



Plymouth Downtown Development Authority Meeting Agenda

October 12, 2026 7:00 p.m.

Plymouth City Hall & Online Zoom Webinar

Plymouth Downtown Development Authority
831 Penniman
Plymouth, Michigan 48170

www.downtownplymouth.org
Phone 734-455-1453
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Join Zoom Webinar: <https://us02web.zoom.us/j/87018880028>

Webinar ID: 870 1888 0028

Passcode: 167516

1) CALL TO ORDER

*Kerri Pollard, Chairperson
Richard Matsu, Vice Chairperson
Linda Filipczak, Mayor
Cindy Eckley
Ellen Elliott
Jennifer Frey
Brian Harris
Shannon Perry
Ed Saenz
Paul Salloum*

2) CITIZENS COMMENTS

3) APPROVAL OF AGENDA

4) APPROVAL OF MEETING MINUTES

A. September 14, 2026 Regular Meeting Minutes

5) BOARD COMMENTS

6) OLD BUSINESS

A. Grant Writing Professional Services

7) NEW BUSINESS

8) REPORTS AND CORRESPONDENCE

9) ADJOURNMENT

Citizen Comments - This section of the agenda allows up to 3 minutes to present information or raise issues regarding items not on the agenda. Upon arising to address the Board, speakers should first identify themselves by clearly stating their name and address. Comments must be limited to the subject of the item. Persons with disabilities needing assistance with this should contact the City Clerk's office at 734-453-1234 Monday through Friday from 8:00 a.m. -4:30 p.m., at least 24 hours prior to the meeting. An attempt will be made to make reasonable accommodations.

City of Plymouth Strategic Plan 2022-2026

GOAL AREA ONE - SUSTAINABLE INFRASTRUCTURE

OBJECTIVES

1. Identify and establish sustainable financial model(s) for major capital projects, Old Village business district, 35th District Court, recreation department, and public safety
2. Incorporate eco-friendly, sustainable practices into city assets, services, and policies; including more environmentally friendly surfaces, reduced impervious surfaces, expanded recycling and composting services, prioritizing native and pollinator-friendly plants, encouraging rain gardens, and growing a mature tree canopy
3. Partner with or become members of additional environmentally aware organizations
4. Increase technology infrastructure into city assets, services, and policies
5. Continue sustainable infrastructure improvement for utilities, facilities, and fleet
6. Address changing vehicular habits, including paid parking system /parking deck replacement plan, electric vehicle (EV) charging stations, and one-way street options

GOAL AREA TWO – STAFF DEVELOPMENT, TRAINING, AND SUCCESSION

OBJECTIVES

1. Create a 5-year staffing projection
2. Review current recruitment strategies and identify additional resources
3. Identify/establish flex scheduling positions and procedures
4. Develop a plan for an internship program
5. Review potential department collaborations
6. Hire an additional recreation professional
7. Review current diversity, equity, and inclusion training opportunities
8. Seek out training opportunities for serving diverse communities

GOAL AREA THREE - COMMUNITY CONNECTIVITY

OBJECTIVES

1. Engage in partnerships with public, private and non-profit entities
2. Increase residential/business education programs for active citizen engagement
3. Robust diversity, equity, and inclusion programs
4. Actively participate with multi-governmental lobbies (Michigan Municipal League, Conference of Western Wayne, etc.)

GOAL AREA FOUR - ATTRACTIVE, LIVABLE COMMUNITY

OBJECTIVES

1. Create vibrant commercial districts by seeking appropriate mixed-use development, marketing transitional properties, and implementing Redevelopment Ready Communities (RRC) practices
2. Improve existing and pursue additional recreational and public green space opportunities and facilities for all ages
3. Develop multi-modal transportation plan which prioritizes pedestrian and biker safety
4. Improve link between Hines Park, Old Village, Downtown Plymouth, Plymouth Township, and other regional destinations
5. Maintain safe, well-lit neighborhoods with diverse housing stock that maximizes resident livability and satisfaction
6. Modernize and update zoning ordinance to reflect community vision
7. Implement Kellogg Park master plan

“The government in this community is small and accessible to all concerned.”

-Plymouth Mayor Joe Bida
November 1977



Plymouth Downtown Development Authority

Regular Meeting Minutes

Monday, September 14, 2026 - 7:00 p.m.

Plymouth City Hall & Online Zoom Webinar

City of Plymouth
201 S. Main
Plymouth, Michigan 48170-1637

www.plymouthmi.gov
Phone 734-453-1234
Fax 734-455-1892

1. CALL TO ORDER

Chair Kerri Pollard called the meeting to order at 7:00 p.m.

Present: Mayor Filipczak, Chair Kerri Pollard, Vice Chair Richard Matsu, Directors Cindy Eckley, Ellen Elliott, Brian Harris, Shannon Perry, Ed Saenz, Paul Salloum.

Absent: Director Jennifer Frey

Also present: DDA Director Sam Plymale, Deputy DDA Director Reiko Misumi-Schelm

2. CITIZENS COMMENTS

No citizen comments provided.

3. APPROVAL OF AGENDA

Mayor Filipczak offered a motion, seconded by Director Saenz, to approve the agenda for September 14, 2026.

There was a voice vote.

MOTION PASSED UNANIMOUSLY

4. APPROVAL OF MEETING MINUTES

A. August 10, 2026 DDA Regular Meeting Minutes

Motion to approve the August 10, 2026 regular meeting minutes was made by Director Saenz and seconded by Director Perry.

There was a voice vote.

MOTION PASSED UNANIMOUSLY

5. BOARD COMMENTS

Board members thanked DDA Director Plymale and Department of Municipal Services for their work during the Fall Festival weekend, noting the impressive post-event cleanup, and praised the Kellogg Park pumpkin display and police presence.

6. OLD BUSINESS

A. Five-Year Strategic Action Plan Status Update

DDA Director Plymale gave an update on Five-Year Strategic Action Plan tasks.

7. NEW BUSINESS

A. Purchase of Main Street Median Holiday Decorations

DDA Director Plymale recommended purchasing six 10-foot lighted 3D Pine Tree decorations from Bronner Christmas Wonderland in Frankenmuth, Michigan for the Main Street median at a cost not to exceed \$12,570. The decorations would fill the void of holiday lighting lost from the spring 2026 removal of dead trees in the Main St median between Ann Arbor Trail and Penniman Avenue. The lighted decorations can be reused elsewhere as needed, funded through the Marketing and Holiday Light Maintenance budgets without affecting other priorities. Board discussion focused largely on aesthetics, with some members supporting the added seasonal lighting and others opposing it as visually unappealing. A resident questioned the use of public funds in connection with a November event supporting the Salvation Army, a faith-based organization; staff clarified the decorations would serve a broader seasonal purpose.

RESOLUTION

The following resolution was offered by Director Saenz and seconded by Director Eckley.

WHEREAS The City of Plymouth DDA is responsible for helping to keep Downtown Plymouth an attractive destination throughout the year, including the holiday season, and

WHEREAS DDA staff has been partnering with the Plymouth Community Chamber of Commerce on adding and replacing worn down holiday décor in the downtown area over the past couple of years, and

WHEREAS Plymouth DDA staff has identified a need to add holiday décor to the Main Street median after the removal of dead trees earlier this year as this area is the most traversed area in Downtown Plymouth, and

WHEREAS Plymouth DDA staff has identified the cool-white 3D Pine Tree decoration from Bronners of Frankenmuth as the best option for the Main Street median.

NOW THEREFORE BE IT RESOLVED THAT the City of Plymouth Downtown Development Authority Board of Directors authorize the purchase of six (6) cool-white 3D Pine Tree decorations from Bronners at a cost not to exceed \$12,570.

There was a roll call vote.

MOTION PASSED 5-4

Yes: Chair Pollard, Vice Chair Matsu, Mayor Filipczak, Director Harris, and Director Saenz

No: Director Eckley, Director Elliott, Director Perry, Director Salloum

8. REPORTS AND CORRESPONDENCE

A. Music in the Air 2026 Year in Review

DDA Director Plymale presented a brief review of the 2026 Music in the Air season. Attendance topped 34,000, averaging about 2,600 per concert, with bands Power Play Detroit and Main Street Soul drawing the largest crowds. Staff noted inclement weather and Canadian wildfire smoke likely reduced attendance compared with 2025. The report also summarized visitor origin and pre/post-

concert business activity using aggregated location data. Staff noted that the “DTP Deals” program was a positive addition and may be continued for 2027.

9. ADJOURNMENT

Director Harris offered a motion, seconded by Director Saenz, to adjourn the meeting at 8:20 p.m.

There was a voice vote.

MOTION PASSED UNANIMOUSLY



831 Penniman Ave. Plymouth MI 48170

Ph: 734.455.1453

ADMINISTRATIVE RECOMMENDATION

To: DDA Board
From: DDA Staff
CC: S:\DDA\Shared Files\DDA Board\DDA Agendas\DDA agendas 2026/August
Date: 08/10/2026
Re: DTP *Forward* – Professional Grant Writing Assistance Approval

BACKGROUND:

In June of 2026, the DDA Board accepted and approved the final deliverables for DTP *Forward*, Downtown Plymouth's streetscape upgrade project, from consultants at SmithGroup. These deliverables included community engagement summaries, conceptual streetscape plan designs including cross-section and associated support graphics, phasing and sequencing suggestions, probable engineering/construction costs and funding strategies.

Over the past few months, DDA and City administration met to discuss project implementation, phasing and funding strategies. Preliminary discussions focused on engineering and construction projects for 2027 around Project Set 2 (Harvey and Wing) and Harvey between Penniman and Church. While specific allocation of funds for the 2027 project has not been determined at this time, it is believed that most of that project can be funded through DDA and City funding.

While work on DTP *Forward* is expected to begin in 2027 with DDA and City funding, significant funding from outside sources such as state and federal grants will be necessary to continue future work. Project Set 1 (Main Street corridor and area around Kellogg Park) is estimated to cost approximately \$20 million, and Project Set 4 (Ann Arbor Trail and Forest) is estimated to cost approximately \$8 million. Though construction on these sets is not expected for several years, the timeline to apply for grants that can address such costs dictates near term preparation.

DDA Deputy Director Reiko Misumi-Schelm participated in SEMCOG (Southeast Michigan Council of Governments)/Grant Writing USA administered workshops to grasp the fundamentals of grant writing and administration. DDA staff met with SEMCOG representatives to explore funding sources that match the DTP *Forward* project. Based on multiple exploratory discussions with SEMCOG, City administration and leaders from other communities with experience in similar projects, DDA staff has identified the need for professional grant assistance services, especially for state and federal based grants that have complex, technical requirements and are resource-intensive and highly competitive.

At the August 2026 DDA Board Meeting, the DDA Board approved the following resolution:

RESOLUTION

The following resolution was offered by Director Elliott and seconded by Mayor Filipczak.

WHEREAS The DDA Board accepted the DTP Forward Design Plan at the June 2026 DDA Board meeting, and

WHEREAS The DDA and City of Plymouth will need funding assistance for future portions of the DTP Forward Streetscape Project, and

WHEREAS DDA staff has identified a need to hire professional grant writing assistance to apply for state and federal grants, and

WHEREAS DDA staff recommends gathering quotes and qualifications for professional grant writing assistance services in order to make a recommendation to the DDA Board at a future DDA meeting in 2026.

NOW THEREFORE BE IT RESOLVED THAT the City of Plymouth Downtown Development Authority Board of Directors does hereby direct DDA staff to gather quotes and qualifications for professional grant writing assistance services over the next two months to provide a recommendation at a future DDA Board meeting in 2026.

There was a voice vote.

MOTION PASSED UNANIMOUSLY

After researching professional grant services companies and gathering references from surrounding communities, DDA staff sent a Request for Quote notice to five different companies in September 2026:

- Grant Writing USA
- Harney & Associates, LTD
- NCM Consulting, LLC
- SmithGroup
- Spalding Dedecker

DDA staff received proposals from NCM Consulting, LLC and SmithGroup. Those proposals are attached for your review. DDA staff did not receive proposals from the other three companies.

Of the two proposals received, SmithGroup provided a significantly more robust, organized response to the Request for Quote notice. Their approach is based on a structured project management framework where a team of three highly experienced professionals with clear roles and responsibilities offer defined deliverables, transparent tracking, and adaptability to changes in project and funding conditions. SmithGroup proposes a phased process, which is summarized below:

- **Phase 1: Research & Monitoring:** [Initial research and 6-month ongoing opportunity monitoring budget proposal provided] Team will identify opportunities, analyze publicly available award data, summarize findings in a Grant Opportunity Summary document. Opportunities documented in the Grant Opportunity Summary will be monitored and when a funding agency releases a Notice of Funding Opportunity (NOFO), SmithGroup will contact the DDA and begin developing a Grant Pursuit Plan for that grant program. The Grant Pursuit Plan will include defined roles and responsibilities, timeline for application development, coordination process and data/documentation gathering. SmithGroup will provide a Grant Pursuit Plan with an estimated labor fee schedule for each grant program for up to six individual grants.
- **Phase 2: Grant Pursuit/Writing:** [10-week standard grant pursuit budget example provided] Once a Grant Pursuit Plan is approved by the DDA, work on the grant application will begin starting with an in-depth review of the requirements for that grant program. *DTP Forward* will be translated into an application narrative and additional supporting data and documentation will be developed for the application package in alignment with the grant program's NOFO.
- **Phase 3: Grant Administration:** [On-going standard grant administration budget example provided] If the DDA receives a grant award, SmithGroup will propose a plan for grant administration services with an estimated labor fee schedule for each grant award. Once approved, the team will provide support and advice on set-up, coordination, compliance and reporting.

Example applications written by SmithGroup and submitted to funding agencies were amply provided. They reflect vigorous analysis, research and understanding, resulting in compelling applications. SmithGroup has successfully helped communities secure over \$53 million dollars in grant funding over the past 15 years.

DDA staff has noted that there is variability in the level of effort required for different grant programs and finds the three phase approach logical. Phase 1 will provide initial opportunity analysis, six months of ongoing opportunity monitoring, and development of up to six Grant Pursuit Plans for a fixed base fee. Example budgets for Phase 2 and 3 have been provided, though final fees will vary based on the complexity of the opportunities the DDA decides to pursue. SmithGroup will provide updated proposals for approval prior to any authorization of work for Phase 2 and 3 and balance of efforts shared between SmithGroup and DDA staff will be considered.

RECOMMENDATION:

DDA staff recommends accepting SmithGroup's proposal for professional grant assistance services. Phase 1 has been quoted at a fixed base fee of \$22,965 and will be allocated to the Contractual Services/Streetscape portion of the DDA budget, line 248.450.818.407. Final fees for Phase 2 and 3 will be updated and provided for approval prior to any authorization of work.

A resolution is attached for your reference.

GRANT CONSULTING SERVICES PROPOSAL

Project: DTPForward Streetscape Upgrade Project

DATE: October 3, 2026

SUBMITTED TO: Plymouth Downtown Development Authority (DDA) & Selection Committee

SUBMITTED BY: NCM CONSULTING, LLC

SUBJECT: Professional Services Proposal – Federal & State/Municipal Grant Research, Writing, and Administration for #DTPForward

1. Executive Summary

Downtown Plymouth stands at a pivotal moment in its urban evolution. Grounded in rich history and resident engagement to maintain this history while maintaining the small downtown feel it has always enjoyed, the Plymouth Downtown Development Authority's (DDA) comprehensive streetscape transformation/Strategic Action Plan is vital in this vision coming to fruition.

To maximize non-debt capital and ensure fiscal sustainability, the DDA requires an expert grant strategy. Our firm brings over 20 years of specialized municipal infrastructure experience, securing municipal/state/federal funding sources and bridging public/private partnerships for downtown revitalization. We propose a comprehensive, three-part grant engagement tailored specifically to position DTPForward for maximum award success across MDOT, MEDC, USDOT, and other municipal/state/federal and private funding channels.

2. Grant Strategy & Approach

Navigating the federal and state grant ecosystem requires aligning technical engineering deliverables with stringent agency policy agendas. Our four-stage methodology bridges the gap between project design and funding requirements:

- **Phase 1: Strategic Alignment & Mapping** – Reviewing SmithGroup's conceptual designs (lane realignments, expanded pedestrian paths, ADA compliance, placemaking, stormwater infrastructure, and event flexibility) to map sub-components against active grant programs (e.g., MDOT TAP, MEDC RAP, USDOT RAISE, SS4A). Outreach to case study and similar projects to maximize funding database. Collaborating with the DDA for project consistency and compliance and ongoing communication to identify resources for project success in all phases.
- **Phase 2: Inter-Agency Coordination** – Initiating direct engagement with SEMCOG, MDOT, MEDC, and federal program managers prior to application submittal to verify eligibility, match requirements, and scoring metrics. Our expertise in working for development/funding organizations

as well as developing vital relations with municipalities and funding agencies gives us an advantage in this area.

- **Phase 3: NOFO-Compliant Application Assembly** – Translating project concepts into high-scoring proposals complete with rigorous Benefit-Cost Analysis (BCA), community safety impacts, and environmental resiliency documentation.
- **Phase 4: Lifecycle Grant Administration** – Ensuring audit-ready management post-award, overseeing regulatory compliance, and reimbursement tracking. Overall coordination with DDA.

3. Qualifications & Technical Expertise

Our team brings extensive experience in public/private sector capital funding, municipal infrastructure, downtown development, and project management. Additionally, our team has more than 35 years' experience working for both DTE and Consumer's Energy in engineering/operations management, vital for coordinating the utility/engineering aspects of the DTPForward initiative.

Lead Grant Consultant & Infrastructure Strategist

- **Experience:** 20+ years managing municipal infrastructure funding, state/federal grants and private funding acquisition, and project/program management.
- **Core Competencies:** Federal/State NOFO Analysis, Benefit-Cost Analysis (BCA), municipal/state/federal Inter-agency coordination and regulatory compliance and alignment.
- **Credentials & Education:** Master of International Management, B.S. Business Administration: Finance. Administration of loan programs and 20+ years of grant/funding submissions for non and for-profit entities, multiple program/project management roles. Utility and engineering expertise (team member).

4. Comparable Grant Track Record

Below is a curated summary of comparable grant applications successfully prepared and administered for downtown revitalization projects and significant business retention/attraction initiatives:

Organization	Funding Agency	Award Amount	Status & Municipal Impact
Walker-Miller Energy Services Contact: Carla Walker-Miller walkermiller@wmenergy.com	MEDC	\$10,000	Awarded. Funded vital LED street lighting in the city of Detroit.
New Community Transformation Fund (NCTF) Contact: Birgit Kloh's via Carol Zichi: czichi@newcommunityfund.com	MEDC	\$7,500,000	Awarded. Financed venture-capital funds via the SSBCI to catalyze investments by NCTF-Grand Rapids into Michigan-based companies.

Newark Economic Development Corp/Elizabeth Development Corp.	Municipal, State of NJ and Federal CDBG funds, Bonds, tax abatements, bank funding, creative financing.	\$1 billion+	Awarded. Multi-modal corridor redevelopments, construction of commercial office structures, neighborhood shopping centers, multi-use buildings and facade and signage improvements for retail/commercial businesses in the CBD of Newark and Elizabeth, New Jersey
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5. Three-Part Scope of Work & Fee Proposal

To align with the DTPForward timeline leading into 2027 construction, we offer a transparent, three-part fee structure tailored to research, application, and administrative management:

Part 1: Research, Analyze Opportunities & Pursuit Plans

- **Grant Opportunity Summary:** Screen DTPForward design scope against active state, federal, and foundation grant databases. Outreach to case-study/similar projects for additional resource identification.
- **Grant Award Analysis:** Analyze historical grant distribution data and award ranges to prioritize high-probability opportunities. Collaborate real-time with similar funded projects for higher success rates.
- **Grant Pursuit Plan:** Define stakeholder roles, data collection workflows, engineering integration, and submission timelines.

Proposed Compensation: Flat Fee: \$6,800 (includes transportation expense for field trips to other municipalities).

Part 2: Grant Writing & Narrative Development

- **Narrative Development:** Translate SmithGroup conceptual plans and DDA objectives into compelling, high-scoring grant narratives. In terms of the timeline and the scope of the project, 2027/2028 is realistic for submitting grant applications and securing funding to commence construction for set 1 in 2029. For set 2 Harvey and Wing West, with the anticipation of local funding that is obtainable more readily, NCM Consulting is positioned to submit those funding pieces according to schedule.
- **Technical & NOFO Analysis:** Conduct benefit-cost analysis (BCA), safety evaluations, and spatial mapping required by specific NOFOs.

- **Assembly & Submission:** Assemble complete application packages, including resolutions, assurances, letters of support, and portal submission.

Proposed Compensation: Hourly Fee: \$135/hour (Estimated 40–65 hours per grant application, with capped agreements per NOFO- payment is required at the completion of each phase and/or application)

Part 3: Post-Award Grant Administration

- **Grant Onboarding:** Guide DDA staff through grant execution, onboarding, and compliance setup upon award notification.
- **Compliance Oversight:** Manage 2 CFR 200, Davis-Bacon, and Build America/Buy America compliance tracking throughout project execution.
- **Reporting & Closeout:** Prepare reimbursement requests, interim progress reports, financial audits, and final closeout documentation.

Proposed Compensation: Hourly Fee: \$115/hour (Billed as incurred against allowable administrative grant budgets or local funds)

Fee Structure Overview

Proposal Component	Billing Model	Proposed Rate / Fee
Part 1: Research, Opportunity Analysis & Pursuit Plans	Flat Fee	\$6,800 total -any assignment required of other team members beyond the grant applications will be billed separately.
Part 2: Grant Writing & Narrative Development	Hourly Fee	\$135 / Hour (per grant/funding source, capped per NOFO)
Part 3: Post-Award Grant Administration & Closeout	Hourly Fee	\$115 / Hour (per grant/funding source)

6. Attachments

- Resume for Margaret A. Billingsley (Grant Specialist).
- Past proposals submitted are proprietary hence cannot be attached here, however I have included a writing sample.

#DTPForward Streetscape Improvements

Surface Transportation Block Grant (STBG) Application — 2027 Cycle

TARGET PROGRAM	PROJECT LOCATION	TOTAL ESTIMATE	LOCAL MATCH
STBG Urban Area	Downtown Plymouth	\$4,250,000	20% (\$850,000)

1. Executive Summary

The Downtown Plymouth Development Authority (DDA) respectfully submits this grant application under the Surface Transportation Block Grant (STBG) program for the **#DTPForward Streetscape Improvements** initiative. Bundling Project Sets 1 and 2, this project addresses critical multimodal transportation infrastructure, ADA accessibility non-compliance, pedestrian safety enhancements, and streetscape modernization along primary urban corridors.

With 100% of engineering and design documentation complete, the project is fully shovel-ready for implementation during the 2027–2028 construction cycle. Grant funding will directly support essential roadway reconstruction, traffic calming mechanisms, and barrier-free pedestrian corridors.

Shovel-Ready Project Status

Engineering plans, environmental reviews, and utility coordination for Bundled Project Sets 1 and 2 are fully completed. Construction can commence immediately upon award notification and fund obligation.

2. Project Scope & Infrastructure Bundles

Project Set 1: Corridor Modernization

- Full depth pavement reconstruction across primary downtown arterial segments.
- High-visibility pedestrian crosswalks and curb extensions (bulb-outs).
- Full ADA ramp compliance upgrades at key intersections.
- Traffic signal optimization and pedestrian header safety hardware.

Project Set 2: Multi-Use & Shared Spaces

- Flexible multi-use streetscape design for civic and community event use.
- Expanded pedestrian pathways and permeable pavers.
- Integrated green storm infrastructure and low-impact drainage.
- Pedestrian-scale lighting and barrier-free street furniture.

3. Financial Strategy & Local Match

The proposed funding model leverages a secure 20% local match commitment provided by the Plymouth Downtown Development Authority (DDA), ensuring strong local backing and fiscal compliance.

Funding Source	Category / Role	Allocation (\$)	Share (%)
Surface Transportation Block Grant (STBG)	Federal Grant Request	\$3,400,000	80.0%
Plymouth DDA Local Contribution	Required 20% Local Match	\$850,000	20.0%
Total Project Cost	Combined Project Sets 1 & 2	\$4,250,000	100.0%

4. Implementation Timeline & Milestones

Q1 2027	Grant Award & Obligation: Finalize STBG agreement and obligate federal funding allocations.
Q2 2027	Procurement & Bidding: Issue competitive bid package for construction contractors.
Q3–Q4 2027	Phase 1 Construction: Roadway modernization, underground utility alignment, and curb extensions.
Q1–Q2 2028	Phase 2 Construction: Pedestrian paving, lighting installation, multi-use streetscape finishes.
Q3 2028	Project Closeout: Final inspection, punch list completion, and grant documentation wrap-up.

5. Expected Community Benefits

The #DTPForward project directly aligns with regional transportation goals by reducing pedestrian-vehicle conflict points, enhancing accessibility for individuals of all abilities, and revitalizing the economic vitality of the downtown core through improved multi-modal mobility.

MARGARET A. BILLINGSLEY

(734) 502-7718

marb00115@gmail.com

PROFESSIONAL PROFILE/OBJECTIVE

Business and marketing professional with over twenty years' experience generating business, writing strategic business plans, providing marketing services to organizations, as well as managing programs/projects and budgets. Experienced in delivering presentations. Vital team player in accomplishing objectives. Effective communication at all organizational levels/customer relations. Skilled in both windows and Macintosh computer applications.

Key Objective: To utilize my business skills and experience to enhance an organization's global competitiveness.

EDUCATION

Master's in International Management: Marketing, University of Maryland, Univ. College B.S.

Business Administration: Finance, University of Missouri

WORK EXPERIENCE

Owner, NCM Consulting, LLC

- Formulating business plans for a firm's operational and strategic planning objectives.
- Developing proforma financial statements and budgets for business financial planning and decision making.
- Providing marketing & business development services to organizations, including promotional/public relations materials.
- Managing projects from planning to completion phase.
- Generating proposals to acquire funding for business operations and development projects.

ISI/Thomson Scientific

Marketing Manager- Asia-Pacific Group

Subsidiary of the Thomson Corporation -an E-commerce Company, ISI provides web-based solutions to academic, government & corporate customers worldwide.

- Developed strategic marketing/promotional plans for the Asia-Pacific region on a country-by country basis.
- Responsible for integrated marketing including marketing campaigns, writing collateral & promotional materials, copy writing, and Public Relations (PR) material.
- Coordinated major PR events in Asia as well as overall oversight of all exhibits/trade shows, product launches in the region.
- Implemented marketing/promotional strategy in each market in order to optimize sales opportunities.
- Developed full-year schedules of all promotions/advertising/special projects, used to drive marketing in all markets.
- Managed relations with vendors, contract agents, sales representatives, remote foreign offices, and other internal departments on projects.
- Coordinated market research and business intelligence projects including market gaps analysis and customer/user satisfaction surveys to identify opportunities/threats in the market.
- Developed and managed marketing/promotional budget in excess of \$400,000 for the Asia-Pacific group.

Potomac Electric Power Company (Pepco)**Business Development Coordinator**

Electric utility company providing energy solutions to customers in the Washington, DC metro area.

- Managed business development programs offering innovative energy solutions to customers.
- Program was budgeted in excess of \$500,000 with projects ranging in size from \$1 million and above.
- Provided technical and financial assistance to community based organizations on housing/community development projects.
- Identified and evaluated projects that created strategic investments for the company.
- Directly responsible for managing projects by coordinating with engineers, developers, and development teams.
- Member of strategy team during company reorganization period, evaluated/documented divisional job functions/responsibilities, designed process flow maps, and recommended operational strategies.
- Served as coordinator on company's merger team involved in organizing efforts of team comprised of individuals from both companies to reallocate resources and develop strategies for post-merger operations.
- Conducted 8-10 workshops/presentations annually on the company's products/services & industry issues.

Community Weatherization Fund (Pepco Subsidiary)**Senior Program Manager**

Subsidiary of Pepco, providing energy conservation programs to Washington, DC communities.

- Administered three conservation programs of approximately \$1 million. Programs provided assistance to low-income families.
- Managed projects by coordinating daily activities and assignments of contractors (CBO's), building inspectors, construction crews, and support staff.
- Completed an average of 500 projects annually.
- Submitted competitive proposal to the DC Government and won the bid 3 consecutive years managing the program.
- Instituted and maintained a database system to track all program expenditures and ongoing projects, improving efficiency of workflow & customer relations dramatically, while decreasing change orders.

