%
Other Federal Funds	-	-	-	-
Non-Federal Funds	\$439,586	20%	\$439,986	20%
Total Future Eligible Project Costs	\$2,179,530	100%	\$2,179,930	100%
Total Project Costs	\$2,179,530	100%	\$2,179,930	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:

	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>
	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>
	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>
X	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.

All work for this Project will be conducted consistent with the recipient’s hiring, employment, and procurement standards and thus support good-paying jobs. The Project will allow for free and fair choice to join a union, consistent with applicable law.

**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]