Newark Economic Development Corporation**Project Development Officer**

Quasi-Govt. development agency, promoting economic development in the greater Newark, New Jersey area.

- Managed and marketed company and consortium funding programs.
- Structured creative financing on projects and leveraged funding from financial institutions, federal/state agencies, and private sources to complete projects.
- Performed financial/project feasibility analysis and evaluated all proposals for funding.
- Wrote proposals/budgets for projects, ranging in size from \$50,000 business expansion loans to \$250 million office building projects.
- Designed first marketing brochure for company's funding program.

Elizabeth Development Company**Loan Officer**

Private development agency, promoting community/economic development in Elizabeth, New Jersey. □

Provided one-on-one business counseling to companies.

- Administered and promoted organization's loan program to businesses and developers.
- Performed credit and financial analysis of potential projects and composed financial proposals.
- Presented proposals to loan committee for funding consideration. □ Coordinated loans from project initiation to closings.

OTHER COMPETENCIES

- PC and Mac system and internet proficiency. Software: Microsoft Office Suite, Microsoft Outlook, SalesForce, SPSS, Visio, QuarkXPress, project management software.
- Initiative driven.
- Execution of projects from initiation to completion.



CITY OF PLYMOUTH, MICHIGAN & PLYMOUTH DOWNTOWN DEVELOPMENT AUTHORITY

DTP *FORWARD* STREETSCAPE UPGRADE GRANT ASSISTANCE

SMITHGROUP

October 5, 2026



FAST FACTS

YEARS IN BUSINESS 173 years

STAFF SIZE 1,600 employees

OFFICE LOCATIONS

Ann Arbor, Atlanta, Boston, Charlotte, Chicago, Cleveland, Dallas, Denver, Detroit, Houston, Los Angeles, Madison, Milwaukee, Philadelphia, Phoenix, Pittsburgh, Portland, Sacramento, San Diego, San Francisco, Washington DC

OWNERSHIP Corporation

KEY SERVICES

Architecture; Acoustics and Vibration; Branded Experience; Building Enclosure Consulting; Campus Planning; Campus Strategy and Analytics; Civil Engineering; Coastal Engineering; Energy and Environmental Modeling; Fire Protection and Life Safety Engineering; Grant Assistance; Health Strategy; Historic Preservation; Information and Communications Technology; Interiors; Lab Planning; Land Surveying; Landscape Architecture; Lighting Design; Medical Planning; MEP Engineering; Mobility; Programming; Structural Engineering; Sustainable Design; Urban Design; Urban Planning; Workplace Strategy

SMITHGROUP

Founded by architect Sheldon Smith in 1853, our “born on” date might suggest that we’re a traditional design and engineering firm, but we left old-fashioned mindsets at the curb decades ago. Today, SmithGroup is an award-winning, multi-national organization that employs research, data, advanced technologies and design thinking to help clients solve their greatest challenges.

GRANT ASSISTANCE EXPERIENCE

Getting projects built often involves securing assistance from grant programs and philanthropic organizations in addition to local investment—just ask the City of Euclid, Ohio where we have helped them secure \$8 Million toward their \$13 Million shoreline restoration project. Our SmithGroup team understands the importance of funding and we use our understanding of the programs and relationships with funders to help clients gain access to grant programs.

GRANT FUNDING

SmithGroup understands how to leverage local resources to attract financial assistance from state, federal and non-profit organization. Over the past 15 years we have been able to help communities secure over \$53 million in grant funding. As the project continues, we will take a hard look at the improvements and strategize on how to creatively package the project in a way that will garner the most funding assistance possible.

SmithGroup has experience in providing design and engineering services associated with projects that acquired funding from various sources, including federal grant programs. Our team has experience not only with grant administration, but has also assisted clients with grant preparation and in identifying funding sources.

Most communities have limitations on funding and would benefit from leveraging additional funding sources to help a vision become a reality. SmithGroup has a strong track record of leveraging and matching diverse funding sources to make projects a reality. We know how to leverage different funding sources and how to position projects for maximum fundability. We know parks and open spaces, especially those with strong environmental, social and mobility values have the potential to attract public and private grants, and we would be happy to work with you to identify additional funding source opportunities and prepare applications. We also understand grant funding comes with various requirements and are experienced in managing those contracts successfully.

RECENT EXAMPLES INCLUDE:

- Great Rivers Greenway, Brickline Greenway, St. Louis, Missouri
- Belle Isle Trail Master Plan and Iron Belle Trailhead, Detroit, Michigan
- Cuyahoga County Lakefront Public Access Plan, Cuyahoga County, Ohio
- Euclid Waterfront Plan, Euclid, Ohio
- Link Detroit, Detroit, Michigan
- Dequindre Cut Greenway, Detroit, Michigan
- Elizabeth Park Northpointe Riverwalk, Trenton, Michigan
- Falling Waters Trail, Jackson, Michigan
- Frankfort-Elberta Beach to Beach Trailway, Frankfort/Elberta, Michigan
- Jackson County Parks Vandercook Lake Kayak Launch, Jackson, Michigan
- Joe Louis Greenway, Detroit, Michigan
- Mill Creek Park, Dexter, Michigan



OLIVER KILEY
PLA



With 20 years of experience as a landscape architect, Oliver practices at the intersection of community planning, green infrastructure, mobility/ street design, and public engagement – all in complex urban environments. He excels at working across scales and in bridging the gap between deep planning-level study and physical implementation, with a special emphasis on urban mobility and greenway projects. Oliver is an advocate for community-driven and data-enriched processes and engagement methods. He leads SmithGroup’s Geographic Information Systems (GIS) expertise, which he uses to support transparent and defensible decision-making. Oliver’s knowledge, interdisciplinary approach, and passion helps clients reposition their communities for a resilient, healthy, and equitable future for all people.

- City of Plymouth Streetscape Design, Plymouth, Michigan
- City of Ann Arbor Safe Streets for All Grant Coordination, Ann Arbor, Michigan
- Ann Arbor Downtown Streetscapes Fifth Avenue & Detroit Street, Ann Arbor, Michigan
- Ann Arbor Downtown Development Authority State & Key Streets Project, Ann Arbor, Michigan
- Ann Arbor Downtown Streetscape South University, Ann Arbor, Michigan
- Ann Arbor Downtown Development Authority Huron Street Improvements, Ann Arbor, Michigan
- Ann Arbor Downtown Development Authority Street Design Manual 2020 Update, Ann Arbor, Michigan
- Joe Louis Greenway, Detroit, Michigan
- Brickline Greenway, St. Louis, Missouri
- City of Grand Rapids, Michigan, Southtown Corridor Improvement District Area Specific Plan, Grand Rapids, Michigan
- Grand Rapids Vital Streets Plan & Design Manual, Grand Rapids, Michigan
- City of Kalamazoo Street Design Manual, Kalamazoo, Michigan
- Pittsburgh Downtown Partnership, Forbes Avenue Pedestrian Improvements, Pittsburgh, Pennsylvania

EDUCATION

Master of Landscape Architecture,
University of Michigan

Bachelor of Science in Natural
Resources, University of Michigan

REGISTRATIONS

Landscape Architect: Michigan, Ohio

PROFESSIONAL AFFILIATIONS

American Society of Landscape
Architecture

American Planning Association

SYDNEY JOSEPH

LEAN SIX SIGMA



As SmithGroup's Grant Development Specialist, Sydney leads the identification and pursuit of grant and philanthropic funding opportunities across both the public and private sectors. Her work supports clients and project teams by advancing strategic initiatives, strengthening funding competitiveness, and positioning the firm for new opportunities. Sydney partners closely with clients to navigate today's rapidly evolving funding landscape, offering services that include: identifying and tracking relevant funding opportunities, aligning project goals with the right grant programs, developing compelling application materials, supporting project teams throughout the grant development process, building and maintaining a firm-wide grants knowledge repository, and serving as SmithGroup's subject-matter expert on grant and philanthropic funding.

- City of Milwaukee, The Landing at Tannery Row, Marsupial Bridge Park Conceptual Design & Engagement, Milwaukee, Wisconsin
- Great Rivers Greenway, Brickline Greenway, St. Louis, Missouri
- Beloit 200, South Beloit Master Plan, South Beloit, Illinois
- ACLU of Southern California, Design Justice in Watts - Reparative Planning In-Action, Los Angeles, California
- Bookworm Botanical Gardens, River Site Master Plan, Sheboygan, Wisconsin
- Michigan Economic Development Corporation (MEDC), Redevelopment Ready Communities (RRC) Community Planning & Technical Assistance, Lansing, Michigan
- Slavic Village Development, Broadway-Slavic Village Neighborhood Master Plan & SVD Strategic Plan, Cleveland, Ohio
- City of Rocky River, Park Master Plan, Rocky River, Ohio
- Muskegon Lakeshore Chamber of Commerce, Master Plan, Muskegon, Michigan
- City of Mentor, Nature Preserve Shoreline Master Plan, Mentor, Ohio
- City of Bay Village, Point Park Improvements & Cahoon Creek, Bay Village, Ohio
- Cuyahoga County, Gold Coast Lakefront, Lakewood, Ohio

EDUCATION

Master of Science in Public Policy Management - Data Analytics, Carnegie Mellon University, Heinz College

Bachelor of Arts in Government and Psychology, Claremont McKenna College

REGISTRATIONS

Lean Six Sigma Green Belt

CAROLYN LUSCH
AICP



Carolyn is an experienced urban planner and engagement specialist who specializes in designing communities that support safe, equitable, and sustainable development and transportation. A creative thinker who is embedded in her communities, Carolyn plays a vital role in the creation of innovative plans that guide equitable community development. She believes in building strong relationships with the communities she serves and delivering plans that reflect their visions and values. Her leadership, expertise, and partnering acumen enable her to deliver an impactful and successful program.

- City of Plymouth Streetscape Design, Plymouth, Michigan
- City of Ann Arbor Safe Streets for All Grant Coordinaton, Ann Arbor, Michigan
- Ann Arbor State & Key Street Improvements, Ann Arbor, Michigan
- Ann Arbor Downtown Development Authority, Downtown Circulation Study, Ann Arbor, Michigan
- City of Detroit, Design Guidelines for Commercial Corridors, Detroit, Michigan
- City of Ann Arbor, Urban & Community Forest Management Plan, Ann Arbor, Michigan
- City of Danville, City-Wide Comprehensive Plan, Danville, Virginia
- City of Ann Arbor, Comprehensive Plan, Ann Arbor, Michigan
- City of Ann Arbor, Vision Zero Implementation Plan, Ann Arbor, Michigan
- City of Ferndale Master Plan, Parks-Rec Plan Update & Climate Action Plan, Ferndale, Michigan
- City of Detroit, Master Plan, Detroit, Michigan
- City of East Las Vegas, Neighborhood Plan, Las Vegas, Nevada
- City of Westland, Zoning Ordinance, Westland, Michigan
- Bedrock East Riverfront Landscape & Streetscapes, Detroit, Michigan
- Detroit People Mover System & Downtown Mobility Plan, Detroit, Michigan

EDUCATION

Master of Urban & Regional Planning,
University of Michigan

Bachelor of Arts,
University of Michigan

REGISTRATIONS

American Institute of Certified Planners

PROFESSIONAL AFFILIATIONS

American Planning Association,
Transportation Division

Association of Pedestrian & Bicycle
Professionals



APPROACH

SmithGroup's comprehensive, end-to-end professional grant services will help the Plymouth Downtown Development Authority (DDA) identify, secure, and strategically deploy funding to advance DTPForward. Our approach integrates proactive funding strategy, rigorous grant research, high-quality application development, and ongoing coordination with project teams and funding agencies. SmithGroup employs a structured project management framework that emphasizes clarity of roles, defined deliverables, transparent tracking, and adaptability to evolving project and funding conditions.

Our management approach is grounded in aligning funding opportunities with project goals, readiness, and capacity. This approach ensures that grant pursuits are realistic, competitive, and strategically sequenced to support both short-term milestones and long-term implementation. Overall timelines will be tailored to the project schedule and target funding cycles.

PROGRAM OVERVIEW				BUDGET		PROJECT PHASES				STATUS		NEXT STEPS	
Project	Priority	Description	Notes	Amount	Source	Planning	Design	Construction	Operation	Complete	Open	Next Steps	Priority
1. Downtown Plaza	High	Redesign and construction of downtown plaza area, including pedestrian crossings and green infrastructure.	See attached documents for project details.	\$1,500,000	DDA Fund	Complete	Complete	Complete	Complete	Complete	Complete	See attached documents for project details.	High
2. Green Street	Medium	Conversion of Green Street to a green street, including stormwater management and green infrastructure.	See attached documents for project details.	\$2,500,000	DDA Fund	Complete	Complete	Complete	Complete	Complete	Complete	See attached documents for project details.	Medium
3. Pedestrian Crossing	Low	Installation of pedestrian crossings and green infrastructure.	See attached documents for project details.	\$500,000	DDA Fund	Complete	Complete	Complete	Complete	Complete	Complete	See attached documents for project details.	Low
4. Green Street	Medium	Conversion of Green Street to a green street, including stormwater management and green infrastructure.	See attached documents for project details.	\$2,500,000	DDA Fund	Complete	Complete	Complete	Complete	Complete	Complete	See attached documents for project details.	Medium
5. Pedestrian Crossing	Low	Installation of pedestrian crossings and green infrastructure.	See attached documents for project details.	\$500,000	DDA Fund	Complete	Complete	Complete	Complete	Complete	Complete	See attached documents for project details.	Low

SAMPLE GRANT OPPORTUNITY SUMMARY

GRANT PURSUIT

GRANT OPPORTUNITY SUMMARY

SmithGroup will begin by identifying viable funding possibilities and developing a targeted summary of grant opportunities for:

- **Transportation:** complete streets, multimodal paths, pedestrian crossings, signal upgrades, road diets, sidewalk widening/ADA accessibility
- **Green Infrastructure:** stormwater management, flood mitigation, hazard mitigation, resiliency
- **Placemaking:** public spaces, public art, historic preservation, parks, trails, urban forestry
- **Economic Development**

The Grant Opportunity Summary will be formatted as a filterable document that will allow the project team to see which project elements and project phases are eligible for each listed grant opportunity. The Summary will include key information fields (grant program description, eligible projects, award range, match requirements, schedule) that will enable the team to prioritize individual grant programs.

GRANT AWARD ANALYSIS

For priority grant programs with publicly available data, SmithGroup will analyze previous award decisions to gain insight into how to structure the grant funding request. The analysis may include the grant request amount, project phase, project description, applicant type, and geographic location of successful applicants.

GRANT PURSUIT PLAN

To stay on top of grant opportunity announcements, each week SmithGroup will run a review of all grant programs identified in the Grant Opportunity Summary. SmithGroup will contact the DDA when a funding agency releases a Notice of Funding Opportunity (NOFO) for one of the identified grant programs, and will begin developing a Grant Pursuit Plan for that particular grant opportunity.

The Grant Pursuit Plan will define roles and responsibilities, includes a timeline for the application development, coordination process, and gathering of data/documentation. The Grant Pursuit Plan supports efficient execution, communication, and quality control through the grant application development process.

GRANT WRITING

Once the Grant Pursuit Plan has been approved by the DDA, SmithGroup will begin developing a Grant Program Requirements Analysis and the Grant Application.

- 1. Grant Program Requirements Review:** SmithGroup will conduct an in-depth review of the Notice of Funding Opportunity (NOFO) to outline the grant program’s goals, eligibility criteria, deadlines, formatting requirements, scoring frameworks, and award obligations.
- 2. Grant Application:** SmithGroup will translate the project concepts into an application narrative that demonstrates how the project will be able to meet the grant program’s requirements and articulates how the project is aligned with the funding agency’s goals, as detailed in the NOFO. Application development will include conducting supporting technical analysis, scope development, budget structuring, task documentation, and regular coordination with applicant. SmithGroup will compile the application package, and the DDA will submit the application to the funding agency.

SmithGroup will repeat this process for each grant that the DDA decides to pursue.

GRANT ADMINISTRATION

If/when the DDA receives a grant award, SmithGroup will provide support with grant award administration, coordination, and reporting requirements. This includes advising on compliance obligations, tracking performance and financial reporting milestones, coordinating required documentation, and supporting the preparation of interim and final reports. SmithGroup will adjust timelines as needed to respond to grant program announcements, agency guidance, or shifts in project readiness, while maintaining consistent communication with the DDA throughout the process.

PROPOSED SERVICES & FEE STRUCTURE

Given the variability in effort required for different grants that might be pursued, we are proposing a three phase approach to authorizing our work, allowing critical grant identification and selection support to occur with a fixed base fee, and then costs for specific grant applications and/or administration services can be subsequently determined.

PHASE 1

This initial phase of work to be authorized reflects the tasks and labor estimates described in the “Proposed Grant Research Fee” chart that follows. This initial phase covers tasks over an estimated 6-month period of time for development of the Grant Opportunity Summary document and Program Funding Analysis, identification of high priority opportunities, on-going monitoring, and creating Grant Pursuit Plans for up to 6 individual grants.

PROPOSED GRANT RESEARCH FEE - ONGOING OPPORTUNITY MONITORING

Assumes an initial opportunity analysis & ongoing service for 6 months

	OLIVER KILEY PIC/PM	SYDNEY JOSEPH Grant Specialist	CAROLYN LUSCH Urban Planner	TEAM TOTAL
	\$245/hr	\$165/hr	\$141/hr	
Project Management & Coordination	12	18	6	36
Grant Opportunity Summary (Excel)	6	16	10	32
Program Funding Analysis	1	4	1	6
High Priority Opportunities (Presentation or Memo)	2	20	0	22
Ongoing Opportunity Monitoring (assumes 2 hours/month for 6 months)	0	12	0	12
Grant Pursuit Plan (assumes 6 individual grant pursuits)	6	12	3	21
TOTAL HOURS	27	82	20	129
TOTAL FEES	\$6,615	\$13,530	\$2,820	\$22,965

PHASE 2

A second phase of work will develop the grant applications themselves. Based on the selected grants and the level of effort required for the individual grants submissions, SmithGroup will provide an estimated labor fee for up to six individual grants for approval prior to any authorization of work. The “Example Grant

Pursuit Budget” chart (blue chart below) provides a baseline estimate for a standard grant application, although this may vary between \$10k and \$25k depending on complexity of the grant and/or how much of the effort is shared between SmithGroup and the DDA or other partners.

EXAMPLE GRANT PURSUIT BUDGET - STANDARD GRANT

Example Grant Pursuit Budget - Standard Grant

Moderately complex applications that require some coordination, structured development, and multiple inputs. This typically includes structured information gathering, narrative drafting/revision, budget coordination, final submission packaging.

Assumes a 10-week Grant Pursuit

This is presented as a standard grant - simpler grants may be closer to \$10K and more complex grants may be closer to \$25K

	OLIVER KILEY PIC/PM	SYDNEY JOSEPH Grant Specialist	CAROLYN LUSCH Urban Planner	TEAM TOTAL
	\$245/hr	\$165/hr	\$141/hr	
Project Management & Coordination	10	20	10	40
Grant Requirements	1	4	1	6
Grant Writing	5	45	10	60
Formatting & Editing	0	6	0	6
File Management & Submission Package Preparation	0	4	0	4
TOTAL HOURS	16	79	21	116
TOTAL FEES	\$3,920.00	\$13,035.00	\$2,961.00	\$19,916
Add On: Additional Technical Work	Variable depending on grant requirements (e.g., BCA, additional analyses)			

PHASE 3

For grants that are successfully awarded, SmithGroup can provide on-going grant administration services, and example of which is provided in the chart below. Similarly to Phase 2, this chart reflects a typical baseline cost, although the level of effort will vary depending on the level of reporting / administration requirements and the balance of efforts shared between SmithGroup and the DDA.

EXAMPLE GRANT ADMINISTRATION BUDGET – STANDARD GRANT				
	OLIVER KILEY PIC/PM	SYDNEY JOSEPH Grant Specialist	CAROLYN LUSCH Urban Planner	TEAM TOTAL
	\$245/hr	\$165/hr	\$141/hr	
Award Setup - Review award terms & conditions; identify compliance obligations - Develop grant administration & reporting tracking plan (milestones, reporting calendar, documentation checklist)	5	15	0	20
Coordination & Meetings - Award kickoff coordination meeting (DDA & funding agency) - Monthly check-ins	10	16	0	26
Advising on compliance obligations (ongoing monitoring & Q&A)	2	10	0	12
Tracking performance & financial reporting milestones	2	16	0	18
Coordinating required documentation (backup, invoices, deliverables)	0	10	0	10
Reports - Interim report preparation (assumes 2 interim reports/ year) - Final report preparation (assumes 1 report at period/ grant closeout)	5	18	0	23
Timeline adjustments & agency coordination (NOFO updates, guidance changes, readiness shifts)	2	6	0	8
TOTAL HOURS	26	91	0	117
TOTAL FEES	\$6,370	\$15,015	\$0	\$21,385

SAMPLE GRANT APPLICATIONS

Please see the following pages for examples of grant submissions SmithGroup has prepared for select projects.

Project Application Form

Congestion Mitigation & Air Quality Improvement Program / Carbon Reduction Program

2026 Call for Projects

For the St. Louis Region

Sponsoring Agency: Grand Metropolitan Park and Recreation District d/b/a Great Rivers Greenway

Project Title: Brickline Greenway: Gateway Arch Connector (Phase 1: Market St - Tucker to 4th)

Federal Amount Requested: \$7,500,000

Applications Due: February 6, 2026 by 4:00 pm



EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

November 2025

CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

PROJECT APPLICATION FORM

Please refer to the CMAQ/CRP Project Development Workbook for more information on the program requirements, available funding, and scoring criteria. The Project Development Workbook and supplemental materials are available on the East-West Gateway Council of Governments (EWG) web page:

<https://www.ewgateway.org/transportation-planning/transportation-improvement-program/competitive-transportation-programs/2026-call-for-projects/>

The call for projects begins on **November 7, 2025** and ends on **February 6, 2026** at 4:00 pm. Applications received after the deadline will not be accepted. Submit the completed application and necessary attachments electronically to EWG at cmaq@ewgateway.org. Save the electronic copy as a PDF file using the following format: 2026CMAQ_[Sponsor]_[Project Name].pdf. The electronic submission must include scanned signatures and attachments. Please submit one application per email. You will receive an email confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application, contact EWG staff. The information provided in this application is public record.

APPLICATION FEE

An application fee is required for each project that is submitted for consideration. The application fee is ½ of one percent of the federal funds being requested. For example, a project sponsor requesting \$800,000 in federal funding would be required to pay a \$4,000 application fee. Counties make annual contributions to EWG and, as such, a credit equal to their annual contribution is applied against their application fee. Counties will be invoiced for any amount above the annual contribution credit.

The TIP Application Fee Payment Information Form must be included with the TIP application fee. This form is available on the EWG web page. Application fees may be submitted by check via mail or through electronic funds transfer (EFT). Mailed application fees must be postmarked by February 6, 2026. For check payments, send the TIP Application Fee Payment Information Form and check to:

TIP Application
East-West Gateway Council of Governments
1 S. Memorial Drive, Suite 1600
St. Louis, MO 63102-2451

For EFT payments, send the TIP Application Fee Payment Information Form via email to tipappfees@ewgateway.org. EFT payments are due by February 13, 2026.

CONTACT INFORMATION

Please submit questions to cmaq@ewgateway.org.

PROJECT CHECKLIST AND SUBMITTAL REQUIREMENTS

The evaluation and scoring of all projects will be based on the answers provided in the application and the attachments submitted.

The materials should be submitted in the following order.

Project Application:

- ☒ **Completed CMAQ application**
- ☒ **Scanned required signatures** – Policy on Reasonable Progress Certification (Missouri only), Financial Certification of Matching Funds, Person of Responsible Charge Certification, Right-of-Way Acquisition Certification Statement, Notification of Title VI & Discrimination Requirements

Attachment A:

- ☒ **Project location map** – depict the location of the project on a base map such as a town road map, GIS map, aerial photo, or another base map suitable to clearly show the project's overall location. Provide on an 8 ½ x 11 page.
- ☒ **Detailed cost estimate** – use Estimate of Project Costs excel file provided by EWG.
- ☒ **Letter of permission from facility owner** – provide if sponsor does not own roadway.
- ☐ **Letter of support from match source** – provide if individual, business, other local public agency, or other third-party is providing matching funds. *Not applicable. Great Rivers Greenway is the match source.*
- ☒ **Coordination letter(s)** – provide if sponsor requires coordination with other agencies to implement the project (e.g., Bi-State Development, Madison County Transit District, or St. Clair County Transit District).

Attachment B:

- ☒ **Photographs** – attach photo(s) (e.g., showing current roadway congestion).
- ☒ **Typical section** – show details of before and after roadway improvements.
- ☒ **CMAQdata spreadsheet** – required for project evaluation.
- ☒ **Traffic engineering analysis** – required for roadway projects.

Attachment C: (optional)

- ☒ **Documentation of an approved or adopted plan, ordinance, and/or policy that supports the project** – do not attach entire plan documents, only include the necessary pages.
- ☒ **Letters of support** – endorsements or petitions from associations, boards, school districts, citizens, businesses, etc. Only attach letters of support that pertain to specific project.
- ☒ **Documentation of public involvement process** – public meeting minutes, newspaper clippings, press announcements, etc.

Attachment D:

- ☒ **ITS architecture consistency** – submit ITS Architecture Project Consistency Statement Form provided by EWG if project includes ITS elements or modifies existing ITS.

SPONSOR INFORMATION								
Sponsoring agency:		Metropolitan Park and Recreation District d/b/a Great Rivers Greenway						
Secondary sponsor agency (if applicable):								
Chief Elected Official/Chief Executive Director:								
Name:		Mark Perkins			Title:		Chief Executive Officer	
Street address:		3745 Foundry Way, Suite 253						
City:		St. Louis		State:		Missouri		
County:		City of St. Louis		ZIP code:		63110		
Project contact:								
Name:		Mark Vogl			Title:		Project Manager	
Agency:		Great Rivers Greenway						
Street address:		3745 Foundry Way, Suite 253						
City:		St. Louis		State:		Missouri		
County:		City of St. Louis		ZIP code:		63110		
Phone Number:		314-932-4912			E-mail address:		mvogl@grgstl.org	
Application contact:								
Name:		Mark Vogl			Phone Number:		314-932-4912	
E-mail address:		mvogl@grgstl.org						
PROJECT INFORMATION								
Project title:								
Project status:				Is this application request for a piece of a larger project (phase) or the entire length of project?				
☒ New project				☒ Phase				
☐ Continuation of STP-S/CMAQ/TAP project				☐ Full project				
☐ Add to existing non-federally funded project								
If project is a continuation of another project that was previously programmed in the TIP, provide TIP ID # of existing project and explain this relationship: n/a								
If this project is a phase of a full project, how many phases are left to complete the project? Briefly explain each phase (i.e., project limits and general improvements): Overall project limits are Market Street from 20th Street to 4th Street with two planned phases: Phase 1 (as enclosed) - eastern half from Tucker to 4th (Gateway Arch National Park) Phase 2 - western half from 20th (Energizer Park) to Tucker								
Has your agency previously competed for funds for this specific project? ☐ Yes ☒ No								
If yes, when?								
Does this project touch MoDOT or IDOT right-of-way or involve a MoDOT or IDOT roadway? ☐ Yes ☒ No								
Does the sponsoring agency own and maintain this facility? ☐ Yes ☒ No <i>If no, a letter of support for this project is required from the facility owner.</i>								
If no, who owns the facility?		City of Saint Louis						

ROADWAY INFORMATION				
Name of street or facility to be improved:		Market Street		
Project length (miles):		0.58		
Project limits – north/west reference point, cross street, or intersection:		Tucker Boulevard & Market Street		
Project limits – south/east reference point, cross street, or intersection:		Market Street & 4th Street		
Federal functional classification of road (per EWG) ¹ :		Principal Arterial		
Two-way left-turn lanes?		☐ Adding ☐ Removing ☐ N/A		
Signal interconnect?		☐ Adding ☐ Removing ☐ N/A		
ITS component ² ?		☒ Adding ☐ Modifying ☐ N/A		
Roundabout or intersection modification?		☐ New roundabout/traffic circle ☒ Intersection modification		
	CURRENT:		PROPOSED (Year of Construction):	
Traffic volumes (AADT):	11,330	Year: 2024	11,330	Year: 2025
Identify source of AADT ³ :	MoDOT Traffic Volume Map			
Posted speed limit (mph):	35 (Unposted)		35	
Number of through lanes (both directions):	Varies, Typically 2 each direction		1 east and 1 west	
Number of turn lanes:	1-2 left turn lanes		left and right turn lanes as needed (1-2)	
Typical lane width (feet):	10-12		10' drive lanes, 11' turn lanes	
Outside lane width (feet):	12		n/a	
Shoulder width (feet):	n/a		n/a	
On-street parking allowed?	☒ Yes ☐ No		☒ Yes ☐ No	
Curb and gutter?	☒ Yes ☐ No		☒ Yes ☐ No	
Sidewalk or shared-use path / roadway separation width (feet):	Varies		Varies, Typical 12.5-13'	
Sidewalk width (feet):	Varies 5-20'		Varies (typically wider than current)	
On-road bicycle facility width (feet):	n/a		n/a	
Shared-use path width (feet):	n/a		14'	

¹ EWG Functional Classification maps: <http://www.ewgateway.org/transportation-planning/roadway-functional-classification/>.

² If project includes ITS elements/modifications, an ITS Architecture Project Consistency Statement Form is required.

³ If source is state DOT, use data from most recent available year. If source is a count conducted by the local agency, must be within five years.

LAND ACQUISITION INFORMATION

Status of right-of-way acquisition (all properties, permanent and/or temporary easements, Temporary Slope Construction License (TSCL), and other rights-of-way):

- ☐ All acquired or none needed
☐ In process
☒ Not started

If applicable, list the number of parcels to be acquired (all properties, permanent and/or temporary easements, TSCL, and other rights-of-way):

No permanent right-of-way acquisition anticipated at this time. Project area is entirely within City ROW and publicly owned parcels. There may be up to 5 minor temporary construction easements to blend expanded and upgraded sidewalk facilities with existing where structures/buildings are set back from ROW line and/or to achieve positive drainage and meet ADA requirements.

If any residential or commercial displacements are anticipated, give details on how many and if they are residential and/or commercial:

n/a

Right-of-way acquisition by: Consultant

Right-of-way condemnation by: n/a

Will the project traverse any public property, such as a public park that has used federal funds (e.g., Land and Water Conservation Funds) in the past?

☐ Yes ☒ No ☐ Unknown

UTILITY COORDINATION

Note: *Project sponsor must coordinate with utilities prior to construction.*

Will the project require the relocation of any utilities?

☒ Yes ☐ No

If yes, check the appropriate box to select the type of utility. Then give the names of the utility companies.

☒ Electric	Ameren
☒ Phone	AT&T
☒ Gas	Spire
☒ Water	City of St. Louis Water Department
☒ Cable TV	Spectrum
☒ Storm sewer	Metropolitan St. Louis Sewer District
☒ Sanitary sewer	Metropolitan St. Louis Sewer District
☒ Other	City of St. Louis Streets Department Traffic & Lighting Division
☐	

Give details concerning potential utility conflicts, problems, or issues:

Utilities could be impacted since this project involves street, sidewalk, and pedestrian ramp improvements. Existing utilities within Market Street and some side streets may require modification. Storm sewers in some areas will need to be relocated to accommodate sidewalk and intersection reconfiguration. Coordination with utilities will occur throughout the planning, design, and construction phases of the project. Utility impacts are expected to be minimal and efforts will be undertaken to limit impacts to existing utilities in order to minimize project costs.

Utility coordination completed by: Consultant

Designed by: Consultant

Inspected by: Consultant

RAILROAD COORDINATION	
Does the project traverse any property owned by a railroad? ☐ Yes ☒ No	
Is there a railroad within 500' of project limits? ☒ Yes ☐ No	
Name of railroad:	Metrolink. Below grade.
Number of crossings impacted:	0
Are the crossings active?	☐ Yes ☐ No
Width of crossing:	
What is the crossing type? ☐ Timber ☐ Rubberized ☐ Asphalt ☐ Concrete ☐ Other	
Describe other: MetroLink tunnel follows 8th Street under Market Street. There are no planned designed impacts to MetroLink.	
PROJECT MAINTENANCE	
List any regular maintenance tasks anticipated over the next 25 years: As per the signed maintenance agreement between the City of St Louis and GRG, City will provide routine roadway infrastructure, traffic signal, landscaping, and lighting maintenance. GRG will provide routine trail maintenance including trail adjacent landscaping and irrigation, trail amenities (site furnishings, bike racks, specialty lighting), and regular trash/recycling pickup.	
Estimated annual cost to maintain facility and funding source: City of St Louis will provide approximately \$15,000 annually with funding from City of St. Louis General Revenue. Great Rivers Greenway is privately fundraising to provide for ongoing operations and maintenance of the entire Brickline Greenway.	
AMERICANS WITH DISABILITIES ACT	
Under the 1990 Americans with Disabilities Act (ADA), Title II requires public entities with more than 50 employees to complete a self-evaluation and create an effective ADA transition plan ⁴ .	
Does your local public agency have more than 50 employees? ☒ Yes ☐ No	
If yes, does your agency have an adopted ADA transition plan? ☐ Yes ☒ No	
If your agency has an ADA transition plan, when was it adopted?	
If ADA transition plan is not adopted, when is it expected to be adopted?	2026-2027

⁴ FHWA Questions and Answers about ADA/Section 504: <https://highways.dot.gov/civil-rights/programs/ada/questions-and-answers-about-adasection-504>.

PROJECT DESCRIPTION

Define the **scope** and **specific elements** of the project. Describe current conditions / problems / issues that the project will address. Be as specific as possible. *(If adding additional pages, please provide a brief summary below).*

Brickline Greenway is a transformative project expanding bicycle-pedestrian infrastructure in the City of St. Louis, connecting Forest Park, Fairground Park, Tower Grove Park and Gateway Park National Park. The proposed "Gateway Arch Connector" project is the segment of Brickline Greenway following Market Street between 4th and 20th in Downtown St. Louis.

While traffic congestion on Market Street is minimal on non-event days, lengthy red-light cycles, timed to allow pedestrians to cross Market and Tucker Blvd at distances between 70 to 110 feet, curb-to-curb, cause unnecessary vehicle idling and emissions throughout the day. Lengthy delays appear to cause illegal and dangerous driving behaviors, particularly running red lights, U-turns and maneuvers around stopped vehicles.

Market is the most prominent civic corridor in the St. Louis region. Host to hundreds of events throughout the year, Market features parades, festivals and organized races such as the St. Louis Marathon. Market is also a major thoroughfare serving museums, parks, government offices and courthouses, as well as major sports and entertainment venues including Enterprise Center (NHL), Busch Stadium (MLB), Energizer Park (MLS), Stifel Theater (concerts, stage theater) and Union Station (conventions, entertainment). These events result in frequent backups on Market, notably for westbound traffic queuing left turns to access I-64 and I-44 south of downtown. Lengthy red-light cycles and existing traffic signal technology, combined with heavy post-event pedestrian volumes, do not allow adequate time for cars to efficiently exit Market Street.

This CMAQ application proposes to improve traffic flow, reduce idling and emissions, and improve vehicular, pedestrian and cyclist safety by reducing roadway width, providing a consistent center turn lane and incorporating Intelligent Transportation System (ITS) infrastructure on Market from 4th Street to Tucker. (A future phase will make improvements from Tucker to 20th.) Intersection improvements will incorporate curb bump-outs to further lower pedestrian crossing times, discourage illegal vehicular movements, and expand intersection visibility.

OPTION – ADD TRANSIT INFO: Through coordination with regional bus transportation operators, improvements include updating and adjusting bus stop locations and accompanying shelters as needed to improve access and pedestrian circulation along the corridor, improving visibility, street boarding proximity and accommodate best practice for more convenient transit access Downtown.

CMAQ improvements will also generate space to build Brickline Greenway on the north side of Market. To-date \$17 million in private funds has been committed for the project's local match,

COMMUNITY SUPPORT

Describe the public involvement activities to date on the proposed project:

Since launching the Brickline Greenway planning process in 2017, Great Rivers Greenway has prioritized community engagement through hundreds of meetings with residents, stakeholders, community leaders and elected officials. The Gateway Arch Connector project of Brickline Greenway has held two public open house sessions and will do more as the design of the project progress. The project team has also held a Community Advisory Committee (CAC) consisting of residents, business owners and employees in and around the project area. The CAC meets frequently, usually on a bi-monthly basis. There are many stakeholders along the corridor with diverse interests, operations and insights. The project has engaged with over 30 stakeholders and continue that process. Collectively, the community engagement process has focused on drawing as many potential users, supporters and neighbors of the Greenway to engagement sessions to learn of their thoughts on the project. Great Rivers Greenway and the design team have taken insights provided by the community and incorporated or modified the ongoing designs to accommodate their input and will continue to do so throughout the project.

Congestion Management Process

Identify which CMP⁵ goals/objectives are being addressed and how they will be achieved:

The Brickline Greenway Gateway Arch Connector project addresses all three regional congestion management goals. Through reallocating street space to accommodate a multi-modal trail and upgrading intersections, this complete street project encourages a reduction in vehicle dependency and promotes multimodal access.

Goal 1 Reduce Congestion on the Regional Transportation System

Providing an alternative to driving, the greenway will allow people to safely shift to walking or biking to access prime downtown locations, especially during peak hours that support the many events and destinations along Market St. This vehicle reduction combined with the integration of ITS upgraded signals and improved intersections will further improve traffic flow and reduce travel times. Additionally, shortened signal timings due to the shorter pedestrian crossing distances will allow traffic to move more steadily through the corridor, reducing idling and traffic backups. These enhancements help mitigate system bottlenecks (Objective 2) and maintain optimal travel times on arterial corridors (Objective 3). The Brickline Greenway incorporates best practices for slowing speeds and increasing safety for both pedestrians and vehicles, further contributing to congestion reduction.

Goal 2: Improve Transportation System Reliability

This project includes an improved roadway design based upon a robust traffic study that evaluated both standard and peak hours which also included prime event day with three large simultaneous events to provide improved reliability. Turn lane improvements, signal prioritization, and a center turn lane all provide for reducing incident response and clearance times (Objective 1). This project also maintains and improves transit system bus and MetroLink on-time performance (Objective 2), and reduces congestion near transit hubs with the Civic Center Metro Bus Transit Center and MetroLink Station within a ¼ mile.

Goal 3: Increase Multimodal Transportation Access and Use on the Regional Transportation System

Integration of a multi-modal trail along Market Street connects key transit hubs, Civic Center Metro Bus Transit Center and MetroLink Station, to major destinations such as the Gateway Arch National Park and the heart of downtown St. Louis. The Brickline Greenway directly supports Increasing transit system passenger trips (Objective 1) through increasing multimodal access and encouraging transit use through accessibility. This segment of the Brickline Greenway will add 0.54 miles of multimodal trails, enhancing regional connectivity and promoting non-motorized transportation options (Objective 2).

⁵ CMP: <https://www.ewgateway.org/transportation-planning/congestion-management-process/>.

PROJECT DEVELOPMENT SCHEDULE					
Note: many stages can occur concurrently.					
Activity Description	Start Date (MM/YYYY)	Finish Date (MM/YYYY)	Time Frame (Months)		
Receive award notification letter from EWG	10/2026	10/2026	1		
Execute agreement (project sponsor and DOT)	11/2026	1/2027	3		
Engineering services contract submitted and approved*					
Environmental review process- NEPA classification and clearance	03/2026	04/2027	13		
Public meeting/hearing	7/2026	7/2026	1		
Develop and submit preliminary plans	6/2025	1/2027	20		
Preliminary plans approved	1/2027	3/2027	3		
Develop and submit right-of-way plans	3/2026	3/2027	12		
Review and approval of right-of-way plans	4/2027	6/2027	3		
Submit and receive approval for notice to proceed for right-of-way acquisition (A-Date)*	6/2027	7/2027	1		
Right-of-way acquisition	7/2027	3/2028	7		
Utility coordination	3/2026	10/2029	44		
Develop and submit PS&E	4/2027	1/2028	10		
District approval of PS&E*	2/2028	5/2028	4		
Advertise for bids/bid letting/bid concurrence	6/2028	9/2028	4		
Start implementation or construction/open to traffic	10/2028	10/2029	12		
* Finish date must match fiscal year for each milestone shown in bold text.					
FINANCIAL PLAN					
Note: federal participation for a phase of work must not exceed 80% for most projects. Carpool/vanpool acquisition and marketing projects may be reimbursed up to 100%. Sponsor share of at least 50% is required for public-private partnerships.					
Phase of Work ⁶	Starting Federal Fiscal Year ⁷	Total Phase Cost	Federal Funds Requested	Sponsor Share	Sponsor Share Percentage
PE / Planning / Environmental Studies	FY 2026	\$ 1,170,000	\$ 0	\$ 1,170,000	100.00%
Right-of-Way (ROW)	FY 2027	\$ 1,124,000	\$ 0	\$ 1,124,000	100.00%
Construction Engineering	FY 2029	\$ 558,000	\$ 0	\$ 558,000	100.00%
Construction / Implementation	FY 2029	\$ 18,754,000	\$ 7,500,000	\$ 11,254,000	60.01%
TOTAL PROJECT COST		\$ 21,606,000	\$ 7,500,000	\$ 14,106,000	65.29%
Identify the source(s) of local matching funds (e.g., state DOT, city, county, county road board, county motor fuel tax, private entity), and the amount for each source:		Great Rivers Greenway and private contributions through Great Rivers Greenway Foundation.			

⁶ View CMAQ Project Development Workbook (pages 6-7) for information on funding availability by fiscal year and phase of work.

⁷ Fiscal years are federal fiscal years (October 1 through September 30).

PROJECT TYPE

Check the box below that describes the primary benefit of the proposed improvement. More information can be found in **Appendix A** of the CMAQ Project Development Workbook.

Transit:

- ☐ System startup
- ☐ Transfer center
- ☐ Vehicle replacement
- ☐ New vehicle
- ☐ Park-and-ride facilities
- ☒ Other (specify): **Bus Stop Optimization**

Diesel retrofits:

- ☐ Diesel engine replacement
- ☐ Installation of after treatment hardware
- ☐ Other (specify):

Traffic flow improvements:

- ☒ Traffic signal interconnect
- ☒ Traffic signal replacement
- ☒ New traffic signal(s)
- ☒ Signal controller upgrades
- ☒ Intersection improvements
- ☐ Roundabout
- ☐ Other (specify):

Rideshare:

- ☐ Rideshare marketing
- ☐ Vanpool/carpool program
- ☐ Vanpool vehicle acquisition
- ☐ Park-and-ride facilities
- ☐ Reverse commute program
- ☐ Other (specify):

Bicycle and pedestrian:

- ☒ Bicycle parking improvements
- ☐ Bicycle lanes
- ☒ Shared use path
- ☒ Sidewalk
- ☐ Other (specify):

Inspection maintenance program (I-M)/other:

- ☐ Alternative fuel project
- ☐ Enhanced I-M program
- ☐ Mechanic training program
- ☐ Transit information/marketing
- ☐ Educational program
- ☐ Other (specify):

EMISSIONS DATA

Attach all applicable data identified in the CMAQdata spreadsheet (found on the EWG web page) for the type of project selected above. Provide all information from the area of primary benefit. A traffic engineering analysis is required for roadway projects. Traffic volumes must be based on present conditions/land use. If a large development is scheduled to open prior to the year of construction, the sponsor must provide its methodology to EWG staff for approval. Please contact EWG staff if any of the information requested is unclear or unavailable or if there are any questions concerning applicability. Failure to include the required data will result in rejection of the project application. Additional project data may be submitted and is encouraged. EWG staff will calculate the emissions reductions. Contact EWG staff by **January 6, 2026** if the CMAQdata spreadsheet does not include the proposed project type or to seek approval to use proposed traffic volumes (for after) based on the anticipated development.

POLICY ON REASONABLE PROGRESS CERTIFICATION – MISSOURI SPONSORS ONLY

Following on the next page is a copy of the policy on reasonable progress adopted by the East-West Gateway Council of Governments Board of Directors.

The undersigned representative of the Project Sponsor hereby certifies that s/he has read this policy and understands its requirements. The representative acknowledges that failure to meet all of the reasonable progress requirements could result in federal funds being revoked and returned to the regional funding pool, as dictated by the policy.

Chief Elected Official (or Chief Executive Officer):

Name (print): Mark Perkins

Signature: 

Date: 2/3/2026

POLICY ON REASONABLE PROGRESS – MISSOURI SPONSORS ONLY

Reasonable Progress

For projects or programs included in the Transportation Improvement Program (TIP), “reasonable progress” will have been made if the project has advanced to the point of obligating all federal funds programmed for that project in the current fiscal year, regardless of the phase of work (*i.e., preliminary engineering, right-of-way acquisition, or plans, specifications, and estimates*). If a project fails to obligate the programmed federal funds by September 30 of the current year, the funding will be forfeited and returned to the regional funding pot. Actual progress toward implementation is measured against the schedule submitted by the Project Sponsor in the project application.

Policy Procedures and Enforcement

Projects that do not obligate all federal funds by the Board-approved suspense date will be removed from the TIP and the federal funds associated with those projects will be returned to the regional funding pool for redistribution. The removal of projects from the TIP will require no further Board action and the sponsor will have to repay any federal funds already spent if the funding is forfeited.

If a project is realizing delays that will put the federal funding at risk of forfeiture (*i.e., not meet a September 30 deadline*), the Project Sponsor will have the opportunity to ask for consideration of a “one-time extension” in their project schedule. The one-time extension can only be requested for the implementation/construction phase of the project. The extension request will only be considered once a year and has to be made before June 1 of the current fiscal year of the TIP.

To be considered for this extension the Project Sponsor has to demonstrate on all counts: a) the delay is beyond their control and the sponsor has done due diligence in progressing the project; b) federal funds have already been obligated on the project or in cases that no federal funds are used for PE and/or ROW acquisition, there has been significant progress toward final plan preparation; and c) there is a realistic strategy in place to obligate all funds.

One-time extensions of up to three (3) months may be granted by EWG staff and one-time extensions greater than three (3) months, but not more than nine (9) months, will go to the Board of Directors for their consideration and approval. Projects requesting schedule advancements will be handled on a case-by-case basis, subject to available funding, and are subject to the Board-adopted rules for TIP modifications.

Project Monitoring

An extensive monitoring program has been developed to help track programmed projects and ensure that funding commitments and plans are met. Monthly tracking reports are developed and posted on the EWG website, utilizing project information provided by the Project Sponsor and MoDOT district offices. Additionally, project sponsors are contacted at least every month by EWG staff for project status updates.

FINANCIAL CERTIFICATION OF MATCHING FUNDS

This is to ensure sufficient funds are available to pay the non-federal share of project expenditures for the following project to be funded under the provisions of the Infrastructure Investment and Jobs Act (IIJA).

Project Title: Brickline Greenway: Gateway Arch Connector

Local Match Amount: \$7,500,000

Sponsoring Agency: Great Rivers Greenway

Chief Elected Official (or Chief Executive Officer):

Name (print): Mark Perkins

Signature: 

Date: 2/3/2026

Chief Financial Officer:

Name (print): Michael Carson

Signature: 

Date: 2/3/2026

PERSON OF RESPONSIBLE CHARGE CERTIFICATION

The key regulatory provision, 23 CFR 635.105 – Supervising Agency, provides that the State Transportation Agency (STA) is responsible for construction of federal-aid projects, whether it or a local public agency (LPA) performs the work. The regulation provides that the STA and LPA must provide its full-time employee to be in “responsible charge” of the project.

The undersigned employee(s) of the Project Sponsor will act as person of responsible charge. If at any point the employee leaves the LPA, the LPA is responsible for finding a suitable replacement and notifying EWG. If the person of responsible charge is found to not be a full-time employee of the LPA, it will result in the loss of federal funds for this project. One employee can act as person of responsible charge for all three phases. All three phases must be signed.

Person of Responsible Charge – Design Phase

Name (print): Lonny Boring

Title: Senior Project Manager Email: lboring@grgstl.org

Signature: 

Date: 2/3/2026

Person of Responsible Charge – Right-of-Way Acquisition Phase

Name (print): Lonny Boring

Title: Senior Project Manager Email: lboring@grgstl.org

Signature: 

Date: 2/3/2026

Person of Responsible Charge – Construction/Implementation Phase

Name (print): Lonny Boring

Title: Senior Project Manager Email: lboring@grgstl.org

Signature: 

Date: 2/3/2026

RIGHT-OF-WAY ACQUISITION CERTIFICATION STATEMENT

The State Department of Transportation and the Federal Highway Administration (FHWA) have the right and responsibility to review and monitor the acquisition procedures of any federally funded transportation project for adherence to The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Those projects found in non-compliance may jeopardize all or part of their federal funding.

A. The Project Sponsor hereby certifies that any right-of-way, and/or permanent or temporary easements necessary for this project, obtained prior to this application, were acquired in accordance with The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

B. The Project Sponsor also certifies that any additional right-of-way, and/or permanent or temporary easements, subsequently required to complete the project, will be acquired according to The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Lonny Boring

Name (print)

Senior Project Manager

Title

Lonny Boring

Signature

2/3/2026

Date

NOTIFICATION OF TITLE VI & NONDISCRIMINATION REQUIREMENTS

Title VI

A recipient of any federal funds from the U.S. Department of Transportation (“DOT”) must comply with federal statutes, regulations, executive orders, and other pertinent directives that govern nondiscrimination in federally assisted programs. Below is a list of the statutes and regulations that may apply to a recipient’s program; however, other federal requirements regarding nondiscrimination may be imposed by DOT.

- A. Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. §§ 2000d *et seq.*
- B. All requirements imposed by or pursuant to the Code of Federal Regulations, Title 49: Transportation, Subtitle A: Office of the Secretary of Transportation, Part 21: *Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964.*

As part of federal requirements, a recipient of funds from DOT must ensure that it has written policies and procedures in place to ensure nondiscrimination in its programs, up to and including, developing a Title VI Plan.

Nondiscrimination

A recipient of any federal funds from the U.S. Department of Transportation (“DOT”) must comply with federal statutes, regulations, executive orders, and other pertinent directives that govern nondiscrimination in federally assisted programs. Below is a list of the statutes and regulations that may apply to a recipient’s program; however, other federal requirements regarding nondiscrimination may be imposed by DOT.

- A. Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000d, and implementing regulations at 49 CFR Part 21 – *Nondiscrimination in Federally Assisted Programs of the Department of Transportation — Effectuation of Title VI of the Civil Rights Act.*
- B. The equal employment opportunity provisions of 49 U.S.C. § 5332 and Title VII of the Civil Rights Act of 1964, 42 U.S.C. §§ 2000e *et seq.*, and implementing regulations, including:
 - 1. 41 CFR Part 60 – *Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor.*
- C. Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. §§ 1681 *et seq.*, and implementing regulations at 49 CFR Part 25 – *Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance.*
- D. Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, and the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. §§ 12101 *et seq.*, and implementing regulations, including:
 - 1. 49 CFR Part 27—*Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance.*
 - 2. 49 CFR Part 37—*Transportation Services for Individuals with Disabilities (ADA).*
 - 3. 36 CFR Part 1192 and 49 CFR Part 38—*Americans with Disabilities (ADA) Accessibility Specifications for Transportation Vehicles.*
 - 4. 28 CFR Part 35—*Nondiscrimination on the Basis of Disability in State and Local Government Services.*
 - 5. 28 CFR Part 36—*Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities.*
 - 6. 41 CFR Subpart 101 – 119—*Accommodations for the Physically Handicapped.*
 - 7. 29 CFR Part 1630—*Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act.*
 - 8. 47 CFR Part 64, Subpart F—*Telecommunications Relay Services and Related Customer Premises Equipment for the Hearing and Speech Disabled.*
 - 9. 36 CFR Part 1194—*Electronic and Information Technology Accessibility Standards.*

10. 49 CFR Part 609—*Transportation for Elderly and Handicapped Persons*.
 11. Federal civil rights and nondiscrimination directives implementing those federal laws and regulations, unless the federal government determines otherwise in writing.
- E. The Age Discrimination Act of 1975, as amended, 42 U.S.C. §§ 6101 *et seq.*
 - F. The Age Discrimination in Employment Act, 29 U.S.C. §§ 621 through 634, and implement regulations of the U.S. Equal Employment Opportunity Commission at 29 CFR Part 1625—*Age Discrimination in Employment Act*.
 - G. The Drug Abuse Office and Treatment Act of 1972, as amended, 21 U.S.C. §§ 1101 *et seq.*, the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, as amended, 42 U.S.C. §§ 4541 *et seq.*, and the Public Health Service Act of 1912, as amended, 42 U.S.C. §§ 290dd through 290dd-2.

By submitting its application as part of the TIP process and signing below, the Project Sponsor certifies that it has reviewed the federal requirements regarding nondiscrimination in federally assisted programs and believes that the Project Sponsor complies with the required policies and procedures.

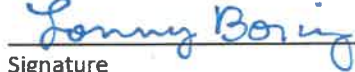
Also, the Project Sponsor acknowledges its understanding that if the Project Sponsor does not have the required policies and procedures in place prior to federal funds being obligated, then the Project Sponsor's project may become ineligible for federal funding.

Lonny Boring

Name (print)

Senior Project Manager

Title



Signature

2/3/2026

Date



**RECONNECTING
COMMUNITIES GRANT B
STREET PASSAGE PLAN**



OVERVIEW

The B Street Passage Plan (BSP) introduces a new model of trail and mobility planning that leverages existing infrastructure and local partnerships through community-driven planning. **The BSP aims to improve quality of life by identifying opportunities for economic growth, workforce development, advancing affordable housing, and providing transportation alternatives along the passage and in surrounding neighborhoods.** This grant would be used to fund preparative work for equitable development so that local residents and businesses aren't priced out when the new shared use trail is developed. The plan is one element of the reconnection that will come with the trail.

The B Street Industrial Passage (Passage) is an active freight and manufacturing area that once served as the backbone of City's industrial might. This Passage and its surrounding neighborhoods were a significant economic force, providing thousands of quality jobs for lower-middle-class Black households. Iconic businesses flourished around this industrial hub, helping the 31 surrounding neighborhoods, including historic areas like W Park, S Park, M Valley, G Homes, M Drive, and M Park, to thrive.

However, when industry and related opportunities left, the Passage transformed from a connector of neighborhoods into a dividing force, symbolizing literal division and disinvestment. Instead of being prioritized for investment, the Passage neighborhoods were increasingly neglected in all types of development opportunities. They also suffered the consequences of their proximity to the railroad, quickly deteriorating as a result.

Today, Passage neighborhoods have witnessed

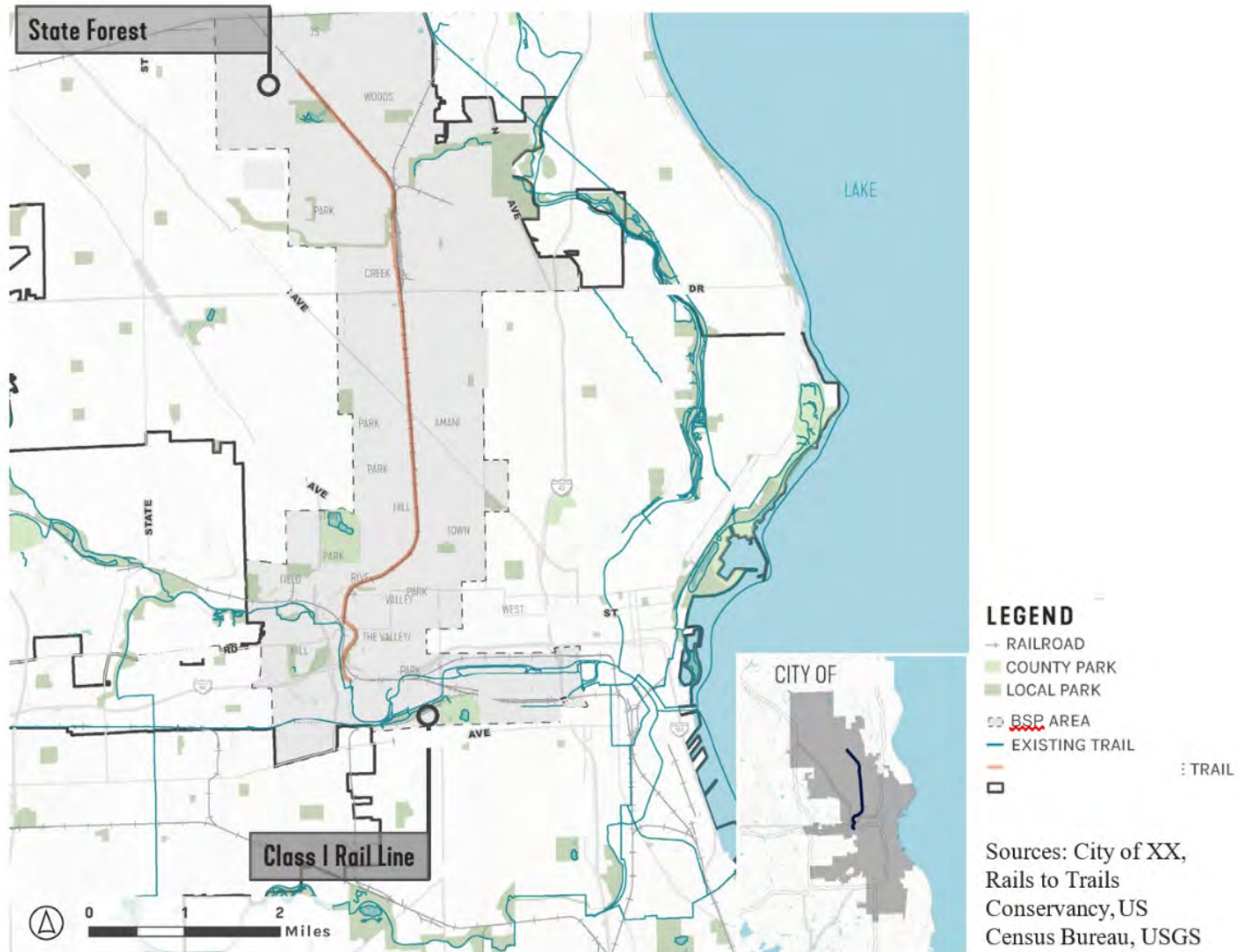
the detrimental impacts of infrastructure investments going elsewhere. The streets within the Passage are some of City's most unsafe street crossings, with the fewest pedestrian routes to jobs, and lowest number of safe protected routes in the city (see Criteria #2). This, combined with increasing numbers of vacant lots, leaves the area very unstable for the residents. **An ongoing history of inequitable land use and transportation practices mean that the Passage neighborhoods remain without strategic and meaningful investment to redress the harms.**

The B Street Passage Shared Use Trail (Proposed Trail) will be designed to transform the Passage from a dividing infrastructure into a connected one. This Proposed Trail will complement existing infrastructure, allowing for the continued use of the rail line while providing an essential shared-use trail along the seven-mile stretch of the rail route. It will connect Passage neighborhoods to jobs, schools, and parks, catalyzing investments in the neighborhoods and throughout the city. In addition, it will connect to three existing trails, the AA State Trail, the OL Trail and the B Trail creating a 17.5 mile continuous connected loop trail around the City. Passage residents will for the first time be able to safely ride or walk to Lake and beyond on a dedicated trail system. The Proposed Trail project is starting with this plan so that the future trail will lead to minimal displacement and shared opportunities.

Building on existing organizational partnerships and community development within the Passage, the BSP aims to unite the voices of the surrounding communities, local partners, and stakeholders around a shared equitable development strategy in

anticipation of the shared use trail through a robust outreach and engagement process centered around the principles of diversity, inclusion, equity, and social justice. Through intentional and representative engagement and collaboration the BSP aims to advance housing affordability and develop a market and financing approach for equitable economic growth that will help Passage neighborhoods thrive.

Location and Map



The planning area includes the census tracts within ½ mile of the railroad segment (and proposed trail). This active freight railroad segment has seven elevated bridges, and a 16-line railyard, in addition to below-street grade rail crossings that separate the neighborhoods.

At the northern end, the Proposed Trail/Railroad connects to the XX State Forest, XX only urban state forest, which offers 237 acres of publicly accessible land, restored indigenous habitats, and environmental education programming. At the southern end the Passage merges with a Class I east-west rail line owned and operated by Canadian Pacific in the XX Valley area of XX. This area is also expected to see investment with an expected Interstate X (I-X) redevelopment and realignment. The economic impact of the

Proposed Trail and realignment of I-X are the impetus for creating an BSP for the Passage.

Response to Merit Criteria

Criteria #1: Equity and Justice 40

Facility Harms & Disparities

The rail line has contributed to disparities in the Passage neighborhoods. Today, XX remains in the top five most segregated American cities.¹ The Passage neighborhoods have range of vulnerable and marginalized communities. The Passage has over 108,000 people, nearly 70% are Black, and 42% are under 18 or over 65. In 2022, the median income within these neighborhoods was \$34,475, below the median for the City of XX (at \$49,733).² The Passage remains a center of jobs for the city, but people who live in the neighborhoods don't currently occupy those jobs. While this was once a major source of jobs for Passage neighborhood residents, only 10% of workers who live in these neighborhoods also work in these neighborhoods.³

For those who live within this passage, exposure to environmental hazards due to the proximity to the rail line and lack of tree canopy and vegetation to absorb these air-transmitted pollutants, results in increased rates of chronic health concerns. According to the Council on Environmental Quality, most of the census tracts surrounding the Proposed Trail are considered disadvantaged. In XX, all of the categories of disadvantage apply, including climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

In these census tracts:

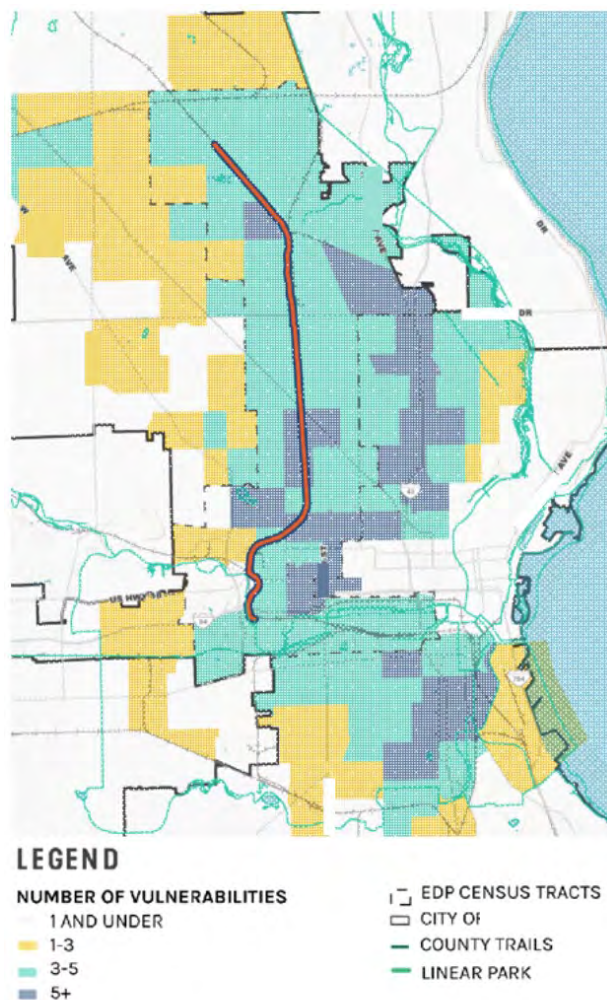
- 45 of the 146 disadvantaged census tracts in XX, are within ½ mile of the proposed area.
- 45 of the 46 Passage census tracts have

at least one category of disadvantage.

- 27 of the tracts are disadvantaged in five or more categories.

Distribution of Project Benefits

In an effort to mitigate the negative effects of the industrial passage, the City of XX in its Near North Side Area Plan, has the goal of a “Green Crescent”.⁴ This is a network of projects and public amenities which aim to



Above: Nearly every tract within the project area has a category of burden and is vulnerable because of climate change, energy cost, health, housing, legacy pollution, transportation barriers, water and wastewater, or workforce development (Climate and Economic Justice Screening Tool). Sources: *Climate and Economic Justice Screening Tool*, XX County, *Rails to Trails*, SmithGroup

tie together the neighborhoods within that planning area (which represents the northern half of this passage).

The Passage has a long industrial history, and the resulting legacy of pollution and contaminants are starting to be addressed. In 2011, the U.S. Environmental Protection Agency awarded a USEPA Cleanup Grant to the Redevelopment Authority of the City of XX (RACX) to help facilitate environmental remediation and development on parcels of land previously owned by the XX Paint factory.

Recent funding of brownfield remediation within the Passage (2023, \$5.5 million grant) provides an opportunity to look at what could be in the passage, and how the adjacent community can begin to visualize what these cleaned-up vacant properties could be that will have the most impact for their futures. Significant environmental remediation is necessary to transition the land in the Passage from its former industrial uses.

Criteria #2: Access

Community Connectivity

The rail line has long divided these neighborhoods and blocked residents from access to employment, resources, park space, and safe, comfortable walking and biking routes (see Appendix 1, map of community assets). The rail at one time served as an economic driver, as residents worked at jobs provided by the accompanying industry. much of that industry has fled the city, leaving the rail passage as an inaccessible gulf of disinvestment running through the neighborhoods, infrequently bridged by high-speed streets that are hostile to pedestrians.⁵

As recommended by the *FHWA Guidebook for Measuring Multimodal Network Connectivity*, the Proposed Trail was identified by a data-driven regional connectivity analysis, showing

it to be a vital link to improve connectivity and equality. The Reconnecting XX study shows that eight percent of the people living in neighborhoods experiencing inequality were within two miles of an existing trail access point compared to 24% of all residents living in XX.⁶ By adding the recommended trails, including a shared use trail along the Passage, access will increase to 66% for neighborhoods experiencing inequality, which will help provide access to education, jobs and recreation across XX. This means safe access increases from 25,000 to 200,000 people. The Proposed Trail would be the most significant trail investment in the XX region to increase equitable access to trails.

The Proposed Trail aims to complement and transform an existing active rail line without public access into a welcoming, ADA-compliant multi-modal facility with safe approaches. Through the equitable development plan, the community-led project team will reimagine the center of these neighborhoods as a safe protected route that stitches together the fabric of the east and west while catalyzing development and renewed investment.

Transportation Options for Safe Mobility

The Proposed Trail will mitigate the fragmentation caused by the rail and highway and will provide greatly increased access across the neighborhood. Safe active transportation infrastructure is a key component of improving Passage residents' wellbeing, especially as more than half of XX's top High Injury Network routes are within the Passage area.⁷

The Proposed Trail will be fully ADA-compliant, including the ramps that will connect the new infrastructure to the street grid. It will be a multimodal facility, intended for safe and comfortable travel by people walking, using assisted mobility devices,

biking, scooting, rollerblading, pushing strollers, traveling to and from the bus, and more. The 66% increase in access to everyday destinations, noted above, will improve quality of life Passage-wide.

Seamless Integration

The community organizations that have conceived and spearheaded the B Street Passage project have deep knowledge of the neighborhoods' character and are committed to context-sensitive design. Through the Equitable Development Plan, resident voices will help navigate the coexisting industrial and residential uses, using the new trail to weave them together. The process will identify community-supported opportunities for affordable housing and economic development.

Criteria #3 Facility Suitability

Barrier to Connectivity

As mentioned in previous sections, the rail line divides this Passage. The surrounding neighborhoods have become vulnerable and under-invested with limited access to resources. The rail infrastructure within the Passage is in disrepair, and in many ways, the right-of-way has been abandoned for decades. High levels of illegal dumping have gone

unabated, and vegetation is overgrown. The Passage is also pock-marked with vacant and underutilized land as a result of the conditions of property adjacent to the railroad. These conditions only worsen the contaminated soil, water, and air left behind by decades of industry.⁸

The lack of safe, comfortable multimodal connectivity leaves community members with few mobility options outside of auto travel – a huge barrier in census tracts where an average of 25%, and up to 56%, of households do not own a vehicle.⁹

The current facility does not contribute to the community's goals to become a vibrant passage that supports the health and thriving of residents new and old.

Improving Mobility & Creating Options

The BSP planning process will ensure that the path serves the transportation needs of Passage neighborhood residents and workers, planning for access points and spurs that reach important destinations and connect resident-identified assets. It will also identify key nodes of activity and priority areas for advancing amenities most desired by those who live and work in the Passage.



Ultimately the neighborhoods will be knit across the railroad barrier by the Proposed Trail and community identified safe access points. Residents who previously relied on cars or faced hazardous pedestrian and biking conditions (see Criteria #2) will see their options expanded as new routes facilitate non-motorized movement throughout the Passage.

Addressing Obstructions to Mobility, Economic Growth, and public health

This Proposed Trail will catalyze investment in a passage whose economic growth would otherwise be hindered by the barrier of the rail line. With the new connection more people will have access to over 100 miles of trail access, and even more people will have access to jobs and businesses along the trail network. Residents within the passage will be able to walk and bike to new and existing development. Additionally, there are 440 acres of vacant land within the Passage, and at least 2/3 of that land is publicly owned. There is the opportunity, with this equitable development plan, for a community-led planning process that envisions a vibrant future. One with workforce development opportunities, affordable and attainable housing, thriving residents and locally owned businesses that employ those who live in the neighborhoods.

The equitable development plan will assess the Proposed Trail's access to major employers, civic spaces and significant places including parks and recreation, X Avenue Business Improvement District, X & X development, as well as existing and planned affordable housing. It will include a process that identifies ways to channel the anticipated investment back into the community that has persevered against the many economic challenges of the previous decades.

In addition, without intervention the rail line will continue to contribute to poor public health, feeding into pollution and chronic

health challenges (see Criteria #1).

Criteria #4: Community Engagement, Stewardship, and Partnerships

Community engagement and partnerships will serve as the cornerstone to equitably determine a unified vision and actionable priorities in the BSP. The planning process will be community-driven, bringing the voices of community groups and partners serving within the Passage together.

Community Participation Plan

The BSP Community Participation Plan will be multi-pronged to ensure community voices are meaningfully captured and equitable engagement is performed. The outreach strategy, outlined below, will be transparent to build trust and ownership within the Passage neighborhoods and thoughtfully crafted to amplify the voices of marginalized and disadvantaged population most impacted by the proposed shared use trail and resulting development. Community engagement will take place throughout the three-year planning process (up to two-years of plan development and one-year of advancing plan recommendations) to ensure the public is involved in decision-making in every phase, and the feedback received will be pivotal to determine a collective vision and priorities for future development in the Passage.

- **Task Force Meetings:** Regular meetings of partner organizations including brainstorming sessions, draft reviews, and community inputs and concerns.
- **Public Town Hall:** Public in-person or virtual meetings to share draft ideas and plan development to collect public feedback.
- **Community Engagement Sessions:** These engage the community on the BSP process, draft goals, solicit feedback on draft ideas and plan.

Community Centered Approach

The ethos of equity and community engagement are the core of the BSP and also two key guiding principles identified in the “Connecting the Passage” plan to ensure projects are responsive to community goals.¹⁰ Since 2020, partner organizations, residents, local businesses, faith-based organizations, government agencies, and consultants have been highly involved in engagement activities along the Passage. This team will continue to collaborate on the planning process upon receipt of the grant, and advancing plan recommendations. Through four rounds of engagement, the community will have the power to envision solutions to redress

inequitable development and investments. That input will be used to prioritize goals that advance overall economic vitality, social and environmental justice, and resilience of the Passage.

Partnership and Stewardship

This equitable development plan is grounded in and driven by a coalition of community organizations. The group convened to partner on development opportunities and engage the community on the impact of the Proposed Trail and will continue to be stewards of the BSP. Some of the key partners include: the B Street Industrial Corporation (30IC), XX Neighborhood Partnership, XX Side Partners, XX Side

Phase of Engagement	Goals	Types of Engagement
Round 1: Visioning	Set the stage for the project, determine a collective vision for the plan, and establish a group of stakeholders to steer the plan and participate in focus groups on topics and priority areas.	● Identify and convene a project outreach teams ● Establishing public participation and communications plan ● Project Launch ● Launch website ● One public meeting ● Survey (Online and In-person)
Round 2: Exploring Alternatives	Identify preferred precedents, determine a shared set of goals and desires for the future development	● Topic-based focus groups ● Public design workshop/Charette
Round 3: Testing the Plan	Synthesize public feedback from previous engagement sessions, results of previous plans, and findings from market analysis into draft recommendations, goals, and action strategies.	● One public meeting ● Survey to collect feedback on draft recommendations, goals, and action strategies ● Publish draft BSP online for additional comments
Round 4: The Big Reveal	Final stage of the engagement process to acknowledge the community for their participation in the process and share out the plan and implementation steps.	● One public meeting

Community Development Corporation, Rails to Trails Conservancy (RTC), and the City of XX. This team will be the driving force to keep the BSP moving forward by maintaining the history and records of their community outreach. In addition, the Passage work is represented by three Business Improvement Districts, XX, the B Street Industrial Passage and the XX Side.

30IC will lead the project team and guide land use, planning, and community engagement during and after the grant period. 30IC includes area businesses and community leaders and has been leading the five primary partners through initial equitable development planning efforts. 30IC is community-facing, with resident input and participation, making it a perfect steward of community engagement as the BSP is developed.

XX County, in collaboration with Southeastern XX Regional Planning Commission (SEXRPC) has received funding to conduct an engineering feasibility study. Both the County and SEXRPC have extensive experience in developing shared use trails in XX. Several tasks within the BSP will be identifying organizational capacity and service areas, funding, and acquisition, in which each key partner will contribute as part of the project team.

Another component of the planning effort will be to identify land that is available for acquisition for the Proposed Trail or redevelopment and determine strategies around three development opportunities grounded in the market analysis and community engagement, partnering with landowners like the railroad, Redevelopment Authority, and City of XX.

Place-Based Management

Building on the model used in other cities,

such as the XX and the XX in Washington DC, to plan for community-centered investment around trail projects, the B Street Passage BSP will prioritize local expertise and build capacity. The goal will be to ensure that the trail project drives broad and long-term benefits for current residents, interconnected and coordinated with other neighborhood investments. Project organizers aim for true co-creation led by a paid engagement team of embedded local leaders, collectively guiding neighborhood benefit with interconnected outcomes: affordable housing, workforce and small business development, arts, culture, outdoor space access. This first step will also lay a foundation for future, deep neighborhood engagement in the trail design phase, understanding and uplift community hopes and concerns, opening conversations with adjacent landowners.

Criteria #5 Equitable Development

A major reason for the BSP is to develop community-supported strategies because there is a concern about displacement. Because of the history of the area seeing investments come and then leaving, forcing many families to look elsewhere for their living wages, the BSP will center the community's vision and build off previous plans. Many of the parcels surrounding the proposed linear park are underdeveloped or vacant. Of the approximately 6,300 vacant parcels in XX, one-third of them are within the Passage neighborhoods presenting an opportunity for activation as part of the linear park or redevelopment to better serve the community in some fashion like housing, or commercial. **The plan proposes to study the suitability of this land and best future use with the community that is feasible and aligns with the shared vision developed through the planning process.**

This plan will build on the recent

developments and plans and create a shared vision and comprehensive development strategy for the Passage. Some of the plans that have mentioned this equitable development approach are mentioned in section #6.3 Planning Integration.

The process will capitalize on recent development activity, and along with the Proposed Trail engagement, incorporate more local businesses and voices in the planning for their community.

Criteria #6.1 Climate Change & Resilience

The Passage is heavily impacted by climate change and new developments and investments must respond to mitigate the effects of floods, urban heat, and stormwater management to be adaptable and have a resilient future. The City of XX's Climate and Equity Plan specifically names the Passage project as a recommendation to help the city reach its goals to:¹¹

- A 45% reduction in community greenhouse gas emissions by 2030 and achieve net zero emissions by 2050.
- Improve racial and economic equity by creating green jobs that pay at least \$40,000 and are focused on employing local People of Color.
- Develop a model for net-zero energy homes through a modular infill housing project that brings affordable and durable housing which creates year-round family-supporting jobs.

In the people centered transportation and urban design goals, the Climate and Equity Plan states that there is “inequitable access to transportation options resulting from a legacy of discriminatory housing, land-use, and transportation policies.”¹² To achieve these goals, the City has identified a target to reduce vehicle miles traveled (VMT) by 20% by

2030. More specifically, one of XX's strategies is to prioritize active modes of transportation, such as walking and biking, and the city names the Proposed B St Shared Use Trail as a specific project.

Properties adjacent to the railroad contain a large amount of impervious surfaces with few trees and an abundance of stormwater issues. The tree canopy map of XX clearly reveals the Passage's lack of tree cover and high concentration of impervious surfaces. The lack of green space, in turn, leads to areas of excessive heat; the second map demonstrates the urban heat island effect within the Passage. The development of the Passage Shared Use Trail and the corresponding green infrastructure and habitat restoration will help to mitigate the impact of both of these existing conditions.

In the northern part of the Passage, flooding is common. In the summers of 2008 and 2010, severe rainstorms resulted in over \$32 million in flood damage to homes and businesses. Problems in the Passage's built environment contributed to the flooding — the rail infrastructure and adjacent industrial areas disrupted the natural water pathways, and rivers and streams were overwhelmed by fast runoff from the pavement and hard surfaces such as parking lots and roads.

In response to the severe flooding, the XX Metropolitan Sewerage District (XMSD) built stormwater basins (previously mentioned in criteria 5), helping alleviate the risk of severe flooding. However, as dangerous rainfall events continue to be a more present threat, a holistic green infrastructure plan is much needed in the Passage. From rainwater capturing strategies to restoration of indigenous plants and habitats, the proposed project will prioritize green infrastructure to complement the new rail with trail facilities and provide significant sustainable quality of

life benefits for all residents.

Equitable development aims to address these needs through the planning approach as described in criteria #6.3 in Planning Integration.

Criteria #6.2 Workforce Development and Economic Opportunity

Along with equitable development outcomes discussed above, there is a strong need to focus on workforce development opportunities and shared economic opportunity for residents and business owners in the area.

The construction of greenways leads to more jobs than traditional transportation investments, the goal of this plan is to ensure that the development leads to jobs for those who live in this community, does not displace residents or local businesses and that all benefit from the investment.

The proposed trail intends to draw on as many



Figure 1 Source: American Association of State Highway and Transportation Officials, City of XX Climate and Equity Plan

resident and local work hours and diverse businesses as possible. The Passage is home to several job centers, placement efforts, as well as the XX Regional Training Partnership - Building Industry Group Skilled Trade Employment Program (XRTP-Big Step). XRTP-Big Step offers career opportunities

in the skilled trades. XRTP-Big Step offers apprentice and pre-apprentice training, as well as immersive experiences for youth through a summer trades academy. Located just steps from the Passage, XRTP-Big Step can be a partner in bringing more employment opportunities from within the Passage to Passage residents.

There are numerous BIDs operating in the Passage, many of whom service disadvantaged businesses and minority-owned businesses. These and other BIDs in the city will be involved in the trail project and the equitable development plan.

Part of the market and employment analysis will include an assessment and inventory of existing businesses operating in the area, opportunities to support entrepreneurship, and market impact of the Proposed Trail. Further, the market analysis will identify priority zones and assess industrial compatibility and adjacency. Small businesses are critical to neighborhood stability, so specific tasks will identify strategies to expand small businesses and minority-owned businesses in the community with some recommendations around conversion of some industrial to commercial space.

In selecting consultants for the project team of this plan, the project team aims to promote project teams that have a commitment to equity and inclusive engagement as well as a preference for local companies, minority-owned businesses, and/or women-owned businesses.

An element of the plan will include an acquisition strategy to:

- Identify and acquire public land for the proposed trail.
- Identify landowners and partners in the

acquisition.

- Propose short and long-term strategies for vacant land,
- Identify strategies for the development, transition, or redevelopment of commercial and industrial property that is compatible with surrounding residential neighborhoods.

This community has historically been left out of the planning process and this plan aims to rectify that with this plan. One key deliverable of the plan is an implementation dashboard that will track both the engagement of the plan (to ensure equitable engagement), data gathered during the planning process, as well as progress toward equitable outcomes.

Criteria #6.3 Planning Integration

The planning process draws on our broad partnerships and collaborations with the XX and US DOT, City of XX, and SEXRPC. The team is aware there are many plans and infrastructure projects that will impact the community. From the three XDOT infrastructure projects that will impact nearly 45 identified disadvantaged businesses spanning a variety of industries.¹³ To the 31 neighborhoods and thousands of residents who call these neighborhoods home. Our approach centers on their lived-experience and aims to result in a shared vision for the future.

Some of the plans we will be looking to, which have mentioned the Passage as a priority include:

- Connecting the Passage, XX Strategic Action Plan (2020)
- XX City-County Climate and Equity Plan (2023)
- Northwest XX Trails Connection Plan (2023)

Previous planning efforts that have taken place

in some part of this Passage, have engaged some of the residents including:

- The 2023, Northwest XX Trails Connection Plan by the XX County Parks Department which held multiple open house events in some Passage neighborhoods.
- The City of XX initiated a number of planning studies and has invested millions in environmental remediation and economic development efforts within the Passage.

Additionally, letters of support were provided by the Southeastern XX Regional Planning Commission, the City of XX Department of Development, XX Metropolitan Sewerage District, Redevelopment Authority of XX, XX County Executive member and Board members, two Senators, Congressmen, Mayor of XX, City Aldermen, and several non-profit community organizations. There are over 300 members of the Rails To Trails advocacy group who signed a combined letter of support.

The equitable development planning process will draw upon goals and strategies outlined in existing plans, by localized application to the Passage. It will use creative placemaking to visualize a reactivated connected Passage. And, it will use local paid ambassadors to further the community engagement and ensure we're equitable in our approach and reaching the people who are most vulnerable.

Conclusion

The B Street Passage Equitable Development Plan (BSP) aims to transform the B Street Industrial Passage in XX from a symbol of division and disinvestment into a connected and thriving community asset. The plan focuses on enhancing the quality of life by promoting economic growth, workforce

development, affordable housing, and transportation alternatives. This BSP will set the stage for the development of a shared-use trail along the seven-mile shared use trail, connecting neighborhoods to jobs, schools, and parks. The BSP emphasizes community-driven planning, equity, and social justice, with a robust outreach and engagement process to ensure diverse and inclusive participation. The project also addresses environmental remediation and aims to create a vibrant public realm that supports the health and well-being of residents.

The Passage project team believes this equitable development plan will begin to heal the division of the rail line by providing a shared vision for the development of the B Street Passage that does not displace residents. With the proposed B St shared use trail there is a beautiful opportunity to connect the City of XX and provide access to outdoor amenities not yet seen in these neighborhoods.

The overall project anticipates a 36-month process that will entail both the planning process and advancing plan recommendations. Project is estimated to be complete in 2027.

Budget

The total project budget is estimated to be \$XX. This includes a 5% contingency cost and 10% grant administration costs. The non-federal match will be provided by partner organizations through In-Kind donations. This amount includes both personnel and eligible direct grant costs. The project is estimated to take 36 months, with 18 months being the planning process and 18 months toward implementation.

The planning process will take place in four phases. The first phase will include understanding the existing conditions, data collection, and analysis. The second will include exploring deeper market analysis, exploring precedents, and growth projections. This phase will take on site specific opportunities and understand the market impact of the shared use trail and opportunities surrounding the shared use trail through priority zone identification. A separate land use analysis will understand property use, zoning, and future uses, along with initial land acquisition strategies (including those described in the previous section).

The final phase will include strategy formation keying in on strategies that protect housing affordability, spur new equitable development and workforce development, along with anti-displacement strategies that work specifically for the Passage. The deliverables will include an action plan, implementation plan, and acquisition strategy. Including an online vulnerability index dashboard to track outcomes and goals of the plan and ensure equitable engagement and strategy impact is equitable.

A summary of the tasks, project timeline, and expected deliverables for the BSP are on the following pages. It is expected that community engagement will take place across all phases, those actions are described in criteria four, above.

Phase	Federal	Non-Federal Match	Cost
Grant Administration			
Task 1: Project Coordination			
Task 2: Existing Conditions & Analysis			
Task 3: Engagement			
Task 4: Exploring Alternatives			
Task 5: Plan Development			
Task 6: Advancing Plan Activities			
Contingency			
Total			

	2024		2025		2026			2027					
Scope of Work	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Task 1: Project Kickoff & Coordination													
Task 2: Existing Conditions & Data Analysis													
Task 4: Exploring Scenarios													
Task 5: Plan Development													
Task 6: Advancing Plan Actions													

 Task 3: Community Engagement Touchpoint

Task 1: Project Coordination + Kick Off

1. Project team kick-off
2. Onboarding project and consultant teams
3. Regular project team meetings
4. Regular consultant team meetings
5. Website Administration
6. Communications plan and strategy
7. Deliverable: Website, Communication Plan

Task 2: Existing Conditions & Data Analysis

1. Document existing conditions in the passage specific to demographics, development, and land use
2. Market analysis and forecasting
3. Priority site and zone identification
4. Small business and entrepreneurship evaluation and strategies
5. Project tours (2 days)
6. Round #1 of engagement
7. Deliverable: Existing Conditions Report

Task 3: Engagement

1. Development of Branding and mobile engagement kit
2. Town hall
3. Topic-based Panel
4. Stakeholder Interviews
5. Identification and management of Ambassadors
6. Deliverable: Engagement Summary Report

Task 4: Exploring Alternatives

1. Rounds #2 and #3 of engagement
2. Understand the market impact of the Shared Use Trail
3. Priority zone identification
4. Industrial compatibility and adjacency exploration
5. Small business/entrepreneurship evaluation and strategies
6. Land use analysis (Vacancy and Ownership)
7. Goal synthesis from existing plans and strategy formation
8. Deliverables: Draft strategies and Plan Outline

Task 5: Plan Development

1. Round #4 of engagement
2. Develop finance plan for equitable growth
3. Action plan and Acquisition Strategy
4. Implementation Plan
5. Deliverables: Final document, implementation matrix/dashboard

Task 6: Advancing Plan Activities

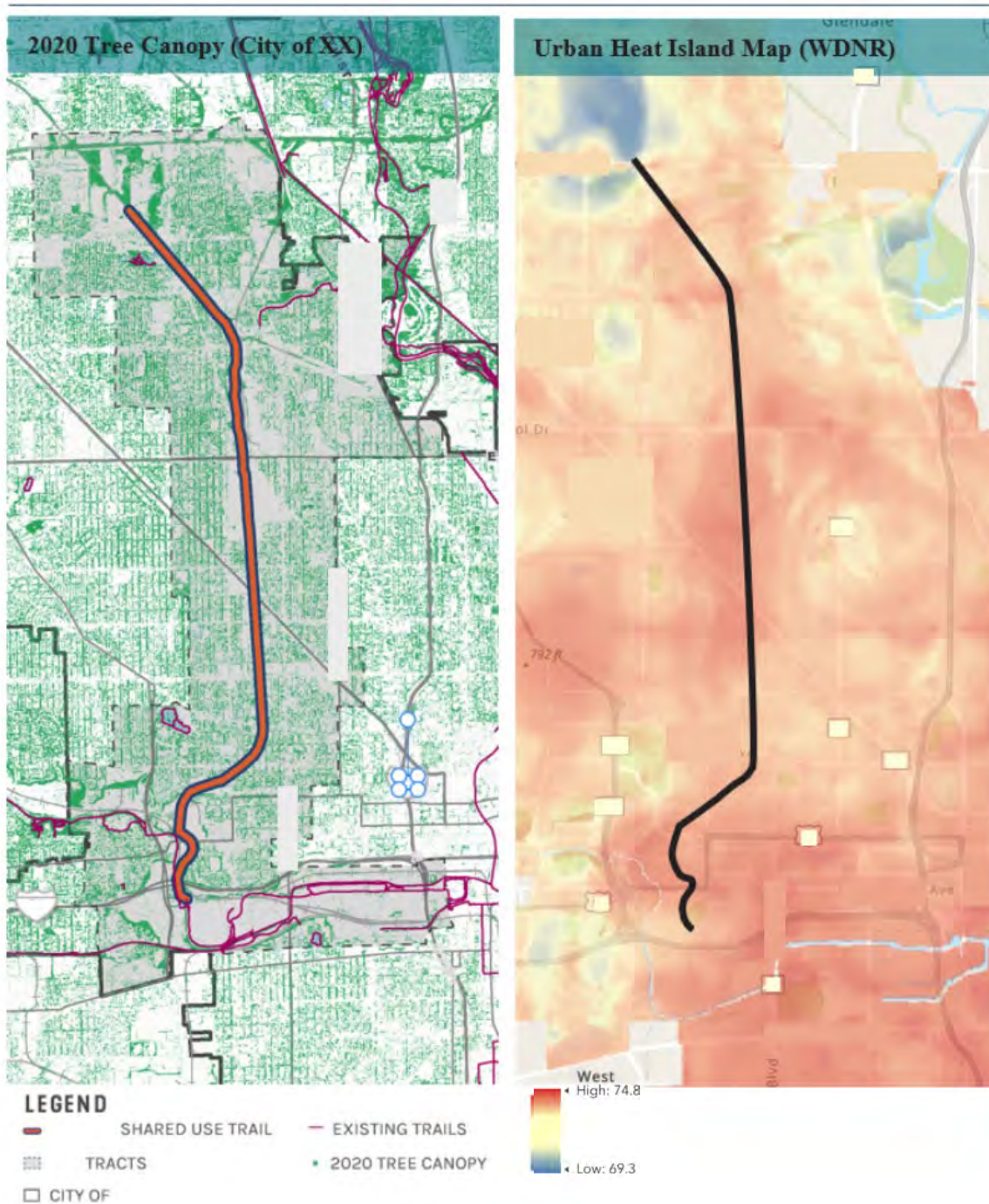
1. Continued organizational support
2. Standing up permanent website
3. Public engagement and media outreach

	Non-Federal Match (20%)--All In-Kind Donations	
Grant Administration		
Task 1		
Task 2		
Task 3		
Task 4		
Task 5		
Task 6		
Contingency		
Subtotals		

Matching fund sources include five partner agencies that are involved in the project team plus the City of XX Department of City Development and the Redevelopment Authority of the City of XX (two separate fiscal agencies). The partners have committed to the funds as shown in this table and described within each commitment letter.

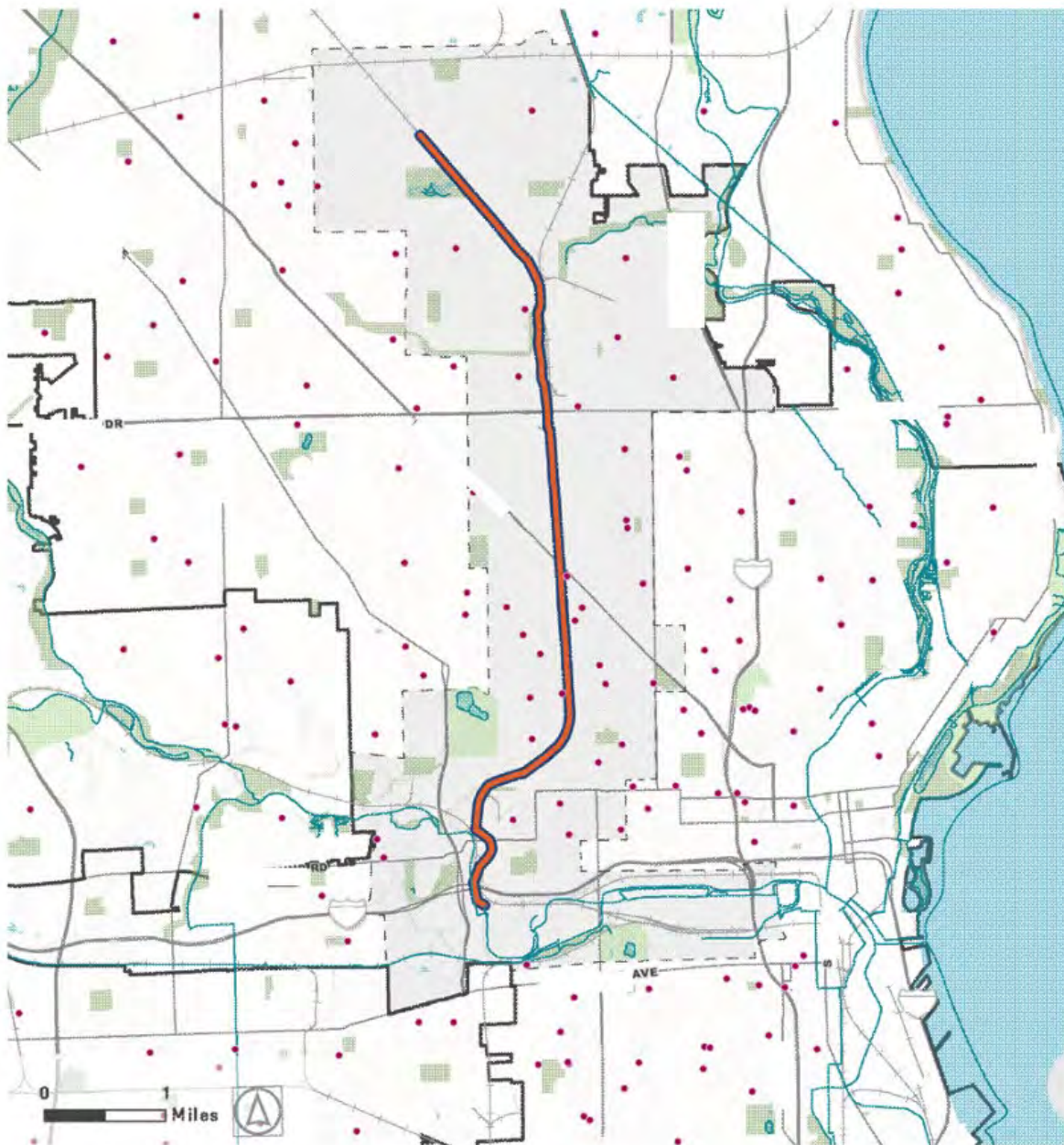
Endnotes

1 [REMOVED]



The B St Passage is some of the hottest areas in part due to the lack of tree canopy and large amount impervious surface in the city.

Parks and Schools



LEGEND

- | | |
|-----------------------------|-------------------|
| — PROPOSED SHARED USE TRAIL | □ CITY OF |
| ██ TRACTS | — EXISTING TRAILS |
| ██ COUNTY PARK | • PUBLIC SCHOOLS |
| ██ LOCAL PARK | |

There are 41 schools within the planning area. There is an opportunity to assess routes to school and ensure, where possible, that the shared use path can help supplement or support safe routes to school.



project
partners:



communityfoundation
FOR SOUTHEAST MICHIGAN



GATEWAY TO OPPORTUNITY

TITLE PAGE

PROJECT TITLE: Inner Circle Greenway: Gateway to Opportunity
LOCATION: Detroit, Michigan
APPLICATION TYPE: Capital Project
ORGANIZATION NAME: City Of Detroit Department Of Public Works
APPLICANT TYPE: Local Government

TIGER FUNDING

REQUESTED: \$18,285,000

CONTACT: City of Detroit
Jose Abraham, Deputy Director
Department of Public Works
Coleman A. Young Municipal Center
Two Woodward Avenue, Suite 611
Detroit, MI 48226
Office: 313/ 224-3932 | Fax: 313/ 224-1464
E mail: abrahamj@detroitmi.gov



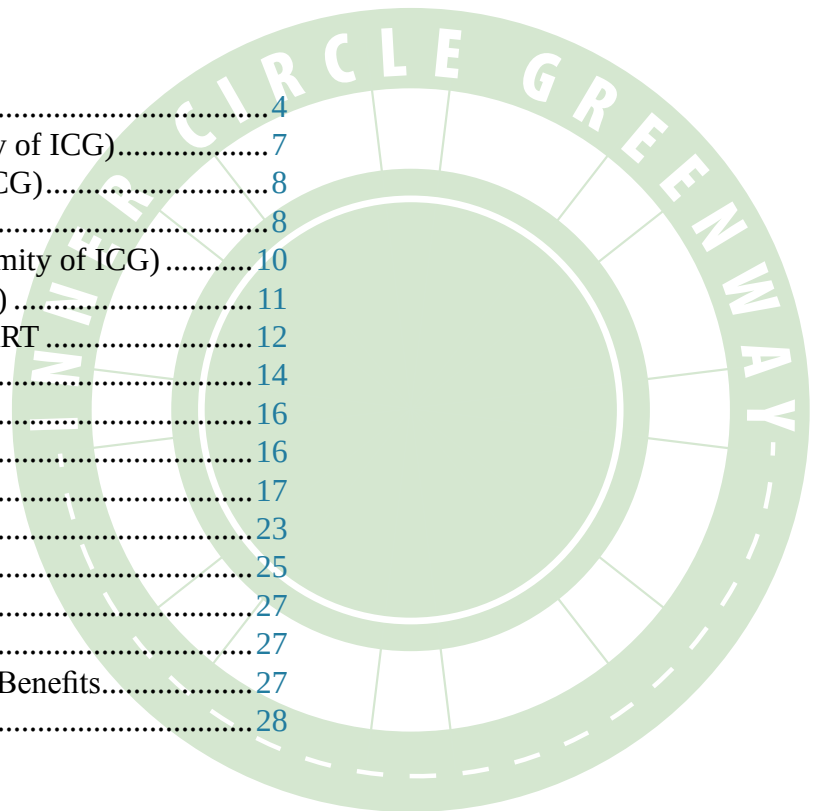
Dequindre Cut Greenway

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Dequindre Cut Greenway



Southwest Detroit Greenlink



Palmer Park

EXECUTIVE SUMMARY

The Inner Circle Greenway (ICG) is a transformative transportation and economic development project that forges connections across dispersed Detroit-area neighborhoods long separated by freeways and underserved by disjointed transit. Through the development of 31.5 miles of pedestrian and bike paths, the Inner Circle Greenway will connect to local and regional transportation systems, creating a continuous loop from the Detroit River to Eight Mile Road. The Inner Circle Greenway will link to 186 miles of existing non-motorized bike lanes and bike routes to complete a total of 243 miles of safe, non-motorized routes across greater Detroit, connecting five cities directly – Detroit, Dearborn, Hamtramck, Highland Park and Ferndale – and expanding access to several more. Transforming the existing fragmented transportation system, the Inner Circle Greenway acts as a spine bringing life to the existing non-motorized and transit network. Most significantly, this project will improve economic competitiveness, enhance quality of life for residents, and leverage recent investments.

- **Economic Competitiveness.** The ICG will materially improve mobility options for some of the most severely disadvantaged communities in the country. Very low car ownership rates, poor regional public transportation services, and a high geographic dispersal of employment opportunities have contributed to unprecedented unemployment amongst the City's 713,777 residents. Nearly 75,000 Detroit residents are looking for work, with another 175,000 who left the labor force entirely. Of those Detroit residents who are employed, only one third work within City limits. The lack of transportation options is a fundamental barrier to getting and keeping employment. The Greenway will mitigate that barrier, providing residents with reliable, safe, and affordable routes vital to accessing transit, jobs, training centers, neighborhood services, and civic amenities.
- **Leverage Recent Investments.** The Greenway connects key neighborhoods at the heart of the City's coordinated land use planning and economic development efforts designed to grow population through mixed-used development, small business support, blight removal and demolition, single family home rehabilitation and vacant land activation. The Greenway increases transportation choices and provides affordable access to essential services and amenities. At this critical juncture in Detroit's redevelopment, the expansion of transportation infrastructure such as the ICG is optimally timed to magnify the impact of all of the other neighborhood revitalization efforts proceeding around it, accelerating the City's long-term revitalization and population growth.
- **Quality of Life.** The Inner Circle Greenway will unite and enhance extensive previous investments in non-motorized transportation, including the Detroit RiverWalk, resulting in a united network of 243 miles of non-motorized transportation options with a collective investment of \$234 million. Moreover, the Greenway will leverage the benefits of \$771 million in dollars invested in economic development projects in the neighborhoods immediately surrounding the ICG. These investments – including those in affordable housing, blight removal and demolition, and workforce development – are all made more effective by the enhanced mobility options surrounding them, and the significant benefits to economic competitiveness and quality of life. Linking people to place, workforce to employment, and consumers to commerce significantly enhances and amplifies local, philanthropic, state and federal investments.

U.S. Department of Transportation (USDOT) Secretary Foxx has clearly identified the negative impact freeways have had on low-income and minority neighborhoods. Nowhere does this ring more true than in Detroit. As it improves access to reliable, safe and affordable transit, the Inner Circle Greenway develops Ladders of Opportunity, using transportation to further opportunities, strengthen damaged communities, and build new infrastructure to serve these communities. Reconnecting neighborhoods to transportation systems reverses the deleterious effects of freeway construction and encourages population and economic growth.

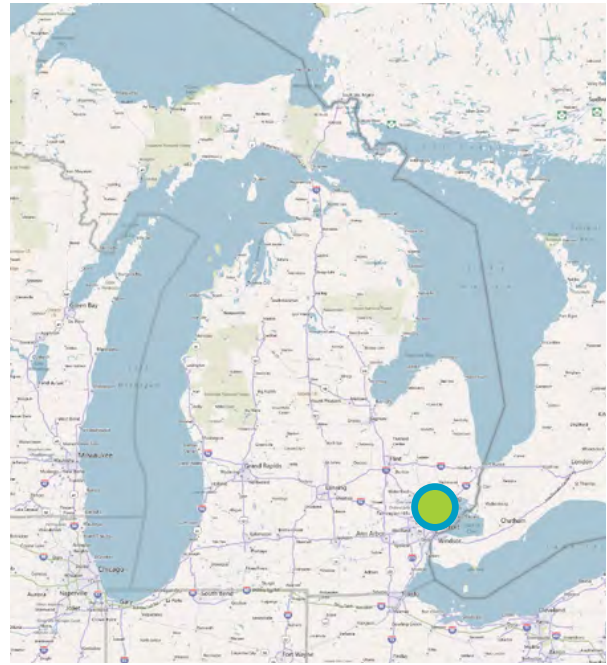
The City and its partners are committed to completing this project far ahead of the statutory schedule and on budget. The success of similar completed projects such as Link Detroit (2012 TIGER grant funded) and the Detroit RiverWalk suggests the capacity of the City and its partners to develop projects requiring multijurisdictional, interagency, and/or private partnerships. This capacity will be utilized to complete the Inner Circle Greenway, promote long-term regional planning and grow the City's population.



1.

PROJECT DESCRIPTION

The City is requesting \$18,285,000 in TIGER Grant funds (49.9% of total cost) to support construction of the Inner Circle Greenway, a 31.5 mile network of off-street, on-street protected and neighborhood connector bike lanes, which would enable communities adjacent to the ICG access to employment and educational opportunities, and civic assets. The Inner Circle Greenway will link to 186 miles of existing non-motorized bike lanes and bike routes. When combined with 26 miles of bicycle infrastructure programmed for construction in 2016, this project will offer 243 miles of transportation options, including the Southwest Detroit Greenlink, the Detroit RiverWalk, and the Dequindre Cut. Part of the recently completed 2012 TIGER-funded Link Detroit project, the Midtown Loop, connects ICG to numerous cultural, medical, and educational institutions including the Detroit Institute of Art, the Charles H. Wright Museum of African American History, Wayne State University, and the Detroit Medical Center.

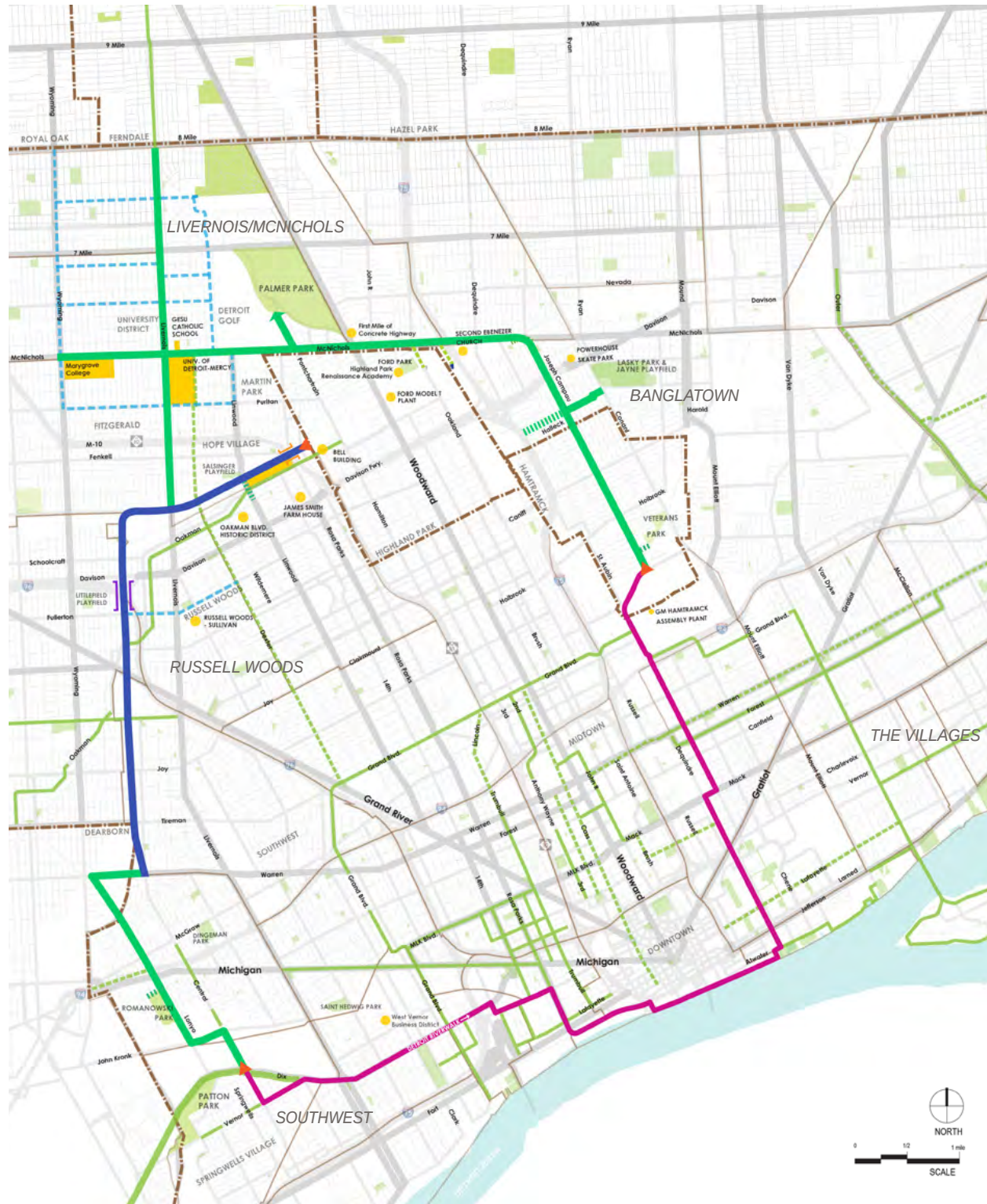


Michigan Location Map

Detroit RiverWalk



Figure 1: Project Map (Inner Circle Greenway links to existing bike and pedestrian trails)



LEGEND

- Shared Use Path At Former Rail
- On-Road Bike Lane/Shared Use Path
- Neighborhood Connections
- Inner Circle Greenway - Complete
- Existing Pedestrian/Bike Facilities
- Proposed/Funded Pedestrian/Bike Facilities
- City Boundary
- Neighborhood Boundary
- Former Rail Bridge Crossing
- New Pedestrian Bridge Crossing
- ▲ Inner Circle Greenway Start/End Point
- Park



The ICG will build new non-motorized bridges and improve existing bridges in order to provide safe crossings over four major highways including I-96, with two new non-motorized bridges, I-75, M-10 and M-8. The entire Inner Circle Greenway (including the Midtown connector) has 8 non-motorized freeway crossings.

The Greenway also includes a 20-foot-wide off-street trail constructed on 5.5 miles of reclaimed, blighted railroad property that was part of the Detroit Terminal Railroad that supplied the resources and parts to assemble the Ford Model T automobiles. The off-street trail cross-section will include bi-directional bike lanes, a separate pedestrian path, lighting, signage, site furniture, trash receptacles, surveillance cameras and emergency call boxes. During the design phase, the specific Greenway alignment cross-section and the location of trail elements will be refined to take full advantage of existing conditions.

A variety of street types, traffic volumes and right-of-way widths along the proposed corridor have resulted in the development of five different on-street treatments. These include a shared-use path with bike lanes, a shared-use path, protected bike lanes, bike lanes and bike sharrows. The preference is for protected bike lanes, wherever possible, to increase safety and encourage wider use. All treatment designs are in accordance with AASHTO guidelines and will include appropriate regulatory and wayfinding signage.

The ICG also includes plans for new Super Stops. These enhanced transit stops will provide amenities such as larger shelters, bike hoops, expanded seating and appropriate transit network messaging. They also are identified as potential bike share stations. The Inner Circle Greenway will facilitate multi-modal connections between existing Detroit Department of Transportation (DDOT) routes and these SuperStops, enhancing mobility. DDOT has prioritized SuperStop locations based on ridership and proximity to the ICG.

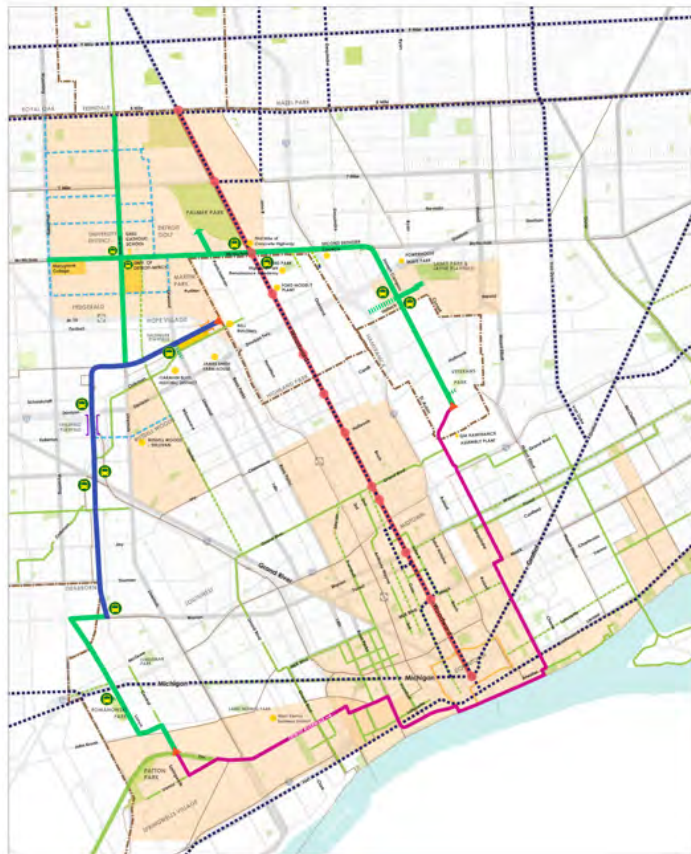


Proposed Bicycle/Pedestrian Counter



Proposed Off Road Greenway + Wayfinding

Super Stops



Multimodal Connections in proximity of the Inner Circle Greenway



Wayfinding Signage

LEGEND

- | | | |
|--|---------------------------------------|------------------------------------|
| Shared Use Path At Former Rail | SMART Bus Routes | Targeted Multifamily Housing Areas |
| On-Road Bike Lanes/Shared Use Path | M1 Light Rail System | Points of Interest/Landmarks |
| Neighborhood Connections | M1 Light Rail Stop | Park |
| Inner Circle Greenway - Complete | People Mover System | Proposed Super Stops |
| Existing Pedestrian/Bike Facilities | Former Rail Bridge Crossing | |
| Proposed/Funded Pedestrian/Bike Facilities | New Pedestrian Bridge Crossing | |
| City Boundary | Inner Circle Greenway Start/End Point | |



The Inner Circle Greenway explicitly addresses the acute transportation and economic challenges Detroit is facing. Both the City and the surrounding suburbs were developed with the assumption of a high dependency on cars to reach critical destinations such as school, work or healthcare. Mass transit was never truly prioritized, resulting in few efficient connections between the City and its growing suburbs even as jobs became increasingly dispersed across the region. As the city's economy declined, so too did residents' ability to purchase and insure a car. Nearly 40% of the City's population now lives below the poverty line, and 26% of households have no access to a car. In the neighborhoods closest to the Greenway, home to mostly African American and Hispanic residents, the median annual income of households is \$24,000. Simply put, those who have the fewest resources are forced to navigate a disjointed system with



no viable low-cost alternative. Residents who rely on public transportation are often faced with multiple transfers and lengthy wait times, critical disconnects between the City and suburban systems, and extremely long walks to and from their final destination. The Greenway will enable low-cost alternative modes of transportation, more efficient access to existing and planned mass transportation options, and increased connections to community resources.

Figure 2: Median annual household incomes in proximity to the proposed Inner Circle Greenway

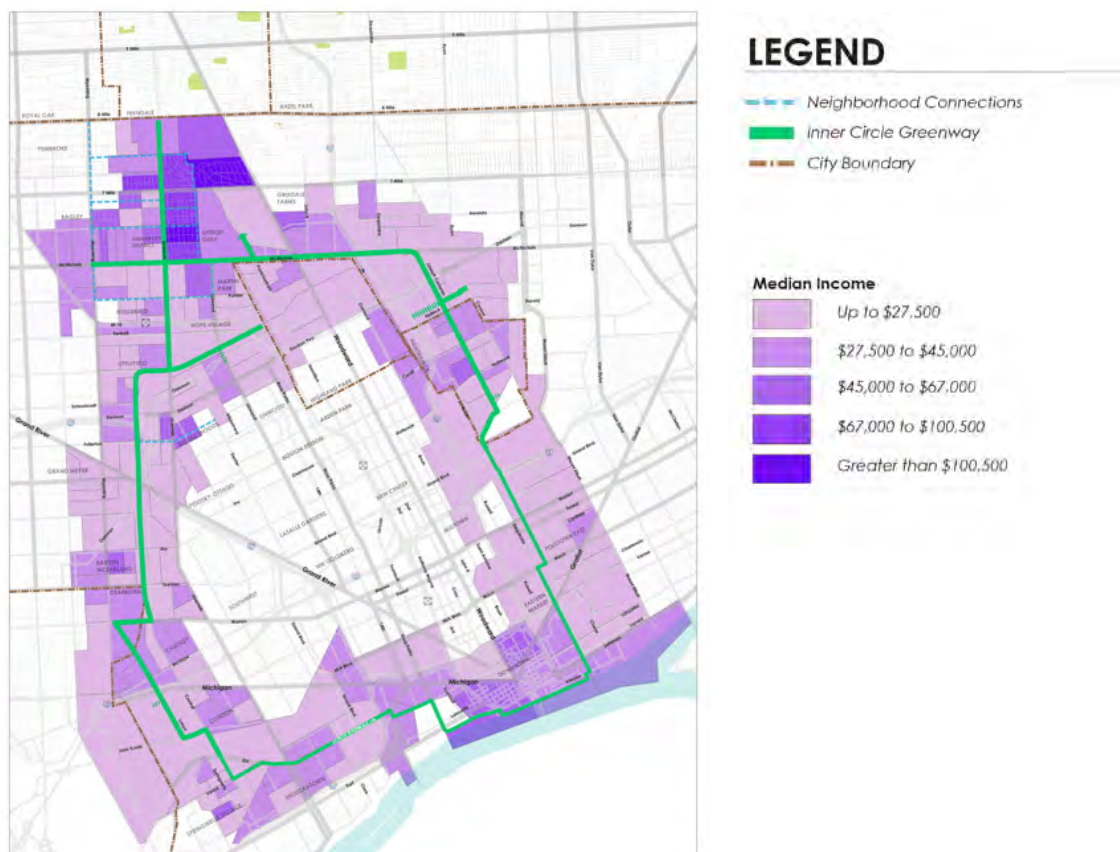
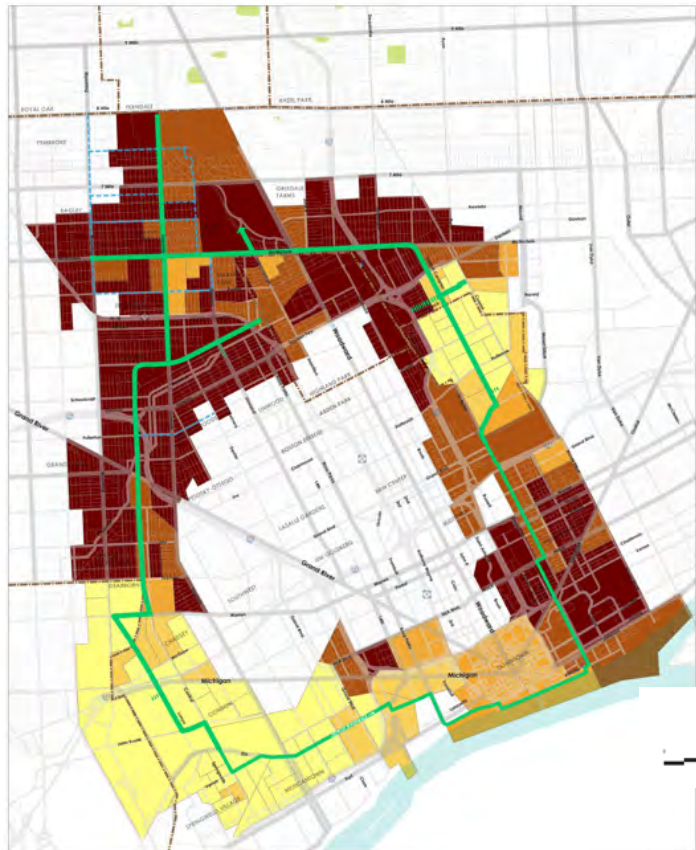


Figure 3: African American households in the vicinity of the proposed Inner Circle Greenway



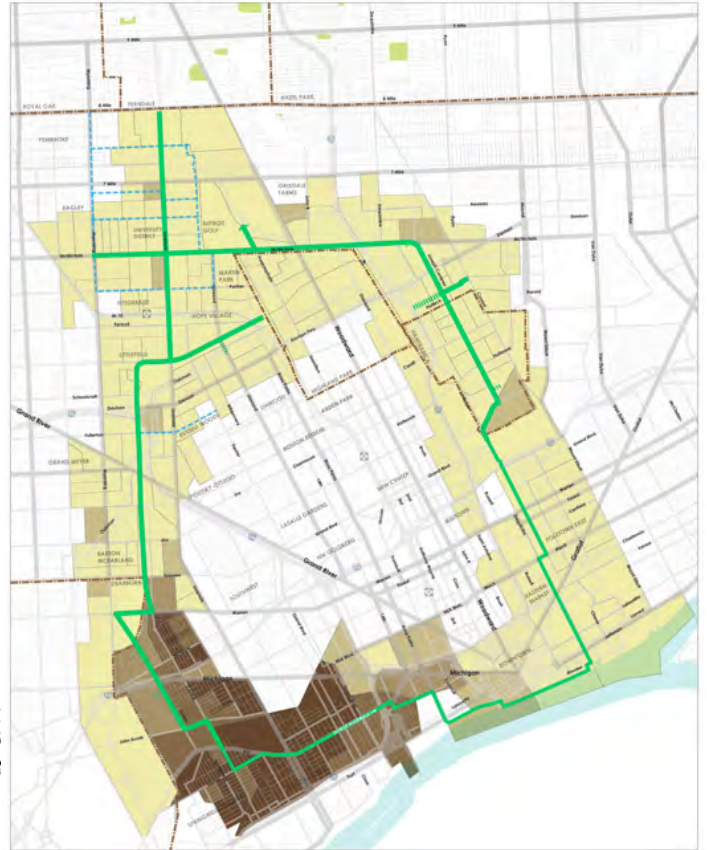
LEGEND

- Neighborhood Connections
- Inner Circle Greenway
- City Boundary

Percentage of Black or African American

- Up to 15%
- 15 to 40%
- 40 to 70%
- 70 to 90%
- Greater than 90%

Figure 4: Hispanic households in the vicinity of the Inner Circle Greenway



LEGEND

- Neighborhood Connections
- Inner Circle Greenway
- City Boundary

Percentage of Hispanic or Latino

- Up to 5%
- 5 to 15%
- 15 to 45%
- 45 to 65%
- Greater than 65%

Ladders of Opportunity

The Inner Circle Greenway is a transformational project that will provide significant benefits for local communities aligning with all three pillars of USDOT's Ladders of Opportunity agenda: Connect, Revitalize and Work.

1. Connect: Use Transportation to Further Opportunities

Twenty-six percent of the households in Detroit do not own a car, compared to 9 percent nationally¹. The transit catchment area can be as much as 16-times greater when non-motorized access is considered. Through improved mobility, this project will enhance the quality of life for residents with better access to job training, employment, education and services.

- Several major employers are located along the project corridor including Wayne State University, University of Detroit Mercy, Eastern Market, Marygrove College and the Henry Ford Hospital System. The ICG also passes through Detroit's Central Business District on the already-completed RiverWalk.
- Two critical service providers in the area include the Neighborhood Service Organization, a private non-profit human

service agency, and Focus: HOPE, a non-profit organization whose aim is to overcome racism and poverty, are major benefits to the residents of the area.

- Sakthi Automotive Group USA Inc. is planning a \$31.9 million expansion, anticipated to bring 600 new jobs by 2021. Sakthi is an integral part of the growing businesses in Detroit's Southwest region. The federally-funded Lightweight Innovations for Tomorrow research institute, newly opened in Corktown, is also in close proximity to the ICG.

2. Revitalize: Strengthen Affected Neighborhoods

Many low income and minority neighborhoods in Detroit were severed by freeway construction. The Detroit Expressway Plan of 1945 promoted large-scale slum clearance routing freeways through "substandard areas." The Inner Circle Greenway will leverage comprehensive, multi-sector planning efforts in five target neighborhoods, including those sliced by the I-96, I-75 and I-375 freeways, which aim to increase density through mixed-use development, small business support, blight removal and demolition, single family home rehabilitation and vacant land activation.



¹ "Has Motorization in the U.S. Peaked?" University of Michigan Transportation Research Institute <http://www.umtri.umich.edu/our-results/publications/has-motorization-us-peaked>

² PeopleForBikes: <http://www.peopleforbikes.org/blog/entry/four-simple-lessons-from-austins-brilliant-new-bike-plan>

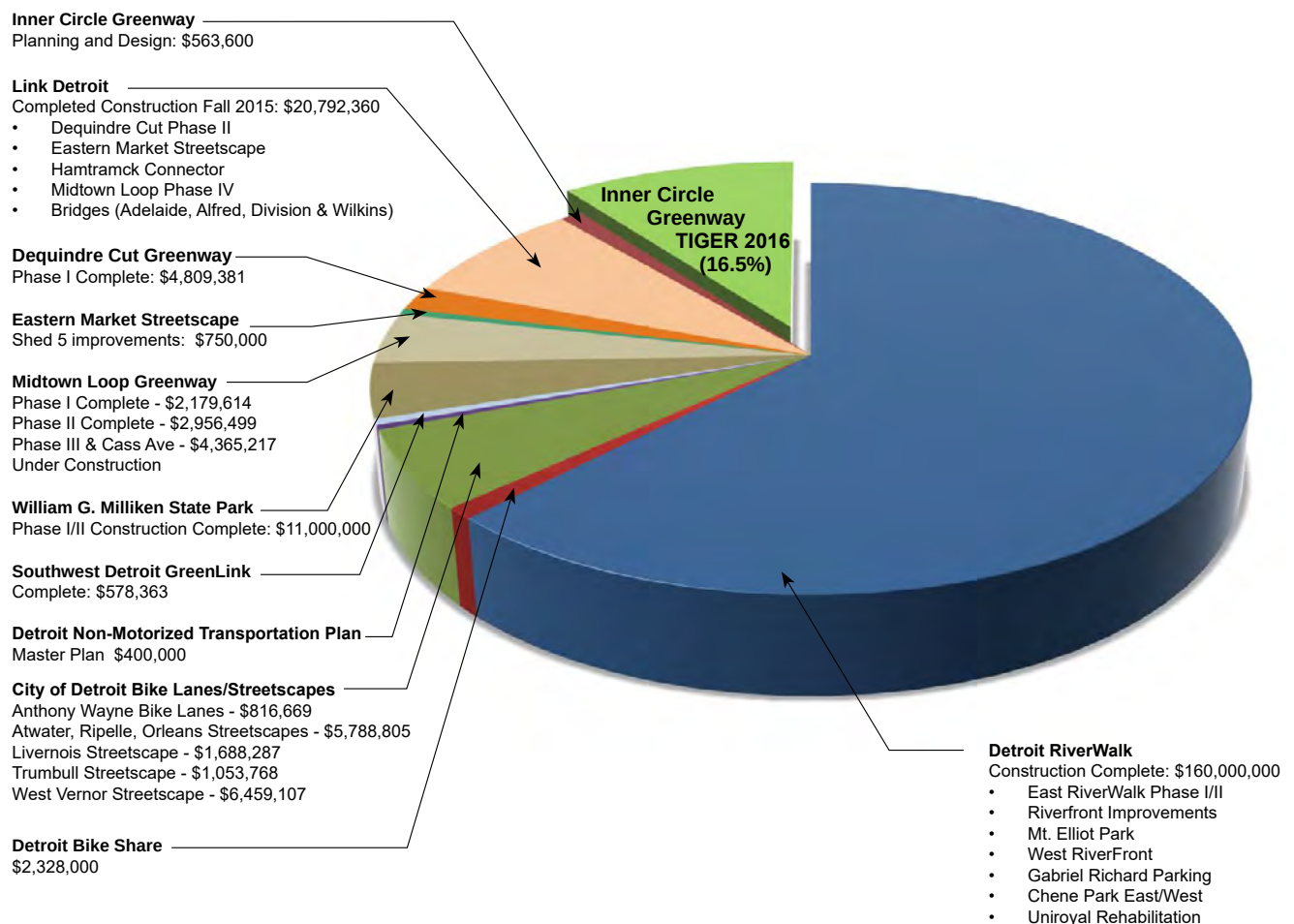
3. Work: Create Jobs Through New Infrastructure

The Inner Circle Greenway will build new non-motorized infrastructure and enhanced bus stop facilities to serve the communities it passes through. It will build new bridges and improve existing bridges across current highway barriers and reclaim an abandoned rail corridor serving the revitalize adjacent neighborhood. This construction will create new jobs for area residents through clear connections to the City's workforce development system. The ICG will also spur development in adjacent neighborhoods and commercial corridors.

Leverage Recent Investments

The Inner Circle Greenway will enhance and reinforce the significant federal, state and local investments in non-motorized transportation (Fig. 5) and connect them as a network of mobility solutions. The Inner Circle Greenway will enable greater numbers of residents to easily access and enjoy the already highly popular amenities such as the Detroit RiverWalk, Dequindre Cut and Link Detroit.

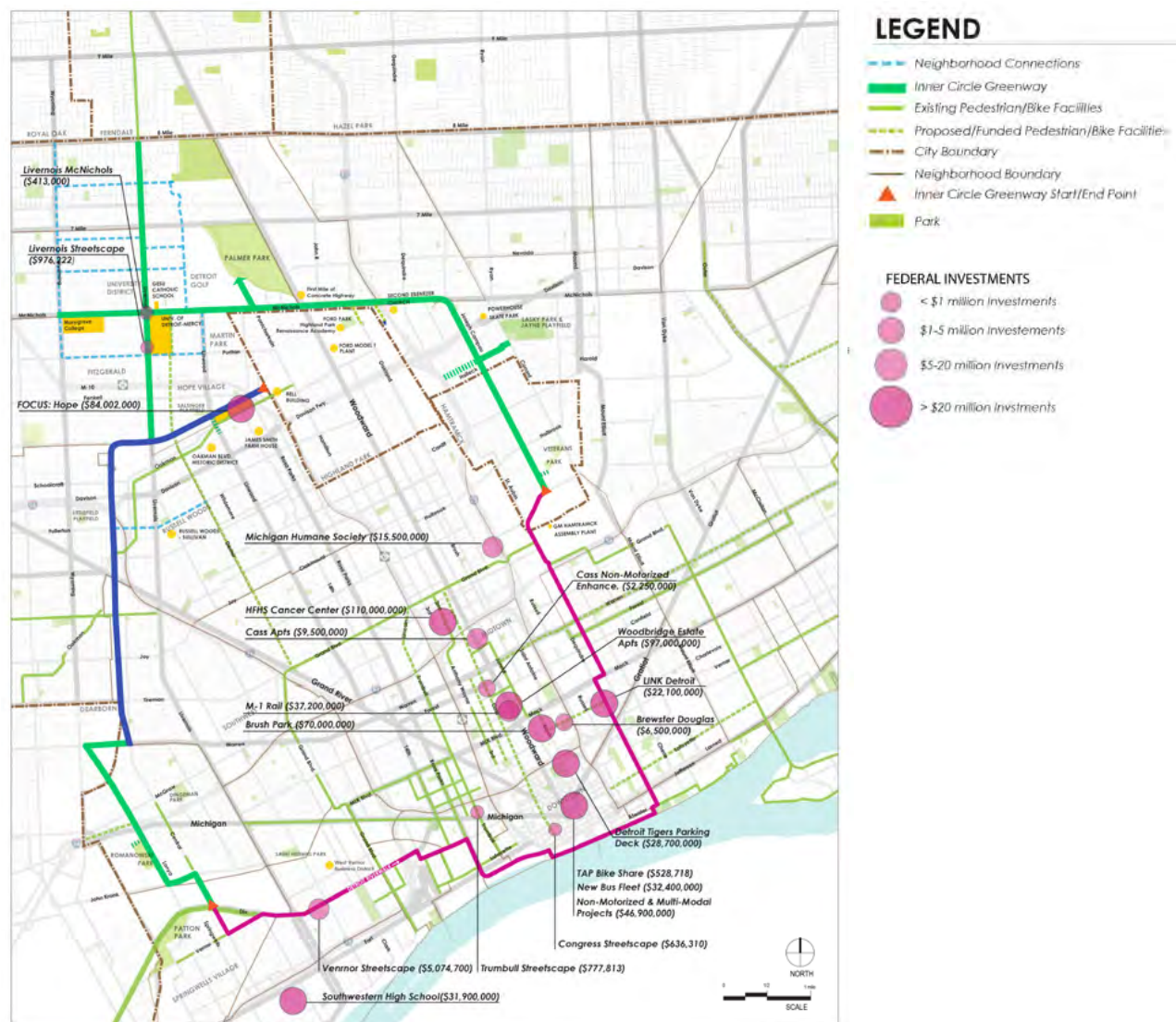
Figure 5: Transportation investments underway in the proximity of Inner Circle Greenway



Over \$771 million in federal investment has occurred near the Inner Circle Greenway in key economic development categories. This investment has been leveraged to bring considerable private, state and local funding to bear as well. A selection of those transformative projects, listed below with the level of federal investment received highlight the value of these investments in the City's overall revitalization strategy.

- Fleet of 80 new DDOT buses: \$32.4M
- M-1 Rail: \$37.2M
- Detroit Bike Share: \$1.6M
- Sakthi Automotive Workforce Training Hub: \$31.9M
- Vacant Home Demolitions (1,600 near ICG): \$22.8 M
- Lightweight Innovations for Tomorrow & Composites Institute: \$80.0M
- Health Emery Lifeline Program: \$6M

Figure 6: Federal investment underway in the proximity of Inner Circle Greenway



2.

PROJECT
LOCATION

The Inner Circle Greenway (geospatial coordinates 42° 23'40"N, 83° 08'24"W) is located within the cities of Detroit, Dearborn, Hamtramck, and Highland Park, Michigan. It extends from the existing [Southwest Detroit Greenlink](#), located south and west of downtown, [Dequindre Cut Greenway](#) east of downtown, the Hamtramck Connector, located north and east of downtown, and the [Detroit RiverWalk](#) south of downtown.

The City of Detroit has a population of 713,777. According to the U.S. Census Bureau, per capita income across the United States in the past 12 months (2014 dollars) was \$28,555. The per capita income for that timeframe in Detroit was \$14,984 or 52% of the national average. The Bureau of Labor Statistics indicates that the current national unemployment rate is 5.0% and State of Michigan's is 5.4%. Detroit's yearly unemployment rate (2015) is 10.2%, over twice the national average.

The ICG will serve those who have been disproportionately impacted by poverty and a lack of transportation options. The total families with income less than \$50,000 is 24,864. There are over 17,700 households without access to a vehicle and 9,983 employees who commute to work without using an automobile. Given the disjointed nature of the current public transportation system, the lack of access to an automobile creates a barrier to employment, cultural and educational opportunities for a large number of residents in this area.

The ICG efficiently connects to existing transportation infrastructure using SuperStops at critical transportation nodes. These SuperStops will facilitate bus-bike transfers and simplify commutes by reducing the need for multiple transfers between the city bus system, DDOT, and Suburban Mobility Authority for Regional Transportation (SMART), the regional bus system (Fig. 7).

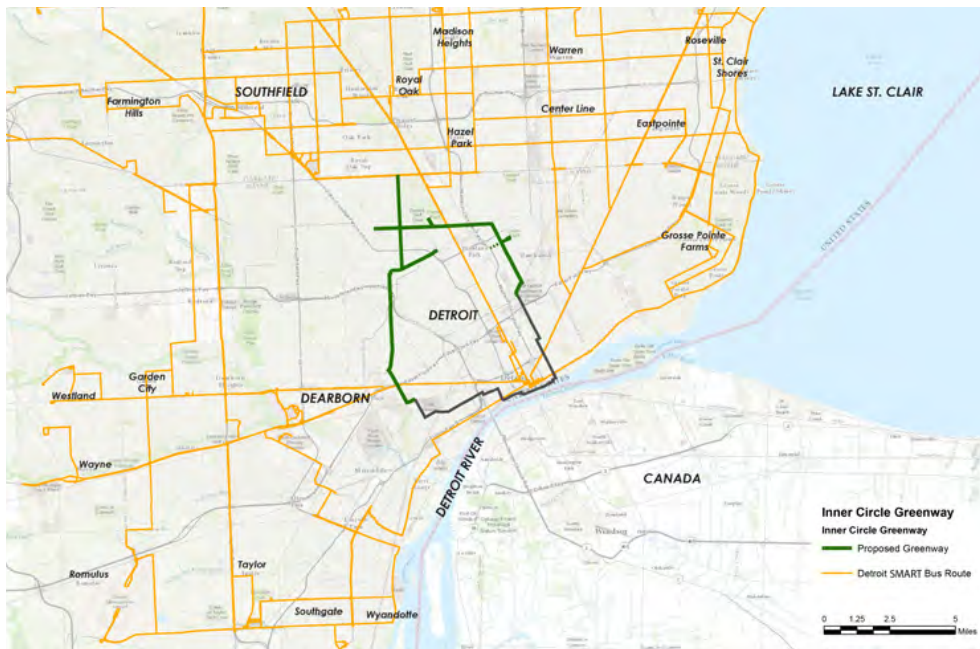


Figure 7:
Inner Circle Greenway
Connections to SMART

3.

PROJECT PARTIES

The **City of Detroit Department of Public Works** is the lead agency requesting funding through the TIGER Discretionary Grant in support of the Inner Circle Greenway Project. The City has extensive experience in managing large construction activities funded from federal and state funds. The City will utilize this expertise and will coordinate with the **Michigan Department of Transportation (MDOT)** to implement the proposed improvements. The City completed the Link Detroit project, funded through a TIGER Discretionary Grant awarded in 2012, **on budget** in April 2016.

To date, the City has partnered with the **Kresge Foundation**³, **Community Foundation for Southeast Michigan (CFSEM)**⁴, the **Detroit Greenways Coalition**⁵ and the **Michigan Department of Natural Resources (MDNR)**⁶ on the Inner Circle Greenway project. In 2001 the CFSEM GreenWays Initiative launched a comprehensive project linking communities, leveraging vision, resources and people; and collaborating to promote and protect the current and future community health and well-being. The GreenWays Initiative contributed financial support to design and construct existing portions of the Inner Circle Greenway, including the Southwest Detroit Greenlink, the Detroit RiverWalk, the Dequindre Cut and the Hamtramck Connector. CFSEM has contributed \$250,000 to this project.

The Kresge Foundation is a \$3.5 billion private, national foundation that works to expand opportunities in America's cities through grantmaking and investing in arts and culture, education, environment, health, human services and community development in Detroit. The Kresge Foundation has pledged \$1.2M to this project, including \$600,000 used for conceptual planning and due diligence.

The Detroit Greenways Coalition is a non-profit working to promote and build a network of greenways and bike lanes to connect people and places, improve the quality of life, beautify neighborhoods and stimulate neighborhood-level economic development in Detroit.

The MDNR is contributing \$3.4M from a Natural Resources Trust Fund grant to help purchase the railroad right-of-way. Funding for this program is derived from royalties on the sale and lease of State-owned mineral rights and goes to the public acquisition of lands to support resource protection and public outdoor recreation.

MDOT is also a project partner as the proposed pedestrian bridges will be under their jurisdiction. MDOT is providing \$1.1M from a federal Transportation Alternatives Program grant to complete the acquisition of the railroad right-of-way.

Local, state and federal agencies and representatives from the U.S. House and Senate have committed their support to the Inner Circle Greenway. This support is based on the mutual belief that this project will benefit the residents of the neighborhoods surrounding the cities of Detroit, Highland Park, Hamtramck, Ferndale and Dearborn by removing barriers to access employment, education and services, encouraging new residents to take up urban living and increasing development and property values.

³ www.kresge.org

⁴ www.cfsem.org

⁵ www.detroitgreenways.org

⁶ www.michigan.gov/dnr

4. GRANT FUNDS AND SOURCES/ USES OF PROJECT FUNDS

The Inner Circle Greenway improvements proposed in this grant application will tie together eleven other significant greenway project investments in the completion of the connected 31.5-mile loop. The total cost of the Inner Circle Greenway is \$36,580,000. The City of Detroit anticipates TIGER grant funding in the amount of \$18,285,000 (49.9%) for implementation (Fig. 8). The City expects commitments of \$12,190,000 (33.3% of the total project cost) in matching funds through a combination of grants from foundations, the City's Act 51 funds, and federal Community Development Block Grant funds. In the event that foundation grants are not received as expected, the City intends to commit the necessary Act 51 dollars to ensure that the project is fully funded.

The sale of the railroad right-of-way to the City of Detroit has been approved by Conrail's Board of Directors with an anticipated purchase agreement by summer 2016. The acquisition will be completed with funds provided by the Michigan Natural Resources Trust Fund and funds through the Transportation Alternatives Program. The amount of prior planning and coordination among the project partners ensures the City **is prepared to obligate the funds by September 2017, well in advance of the June 30, 2019 deadline.**

Figure 8: Project Funding

	Total Estimated Project Cost	Anticipated Grant Funding	FEDERAL NON-MATCH Federal Transportation Alternative Program (TAP)	NON-FEDERAL/NON-MATCH FUNDING				MATCH FUNDING ACT 51/CDBG/ OTHER FOUN- DATIONS
				Natural Resource Trust Fund (NRTF)	Kresge Foundation	Wayne County EPA Grant	Community Foundation for Southeast Michigan (CFSEM)	
PROJECT COSTS								
Construction	\$26,500,000	\$15,900,000						\$10,600,000
Construction, Engineering, Inspection (CEI)	\$3,975,000	\$2,385,000						\$1,590,000
ROW Acquisition	\$4,575,000		\$1,143,700	\$3,431,300				
Professional Engineering (PE cost)	\$1,200,000				\$1,200,000			
Due Diligence	\$330,000					\$80,000	\$250,000	
PROJECT TOTALS		\$18,285,000	\$1,143,700	\$3,431,300	\$1,200,000	\$80,000	\$250,000	\$12,190,000
TOTAL PROJECT COST	\$36,580,000							

TIGER Grant Percentage of Total Project Cost	49.99%
--	--------



I. Primary Selection Criteria

a. State of Good Repair

The Inner Circle Greenway will transform a blighted, abandoned section of the former Conrail right-of-way on Detroit's west side into a neighborhood amenity with off-street bike lanes.

In order to maintain the off-street portion of the Greenway in a state of good repair once constructed, the Detroit Greenways Coalition and Greening of Detroit have developed a successful operations and maintenance strategy, which is currently employed on the Conner Creek Greenway and Southwest Detroit Greenlink. With this model, philanthropy has provided financial support to the Greening of Detroit to provide greenway maintenance and programming. The [Greening of Detroit](#)⁷ is part of an extensive job training program supported with state and federal funds. They hire crews of local young adults and train them in landscaping, forestry and agriculture. These crews maintain all aspects of the greenways from cutting grass, to removing graffiti, to seasonal planting. They also work with local volunteers to not only provide maintenance, but build greenway stewardship. This program is now in its fifth year.

Other sections of the Inner Circle Greenway, the Dequindre Cut and the Detroit RiverWalk, are skillfully operated and maintained by the Detroit RiverFront Conservancy with private donations. In addition to operations and maintenance, the Conservancy also offers year-round programming to enhance and encourage the use of these public spaces. On-street bike lanes will be maintained by the City of Detroit.

b. Economic Competitiveness

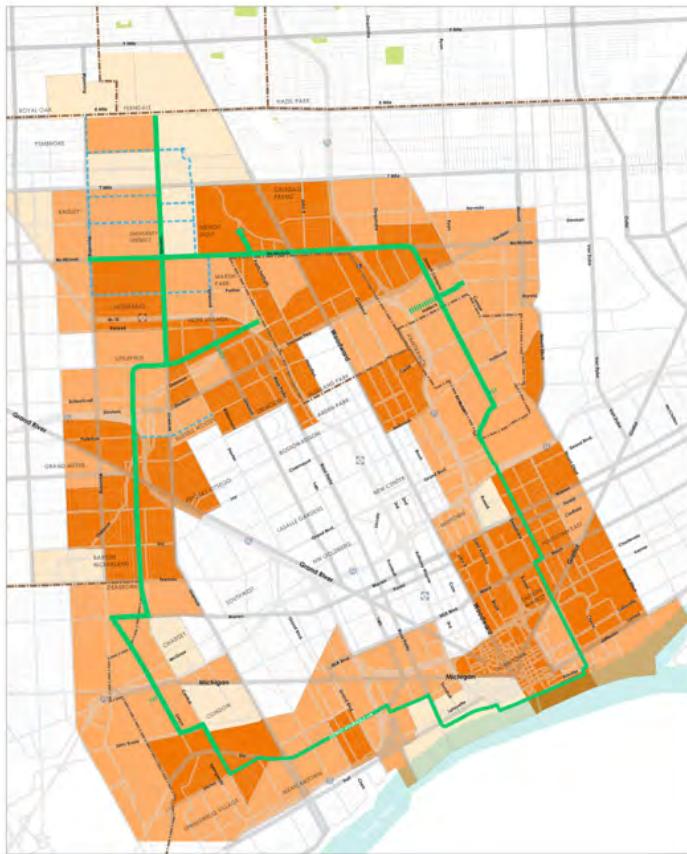
The Inner Circle Greenway creates economic opportunity for numerous disadvantaged Detroit and metropolitan area residents by providing low to no-cost transportation options to access to jobs, job training and neighborhood services. The need for increased transportation options in the area served by the Greenway is clear: In order to get to an employer in neighboring Warren without a car, a resident of the Russell Woods neighborhood on the City's west side currently takes 3 different buses on a nearly 2-hour journey. Over 17,700 households in the vicinity of the ICG do not have access to a car (Fig.9), and nearly 67% of Detroit residents commute to the suburbs for employment. For households that do have a car, the city has some of the highest vehicle insurance rates in the country. Detroit residents are also less likely than other Americans to be able to afford that cost with a per capita income in Detroit for the past 12 months of \$14,984 in (2014 dollars), or 52% of the national average⁸. Additionally, Detroit's unemployment rate in 2015 was 10.2%, over twice the national average⁹, with lack of transportation cited as a key barrier by job seekers. These facts underscore the importance of the Inner Circle Greenway and the City's broader efforts to increase mobility and decrease transportation costs to drive the economic revitalization of the City.

⁷ www.greeningofdetroit.com

⁸ www.census.gov/quickfacts/

⁹ www.bls.gov

Figure 9: Percent of Households with No Vehicle



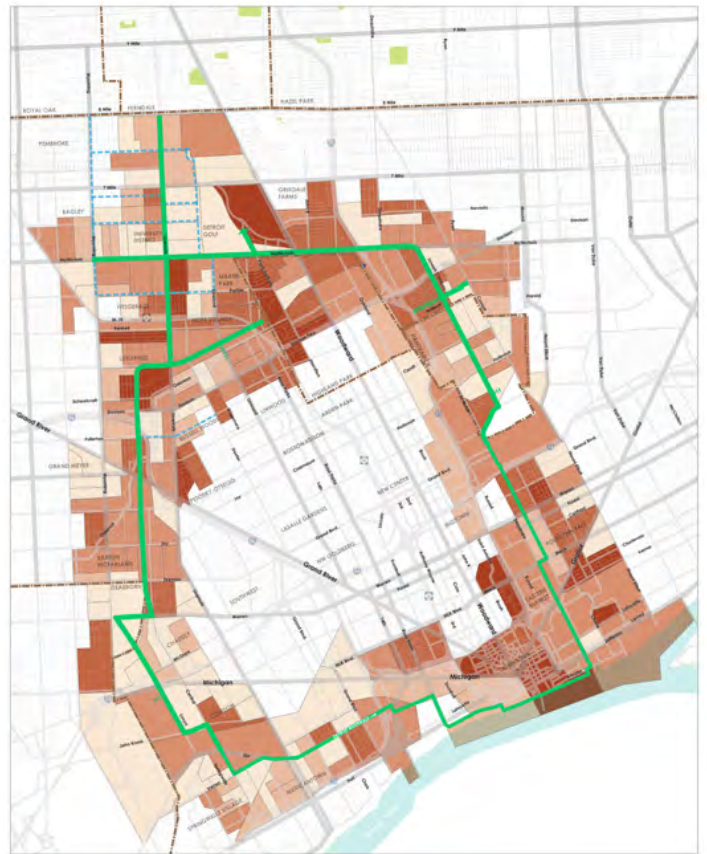
LEGEND

- Neighborhood Connections
- Inner Circle Greenway
- City Boundary

Household without access to a vehicle

- Up to 10%
- 10 to 30%
- Greater than 30%

Figure 10: Percent who commute by non-vehicular



LEGEND

- Neighborhood Connections
- Inner Circle Greenway
- City Boundary

Percentage of Non-Auto Means to Work

- Up to 10%
- 10 to 15%
- 15 to 30%
- 30 to 50%
- Greater than 50%

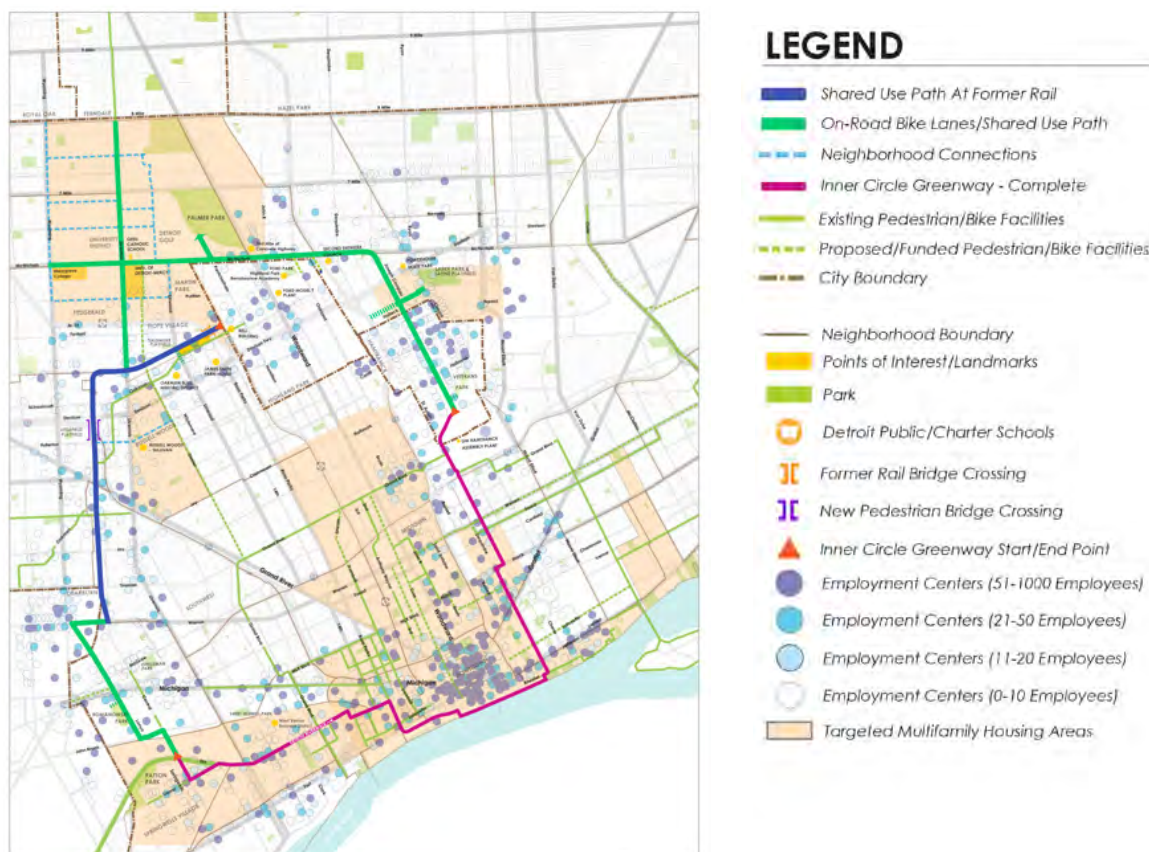
The ICG enhances existing public transportation networks by adding a critical layer of access via new bicycle connections between neighborhoods, transit hubs and employment centers. The Greenway leverages recent improvements to the DDOT bus service and new connections between the new M-1 Rail and intra-city buses that could reduce wait times between connections and allow residents to reach suburban job centers which are seldom within walking distance of transit hubs. The ICG would also expand access deeper into the neighborhoods for the SMART bus system, which currently terminates on the suburban edges of the city, and allow greater access to suburban job opportunities.

This improved access for the economically disadvantaged populations in these areas will be a function of the continuous, linked non-motorized network providing connections to three multi-modal transit points and eleven SuperStops. The

location for these enhanced transit shelters have been identified by DDOT as priorities based on ridership and proximity to the Inner Circle Greenway corridor.

By reducing the transportation barriers to employment, education and training, the Greenway will unlock economic opportunity for thousands of residents via connections to essential job centers in Detroit, Dearborn, Highland Park, Hamtramck, and Ferndale (Fig. 10). These areas include the General Motors Detroit/Hamtramck Assembly Plant, the New Center, Henry Ford Hospital and Dearborn. Important educational and workforce destinations include Wayne State University, Marygrove College, University of Detroit Mercy, Focus: HOPE, Sakthi Automotive Group USA Inc., and Eastern Market (Fig. 11).

Figure 11: Centers of Employment in the vicinity





c. Quality of Life

The City of Detroit initiated strategic, coordinated land use planning and economic development efforts in 2015 designed to grow population through mixed-used development, small business support, blight removal and demolition, single family home rehabilitation and vacant land activation. As part of this revitalization strategy, the Inner Circle Greenway will provide transformative multi-modal connections to the City's target neighborhoods in its proximity:

- Livernois / McNichols
- Russell Woods
- Southwest Detroit
- Banglatown
- The Villages
- Greater Downtown and the East Riverfront

Increased access via the Greenway is a critical component of the City's long-term revitalization and population growth for these neighborhoods. This increased connectivity, in turn, will provide opportunities for area residents to access jobs and education, healthy food and outdoor recreation. Around the country, urban greenway networks have been a motivating force attracting new residents and businesses, particularly those interested in an active lifestyle. The Inner Circle Greenway will serve as a building block to for the City's sustained future growth.

The ICG will also contribute to Detroit's rapidly growing community of people who cycle for physical and mental health and as well as recreational benefits. Detroit currently tops the list of cities in the United States where bike commuting is growing fastest, as reported by the League of American Bicyclists. In addition, the percentage of Detroit residents who commute by bike is 0.8%. Improving non-motorized connectivity will positively impact this trend and



increase the number of bike commuters. Though recent data only tracks bicycle commuting, and may understate how many people are cycling generally, it is possible to glean an understanding of how important cycling has become to a large number of the residents of Detroit as follows:

- Dequindre Cut bicycle and pedestrian counter data reflect significant increases in use, with over 9,000 bicycle and pedestrian users in April 2016;
- Weekly Slow Roll numbers, reaching up to 4,000 participants, showcasing the second largest weekly bike ride in the United States
- Tour de Troit, an event promoting healthy living through running, bicycling and bicycle safety, attracting over 7,000 annual riders
- The increase in neighborhood bicycling groups and clubs, currently boasting 34 documented neighborhood and church-based bicycle clubs in the City of Detroit, reflect a growing interest in cycling post completion of the first phase of the Dequindre Cut and numerous non-motorized projects throughout the City

The Inner Circle Greenway has been developed with a consideration of the six livability principles identified by the U.S. Department of Transportation (USDOT) in conjunction with the Department of Housing and Urban Development

(HUD) and the EPA in their joint Interagency Partnership for Sustainable Communities. These principles focus on helping communities improve access to affordable housing, expand transportation options and lower transportation costs while protecting the environment. The Inner Circle Greenway aligns with the **six livability principles** by:

- Providing more **transportation options** by connecting pedestrian and bicycle access to the existing DDOT, SMART, and planned RTA bus rapid transit and M-1 Rail system in numerous locations.
- Promoting equitable, affordable housing by **attracting new investment and community revitalization** in the neighborhoods along the corridor.
- **Enhancing economic competitiveness and long term benefits** by providing reliable options for access to employment centers, education and services.
- **Supporting existing communities and multiple partners** by encouraging transit-oriented development and land recycling to increase community revitalization.
- Coordinating policies and leveraging investment by building on **strong collaboration from numerous cities** and local agencies and organizations.
- Improving community quality of life through **transformative, positive and long lasting neighborhood improvements**.



In addition to serving greater Detroit, the ICG integrates part of Michigan's planned Iron Belle Trail that begins just to the east of the city at Belle Isle State Park and extends over 1,000 miles across Michigan's Upper Peninsula to the Wisconsin border. Moreover, the proposed ICG location will attract international bicycle tourism via the planned bicycle and pedestrian lanes on the Gordie Howe International Bridge, a new international (US-Canada) border crossing connecting Detroit and Windsor, Ontario.

The Inner Circle Greenway was developed with input from the surrounding communities and is supported by a wide range of agencies and organizations. It has been identified as a priority corridor in the cities of Detroit, Hamtramck, Highland Park and Dearborn non-motorized plans. The level of connectivity proposed by the Inner Circle Greenway will enhance the overall transportation network providing greater access for neighborhood residents. It will improve resiliency by decreasing reliance on automobiles, providing choice, with a greater emphasis on mass transit and human powered transport

d. Environmental Sustainability

The Inner Circle Greenway will improve environmental sustainability by reducing vehicle miles travelled, use of fossil fuels and greenhouse gas emissions. The Benefit-Cost Analysis completed for this project predicts a 11,000 ton decrease in CO₂ emissions over 20 years.

Integral to the project is creation of pocket parks and habitat restoration proposed along the corridor with appropriate landscaping and site furnishings. Throughout this segment, storm water management will utilize natural system best practices consistent with EPA green infrastructure initiatives intended to mitigate storm water runoff. The off-road segment of

the greenway has the capacity to incorporate large areas of native planting that will promote connected biodiversity along with bioswales to manage stormwater runoff from surrounding areas. The on-road segments will include flow-through planters that will capture and treat stormwater runoff from adjacent roads.

Additionally, the City has a policy that all new lighting and all replacement lighting will utilize LED technology resulting in reduced energy demand from the lighting grid. All of the lights installed on the Inner Circle Greenway also utilize LED technology.

e. Safety

The City of Detroit leads major cities in the rate of pedestrian fatalities¹⁰. Mayor Duggan has signed onto the USDOT's "Mayor's Challenge for Safer People and Safer Streets" effort focused on raising the bar for bicyclist and pedestrian safety. This will, in part, be realized through implementation of protected bike lanes where the road width warrants it, bike lanes and shared use paths providing designated bicycle facilities designed in accordance with AASHTO guidelines. This has a two-fold effect as it also serves to raise the awareness of motorists to the fact that bicycles are sharing the road. Both of these factors improve safety and reduce bicycle injuries and fatalities. Improved intersection and road crossings can also decrease pedestrian injuries and fatalities by providing new mid-block crossing with crosswalk striping and pedestrian signals where required.

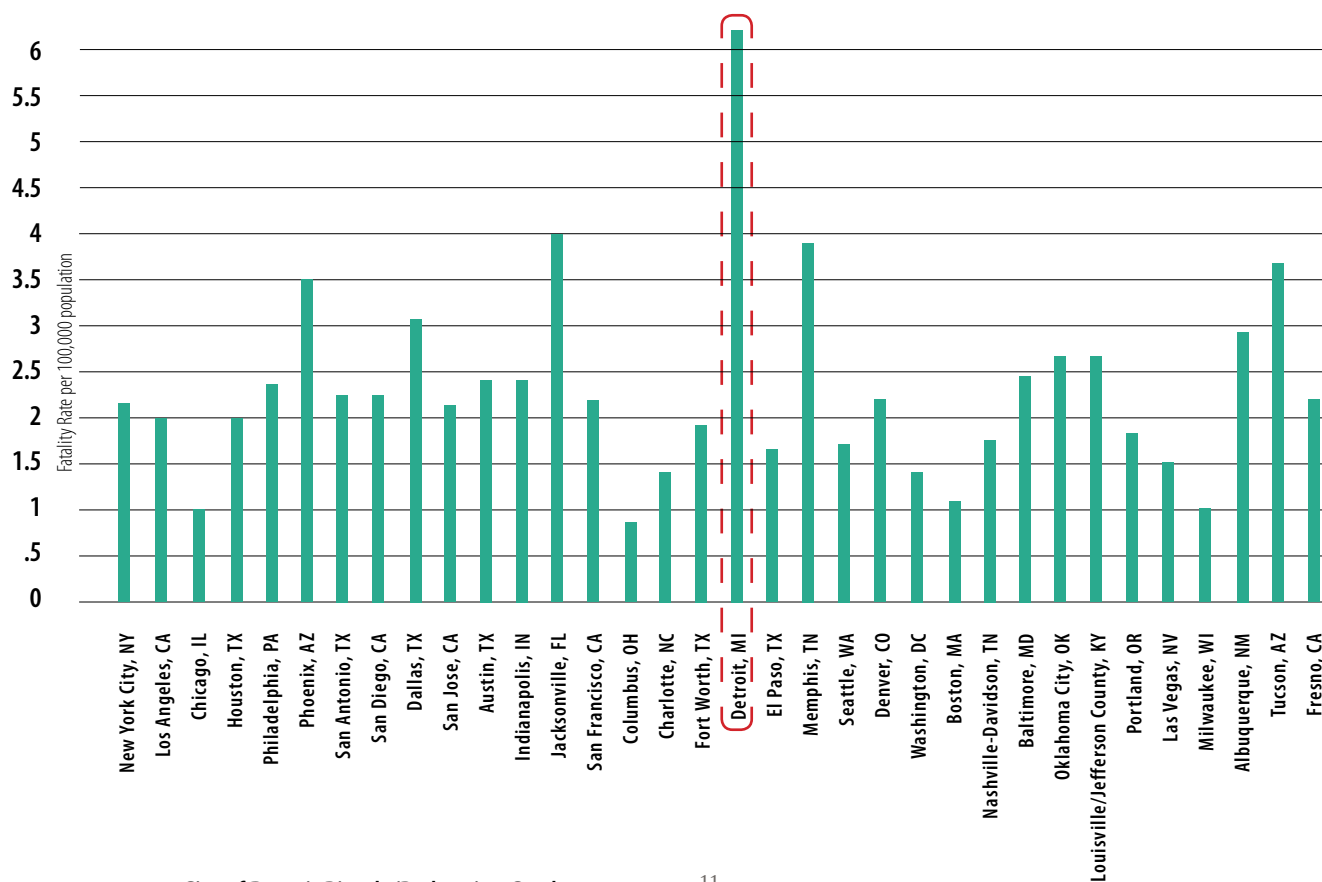
Based on data published in the Michigan Data Query Tool¹¹, the number of bicycle and pedestrians crashes within the City of Detroit

¹⁰ National Highway Traffic Safety Administration, Traffic Safety Facts – Pedestrians <http://www-nrd.nhtsa.dot.gov/Cats/listpublications.aspx?Id=13&ShowBy=Category>

¹¹ Michigan Data Query Tool, Michigan Traffic Crash Facts <http://www.michigantrafficcrashfacts.org/datatool/build.php>



Pedestrian Fatalities in Major Cities¹⁰



City of Detroit Bicycle/Pedestrian Crashes, 2005-2014¹¹

	BICYCLISTS				PEDESTRIANS			
	Crashes		K-A		Crashes		K-A	
	Detroit	Michigan	Detroit	Michigan	Detroit	Michigan	Detroit	Michigan
2005	177	2063	25	241	638	2565	170	697
2014	129	1749	11	156	504	2280	101	513
Decrease	27%	15%	56%	35%	21%	11%	41%	26%

has decreased significantly from 2005 to 2014. The number of fatalities and serious injuries have also decreased. These rates of decrease notably exceed those seen at the statewide level and coincide with the increase in miles of bicycle lanes. Further expansion of bicycle facilities will serve to continue this trend.

II. Secondary Selection Criteria

a. Innovation

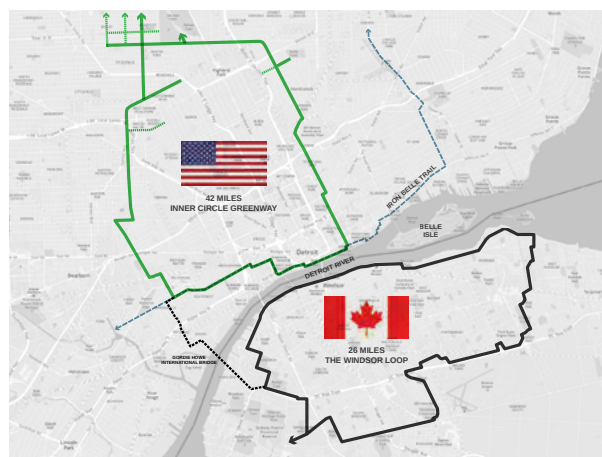
One of the greatest challenges facing non-motorized infrastructure planning is the lack of documentation on usage and demand. Without accurate and consistent demand

and usage figures, it is difficult to measure the positive benefits of investments in these modes, especially when compared to the other transportation modes such as the private automobile. As part of the Link Detroit project, bicycle/pedestrian counters have been installed on the Dequindre Cut. Counter data indicates approximately 9,000 bicycle and pedestrian users on this facility in April 2016, which is expected to continue to grow exponentially as the weather improves. The Inner Circle Greenway will incorporate the same bicycle/pedestrian counter kiosks as a method to document usage data. These counters will be compatible with the Rails-to-Trails Conservancy's Trail

Modeling and Assessment Platform (T-Map) which is a three-year initiative to create a set of data collection instruments, methodologies and analysis tools that will transform the way trails and trail networks are planned and implemented. The City has also begun to pilot bike lanes on Livernois Avenue with the Better Block Foundation as a tool for community engagement. The City's Public Works and Planning Departments held the first event on April 23, 2016 to great success and plans to conduct future pilots this summer.

A portion of the Inner Circle Greenway is designated as part of the State of Michigan's Iron Belle Trail, an initiative begun in 2012 to create a "Signature Pure Michigan Experience" by connecting Detroit to Wisconsin with biking and hiking trails. Michigan recognizes that trails are economic drivers for our tourism industry, promote the use of alternative forms of transportation, provide opportunity for free public outdoor activity, and help support an active and healthy lifestyle. The Iron Belle Trail is comprised of many existing and planned bike and trail networks that make their way north and south through the Lower Peninsula and east and west through the Upper Peninsula. The Inner Circle Greenway is an important urban section of the Iron Belle Trail.

Inner Circle/Windsor "Big 8" Greenway Plan



In addition to the Inner Circle Greenway's importance for the City of Detroit, the southeast Michigan region and the State as a whole, the Inner Circle Greenway will also be international destination. The efforts to implement the 31.5-mile Inner Circle Greenway in Detroit are being mirrored across our international border, in Windsor, Canada resulting in what has become known as the "Big 8" greenway. The Windsor Loop is a 26.4-mile circular loop that connects the city with neighborhoods and the Trans Canada Trail. A majority of the Windsor Loop is in place with \$5 million budgeted to complete the network. The United States and Canada are working together to build the Gordie Howe International Bridge, a new international trade crossing connecting Detroit and Windsor, Canada. The new bridge will be located downstream of the existing Ambassador Bridge and will have dedicated access for pedestrians and bicyclists. The completion of the Inner Circle Greenway, the Windsor Loop and Gordie Howe International Bridge will allow for international biking and touring that, until now, has never been realized.

b. Partnership

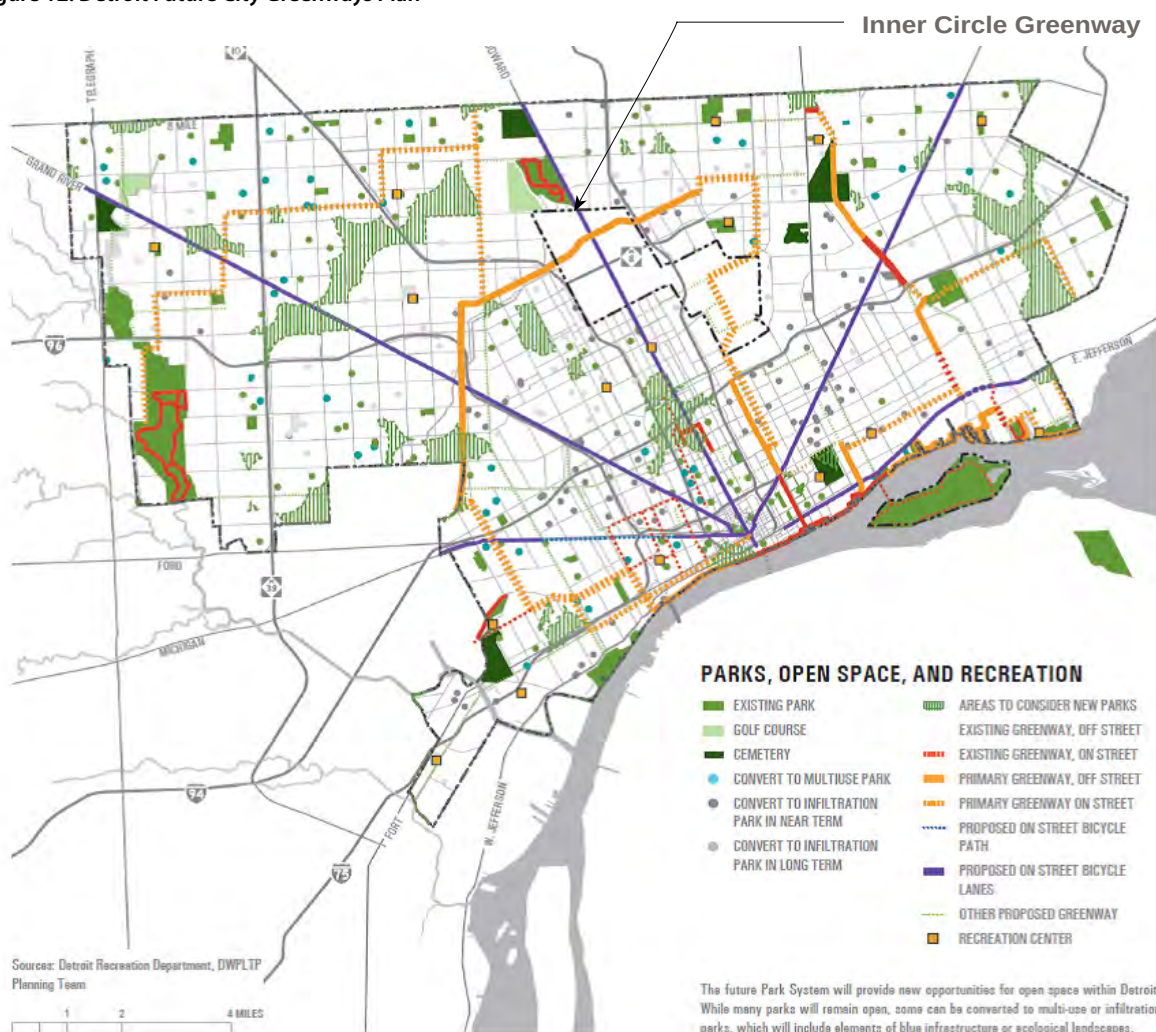
The **Detroit Works Project** was introduced in 2010 as a process to create a shared, achievable vision for Detroit's future to improve the quality of life and business in Detroit. In 2011, then Mayor Dave Bing introduced the separation of the Detroit Works Project into two tracks—Short Term Actions and Long Term Planning.

The Long Term Planning for the project was led by a Steering Committee that oversaw the technical and civic engagement teams that worked with the community to produce the Long Term Strategic Framework Plan. Part of that process included the community, urban designers, landscape architects, engineers and

¹² Detroit Future City <http://detroitfuturecity.com/framework/>



Figure 12: Detroit Future City Greenways Plan



economists collaborating during a series of activities, including community conversations and round-table meetings.

That resulting framework is called **Detroit Future City**¹². Within it are actionable and innovative strategies to improve the quality of life and business in Detroit as we move forward. [Detroit Future City](#) will help to better align Detroit's assets over the next five-to-20-years in ways that have never been thought about before. Implementation will require the involvement of government, businesses and investors, neighborhood and community groups, philanthropic organizations, and other non-governmental organizations.

Greenways and bike/walk transportation mobility were commonly discussed throughout this lengthy process – and residents were very supportive of such facilities. After additional analysis, a list of priority greenways was developed which includes the Inner Circle Greenway.

The Inner Circle Greenway supports the City's **Strategic Recreation Master Plan**¹³ guiding principles and goals and will help connect residents to parks and recreation centers (Fig. 12).

¹³ City of Detroit Strategic Recreation Master Plan
<http://www.detroitmi.gov/Recreation>

Detroit's **Non-Motorized Transportation Master Plan**¹⁴⁻¹⁵ includes a reference to the 2002 Rails-to-Trails study and recommends that the city acquire specific right-of-ways for pathways. The City of Detroit now has 186 miles of bike lanes, shared-use paths and signed bicycles routes. An additional 26 miles will be built in 2016/2017. This number includes 18 miles of off-road non-motorized pathways. In a relatively short period of time, Detroit has become a statewide leader in adding biking and walking facilities. With these bike lanes, routes and paths, more residents have more options to get to the Inner Circle Greenway and to get to destinations near it.

In 2009, the **Detroit Greenways Coalition** developed a Detroit Greenways Network Vision of trails and on-road connections through a highly-collaborative process of city and non-profit stakeholders. The Inner Circle Greenway was highlighted as one of twelve primary greenways in Detroit. Brochures entitled "Detroit Greenways: Building pathways that Unite a City" were printed with this network vision. Approximately 6,000 brochures have been distributed since 2008.

¹⁴ City of Detroit Non-Motorized Urban Transportation Master Plan <http://www.detroitmi.gov/Departments/PlanningDevelopmentDepartment/Planning/LongRangeandCommunityPlanning/>

¹⁵ GreenWays Initiative: Planning for Detroit's Rail-Trails. <http://www.railstotrails.org/resource-library/resources/greenways-initiative-planning-for-detroits-rail-trails/?tag=Research>

¹⁶ This study was developed through a graduate program within the Taubman College of Architecture and Urban Planning at the University of Michigan, Ann Arbor. <https://taubmancollege.umich.edu/urbanplanning/students/student-work/master-urban-planning/ever-green-enduring-system-parks-and>

¹⁷ The City of Highland Park Master Plan 2010 <http://highlandparkcity.org/Services/CED/Overview-CommunityEconomicDevelopment.asp>

NextEnergy will support the coordination of technology utilized at the SuperStops and the advocacy, education, feedback and subsequent utilization of both the community and employer/destination stakeholders.

The April 2012 study **Ever Green: an Enduring System of Parks and Greenways in Detroit**¹⁶ identified the Inner Circle Greenway as a priority due to its connections with population centers and recreation. Figure 13 illustrates which future greenways should receive priority. The prioritized greenways, shown in red, run through high population density areas and connect major parks via on and off road routes.

The **2010 City of Highland Park Master Plan**¹⁷ also recognizes the Inner Circle Greenway as "The primary, off-road non-motorized trail system planned is the Inner Circle Greenway along the Detroit Terminal Railroad's abandoned right-of-way."

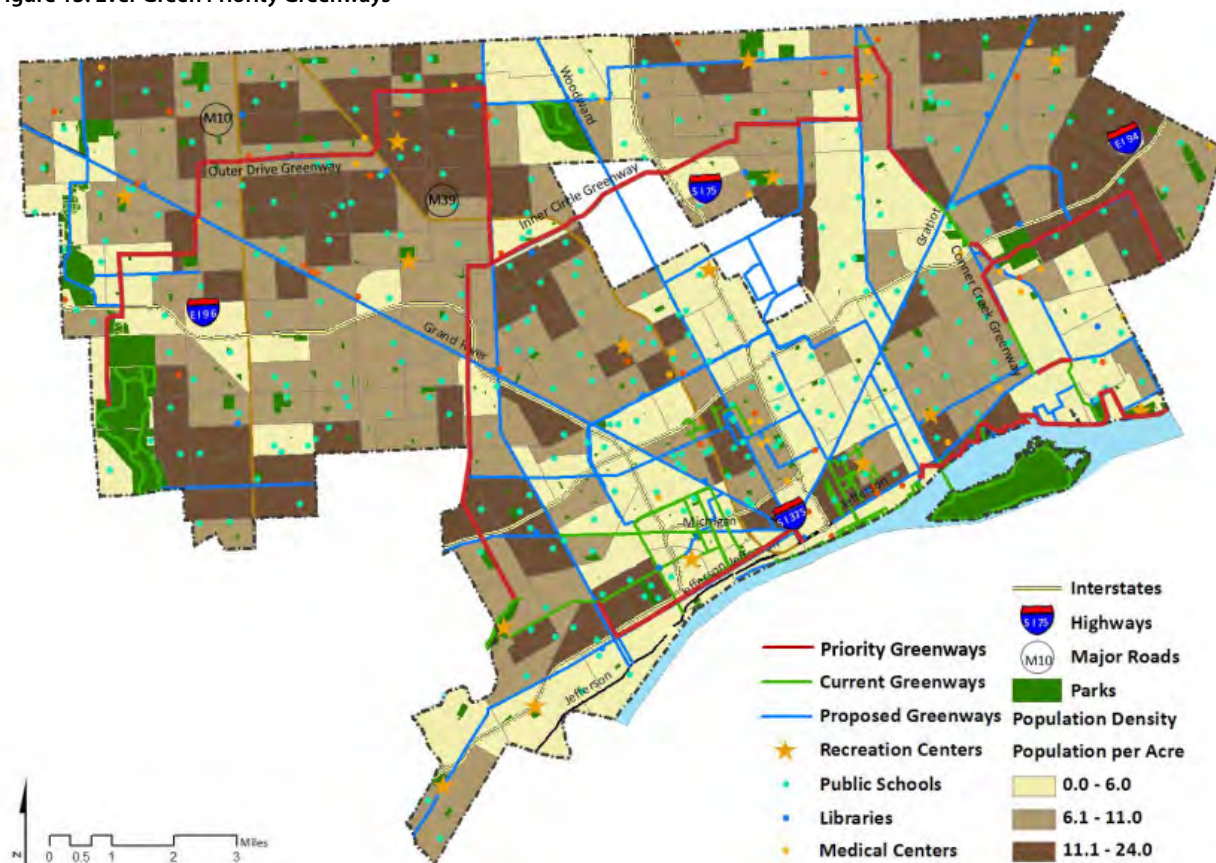
The **City of Hamtramck** has completed a non-motorized transportation master plan and worked closely with the Detroit Greenways Coalition to ensure that their network completes a portion of the Inner Circle route.



City of Detroit Slow Roll



Figure 13: Ever Green Priority Greenways



The **City of Dearborn** has prepared a non-motorized transportation plan that is fully integrated with the City of Detroit’s non-motorized network. Dearborn is proposing on-road connections from the west that will link directly to the Inner Circle Greenway.

The City continues to work collaboratively with other stakeholders along this rail corridor, including **Focus: HOPE**. In fact, the Inner Circle Greenway has been incorporated within Focus: HOPE’s Hope Village Initiative. Inspired by the adage that it “takes a village to raise a child”, this initiative aims to develop a safe, strong and nurturing neighborhood where

children and their families can develop to their full potential.

The **Southeast Michigan Council of Governments (SEMCOG)**, the regional planning organization in southeast Michigan, has developed a list of regionally focused priority projects that are part of their Comprehensive Economic Development Strategy¹⁸⁻¹⁹. This list includes reference to both Link Detroit and the Inner Circle Greenway. These projects are identified for the potential economic impact by providing regional recreation destinations and access to key Detroit businesses, and residential and cultural destinations.

¹⁸ SEMCOG Economic Development Strategy for Southeast Michigan, 2016 <http://mac.semco.org/Projects/Economic-Development-Strategy>

¹⁹ Southeast Michigan Council of Governments <http://semco.org/plans-for-the-region/transportation/regional-transportation-plan-rtp>

The **Michigan Department of Natural Resources** provided funding for acquisition through the Natural Resources Trust Fund program.

The **Michigan Department of Transportation** provided funding for acquisition through the Transportation Alternatives Program and will review and approve the construction contract, final plans, and coordinate the design of the pedestrian bridges over the I-96/Jefferies Freeway.

Public Engagement

The Detroit Greenways Coalition and its partner organizations have been promoting the idea of the Inner Circle Greenway since 2008. They have given countless presentations on greenways across Detroit. Coalition members made a presentation on the Inner Circle Greenway at a meeting of the Oakman Boulevard Community Association – a neighborhood-based organization whose footprint encompasses a majority of the abandoned Conrail property. Most recently, the City held a community-wide meeting to ensure the public was aware of the project and to continue seeking input on important neighborhood connections and destinations.

In 2013, the Coalition worked with Focus: HOPE and the University of Michigan Graham Sustainability Institute to develop an Inner Circle Greenway poster that brought awareness

to the project, and solicited community feedback. In addition, the cities of Hamtramck, Highland Park and Dearborn have engaged the public on greenways through their master planning processes.

The Detroit Future City community engagement included hundreds of meetings, 30,000 conversations, connecting with people over 163,000 times, over 70,000 survey responses and comments from participants. This engagement included discussions on greenways, resulting in the Inner Circle Greenway being identified as a priority project.

SEMCOG held ten community meetings in the summer of 2014 in developing their Bicycle and Pedestrian Plan for Southeast Michigan. This plan represents a framework for bicycle and pedestrian travel with a focus on the City of Detroit. During that process, the Inner Circle Greenway was identified as a priority regional route.

As part of all of this, the City of Detroit's Non-Motorized Task Force convenes quarterly meetings with local and regional agencies and organizations to facilitate coordinated efforts in non-motorized planning and implementation.

6. RESULTS OF BENEFIT-COST ANALYSIS

The benefit-cost analysis was conducted for the Detroit Inner Circle Greenway project for submission to the U.S. Department of Transportation (U.S. DOT) as a requirement of a discretionary grant application for the TIGER VII program. The analysis was conducted in accordance with the benefit-cost methodology as recommended by the U.S. DOT in the Federal Register (79 FR 11854) and conducted for a 20-year analysis period following the opening year of operations in 2019 and concluding in 2038.

The costs and benefits of the project are summarized in Figure 15. The total present value project cost, including all capital and operations and maintenance costs over the analysis period, is expected to be \$31.7 million when discounted at 7 percent, and \$37.7 million when discounted at 3 percent. Benefits from this project are estimated to be \$36.0 million when discounted at 7 percent, and \$60.7 million with a 3 percent discount rate. The Benefit-Cost (B/C) ratios for the 7 and 3 percent discount rates are 1.1 and 1.6, respectively



As shown in Figure 16, the project will generate benefits to existing cyclists and new cyclists who take trips to work and other destinations. When completed the Detroit Inner Circle Greenway will provide mobility, health, and auto use cost savings benefits for new cyclists. The project will also provide a safer route for existing cyclists with off road segments. The table below shows the breakdown of benefits by selection criteria category.



Figure 14: Inner Circle Greenway Project Matrix

CURRENT STATUS/ BASELINE + PROBLEM TO BE ADDRESSED	CHANGE TO BASELINE/ ALTERNATIVES	TYPE OF IMPACT	POPULATION AFFECTED BY IMPACTS	ECONOMIC BENEFIT	SUMMARY OF RESULTS
Inner Circle Greenway					
Nearly 26% of the households in Detroit do not own a vehicle and many city residents lack reasonable access to jobs, education and services.	Addition of 31.5 miles of greenway as the final link of the 42-mile Inner Circle Greenway.	Remove barriers and improve access to a connected multi-modal transit system that extends into adjacent neighborhoods.	Residents in numerous city of Detroit neighborhoods along with the cities of Highland Park, Hamtramck, and Dearborn	Access to jobs, education and services and reduction of VMT	A connected greenway system will remove barriers and improve access for thousands of Detroit residents and serve as a tourism attraction for those seeing a unique destination.

Figure 15: Inner Circle Greenway Project Performance

PROJECT EVALUATION METRIC	7% DISCOUNT RATE	3% DISCOUNT RATE
Detroit Inner Circle Greenway Benefits	\$36.0	\$60.7
Total Discounted Costs	\$31.7	\$37.6
Net Present Value	\$4.2	\$23.0
Benefit/Cost Ratio	1.1	1.6

Figure 16: Summary of Inner Circle Greenway Project Benefits (7% Discount Factor)

CRITERIA	CATEGORY OF BENEFITS	TOTAL BENEFITS (\$ MILLIONS)
State of Good Repair	Reduced Pavement Maintenance	\$0.02
Economic Competitiveness	Reduced Congestion Costs	\$0.05
	Mobility Benefits	\$5.3
Quality of Life	Health	\$21.0
Sustainability	Reduced Emissions	\$0.51
Safety	Reduced Accidents	\$9.0
TOTAL BENEFITS		\$36.0

7. PROJECT READINESS

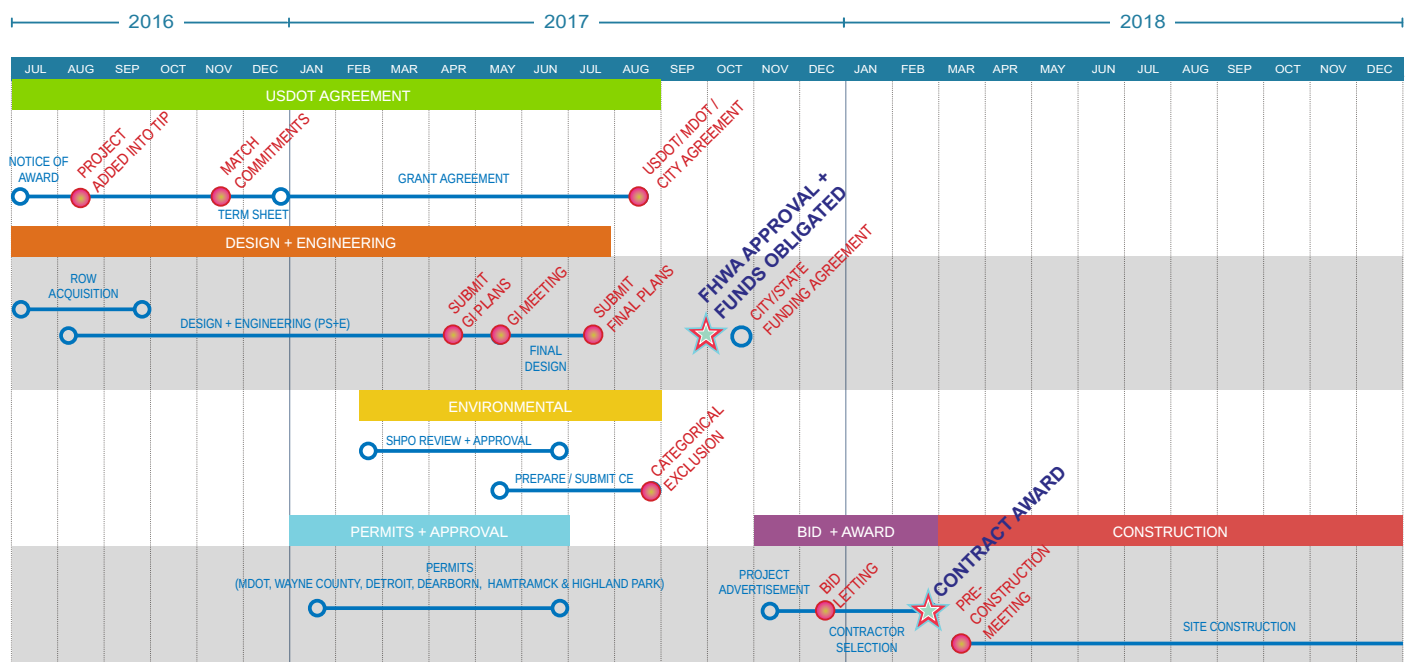
The Inner Circle Greenway Concept Plan documents the technical feasibility of the proposed improvements as well as a foundation upon which to base a detailed project budget (see attached Concept document). Funded separately by CFSEM, title work and due diligence on the railroad right-of-way has been completed. In addition, the City of Detroit is in the process of acquiring the railroad right-of-way. Schematic design and engineering, including traffic studies and topographic survey for a majority of the corridor have been completed through a Kresge Foundation grant. Final design and engineering is anticipated in July 2017.

In developing the project schedule (Fig. 17), the experience with the TIGER-funded Link Detroit project has been integrated to ensure all elements of the agreement, engineering,

approval and plans are included. This schedule proposes obligation of funds in September 2017, two years in advance of the statutory requirement, and project completion in November 2019. As noted previously, the Link Detroit project was completed on budget, demonstrating the City's ability to coordinate projects of this magnitude.

The City of Detroit anticipates that this project will meet the criteria for a Categorical Exclusion due to the fact that it will not add any through lanes for increased vehicular capacity or change the level of service for any roadways, it will not impact any 4(f) resources, it will not relocate any people or business, it will have no negative impact on water quality and it will have no negative impact on environmental justice. Eighty-two percent of the project (25 miles) will be built within existing City right-of-way. Additional right-of-way is

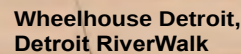
Figure 17: Project Schedule



* Note: Proposed schedule assumes July, 2016 TIGER grant award



The Southeast Michigan Council of Governments has responded that the Inner Circle Greenway meets the goals and objectives of the Direction2040 Regional Transportation Plan¹⁷, the region's long-range vision for transportation. If funded, SEMCOG has committed to working expeditiously with the City of Detroit to place the project in the 2017-2020 Transportation Improvement Program (see attached Support document).



7. FEDERAL WAGE RATE CERTIFICATION

The City of Detroit certifies that it will comply with federal wage rate requirements, as determined by the Secretary of Labor in accordance with U.S. Code Subchapter IV, Chapter 31, Title 40. The signed certificate of compliance is attached.



Protected Bike Lane Pilot

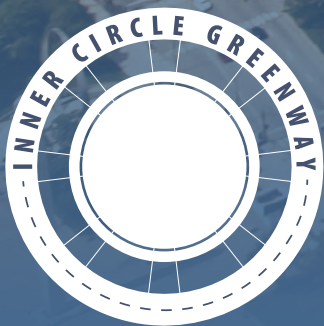


Protected Bike Lane Pilot¹⁸

¹⁸ www.betterblock.org/livernois



City of Detroit Slow Roll





NCRF Full-Proposal for the Town of Beverly Shores Indiana

Designing Coastal & Shoreline Resilience Measures for Community Protection & Habitat Restoration in Beverly Shores, IN

PART I – PROJECT OVERVIEW | Site Assessment and Preliminary Design

1) Coastal Resilience Challenge Sought to Address. Beverly Shores is a town in Pine Township, Porter County, Indiana, located 36 miles east of downtown Chicago. The Town is a small coastal community located along 7,700-linear feet of Lake Michigan shoreline and adjacent to the Indiana Dunes National Park. The project area provides habitat for numerous fish and wildlife species that rely on the site's shoreline and nearshore environments. The coastal resilience challenge addressed by the project is severe dune and beach erosion caused by climate change impacts, storm intensity and lack of ice coverage, and sand transport changes resulting in limited sand for beach formation. Between 2019 and 2021, the project area suffered an extended period of increased storm frequency, lack of lake ice coverage, near-record high lake levels, and extensive upland runoff which resulted in severe dune erosion and beach loss, loss of public beach access and threats to East Lake Front Drive, the associated utilities, and more than 30 homes. An emergency bond was used to construct emergency revetments in select areas. Not all areas of concern were addressed, which left large segments of shoreline and upland susceptible to future damage and widespread habitat loss. Additionally, the conventional methods used addressed the immediate damage and risks however due to the emergency nature of the work, extent of damage suffered, and limitations imposed by 'gray' techniques, the potential risks of future failures remain due to beach downcutting, wave overtopping and stormwater runoff from the uplands.

2) Project Integration with Past & Planned Future Resilience Activities in the Area. A highly organized group of community stakeholders are working together to break the cycle of emergency response to triggering climatic events in the Town. A master planning process conducted between 2021 and 2023 resulted in a cohesive community vision of a sustainable and resilient coastal community: an ecologically responsive and publicly accessible community lakefront for residents and tourists alike. As part of the planning and conceptual design work with consultant coastal planners, community stakeholders explored nature-based solutions to restore and protect the Town coastline, which resulted in a set of preferred alternative strategies ready for further study. The master plan laid solid groundwork for the proposed Site Assessment and Preliminary Design project, which once completed, will lead to future restoration implementation outcomes. The project is prioritized in state and local resilience plans including the Great Lakes St. Lawrence Cities' *Resilient Coastal Projects Initiative (RCPI)*, the Porter County *Multi-Hazard Mitigation Plan*, and the State of Indiana *Standard Hazard-Mitigation Plan*.

3) For pipeline projects ONLY: Beverly Shores was a participating community in the Great Lakes and Saint Lawrence Cities Initiative, RCPI (0318.22.072591). The Town worked with GLCI in this pipeline project to define the project area and develop the conceptual approach to addressing the coastal and stormwater issues experienced in the Town.

4) Restoration Implementation projects only. N/A

5) Nature-Based Solution(s) (NBS) Advancing the Project. The project prioritizes nature-based solutions to restore and protect the fish and wildlife habitat at the project site: actions such rocky reefs, cobble and sand nourishment and substrates, dune and bluff restoration, and the integration of nearshore vegetation and woody debris. Initial site assessment led to first round NBS ideas with strong potential for ensuring an adaptive shoreline including introduction of green streets, stormwater forebays, swales and other green infrastructure, replacing conventional revetment with cobble beach, restoring sand beach with appropriate coastal structures; use of submerged or partially emergent reefs or sills, surcharged groins and revetments with interstitial space to allow restoration of natural littoral processes that support habitat and foraging and dune and bluff restoration; integration of nearshore vegetation and woody debris.

6) How NBS are Suited to the Project Area & How the Scale of Implementation Considered. The range of potential nature-based solutions for Beverly Shores are suitable and future implementation is scalable. NBS



were selected based on coastal processes, capital and long-term maintenance costs, function at both high and low water lake levels, ability to provide wildlife and habitat benefits consistent with the regional context of Indiana Dunes National Park, and community benefits of recreation, education and public access (for both National Park users and Beverly Shores residents). Based on the limited littoral transport, the initially identified NBS strategies work with the available sediment supply and provide a stable shoreline with diverse habitat types. The cobble beaches and surcharged groins suggested recognize the high energy wave environment of Lake Michigan and afford for dynamically stable shorelines which reshape in response coastal conditions while offering ecological benefits. The reefs, sills, and beach stabilizing coastal structures provide opportunities to integrate nearshore vegetation and woody debris to further diversify ecological benefits along the project shoreline. Upland green infrastructure will clean, treat, and safely pass upland stormwater flows over the dunes helping to improve the long-term resilience. The scale of the proposed project area expands beyond pilot testing of individual NBS types to combining multiple strategies to holistically work within the coastal and shoreline environment creating significant community resilience benefits.

7) Expected Deliverables and Results. Grant funds will be used to conduct four main activities (see Part II.B below) which will produce preliminary engineering and design plans in the range of 30-60% complete ready for discussion with regulatory agencies by the project end date of December 31, 2026. The resulting design completed through the proposed project will lead to future restoration implementation outcomes: and a shoreline that is adaptive and sustainable, enhanced fish and wildlife habitat, and resilient coastal community. Expected deliverables for the project include: a plan serving as roadmap of responsive, adaptive hybrid-NBS measures that 1) recover the site's ecological and recreational functions, 2) manage and clean upland runoff while reducing localized flooding, and 3) provide a dynamically stable system of nature-based shoreline investments that break the emergency response cycle and present a transferrable model for other Great Lakes communities. Grant funds will be used to support the collection of physical site data (e.g., site surveys, bathymetry, geotechnical investigations), completion of watershed and coastal analyses, community engagement, exploration of alternatives, and conceptual design of a preferred solution for the integration of green infrastructure and nature-based shoreline solutions at the shoreline and upland watershed.

8) Long-Term Utility and Sustainability. The hybrid-NBS approach for the project is a multi-benefit solution to shoreline resilience challenges in the coastal community of Beverly Shores, Indiana. The sustainability and long-term utility of this project is supported by the adaptive capacity of the nature-based solutions, having the ability to recover from climatic events and function as self-sustaining multi-benefit solution to shoreline resilience challenges. This project utilizes an understanding of the coastal processes which determine the long-term sustainability of the shoreline, understands and addresses the need for better management of upland stormwater for shoreline resilience, water quality and upland habitat, engages the community and stakeholders of the shoreline to provide community benefits and implement a vision that was developed in partnership with the community stakeholders. It will be a transferable model for other Indiana communities.

9) Community Engagement and Project Beneficiaries. The small-population town of Beverly Shores (611 residents in 2023) does not have formal government departments but instead relies heavily on volunteer support for operations. As a matter of past and current practice, residents and other community stakeholders are directly engaged in all stages of project planning, design and implementation. In 2019, residents and other community stakeholders were engaged in planning sessions to better understand the impact of climate change and other natural hazards on the community and shoreline. Through engagement flooding and coastal erosion were identified as significant concerns. Groundwork for the proposed coastal restoration project officially began in 2021 when the Council initiated a master planning effort that engaged Town residents, neighborhood association and community group members; local, state and federal government agencies; and design/engineering specialists with expertise implementing nature-based restoration efforts in the Great Lakes coastal region. The effort generated stakeholder perspectives on coastal damages, restoration opportunities,



utilities impact, and safety concerns. Project benefits extend to the thousands of visitors to the Indiana Dunes National Park each year. The treasure of National Park natural resources are accessible from four beach parking lots located in Beverly Shores: Kemil Beach, Dunbar Beach, Lake View Beach immediately west of the proposed project area, and Central Avenue Beach located in the project area.

10) Key Partners and Stakeholders Involved in Project. Key partners and other community stakeholders will continue to be involved in the proposed project and in a future/planned restoration implementation. In addition to Town council members, key project partners in the proposed Site Assessment and Preliminary Design project include the Town residents, Indiana Dunes National Park- U.S. National Park Service, and the Lake Michigan Coastal Program - Indian Department of Natural Resources. Other resilience activities in the area are complimentary to the proposed project. Regional and state agencies with vested interest in this project – demonstrated by prioritizing Beverly Shores coastal challenges in planning documents and involvement as advisory committee members during RCPI – include Porter County and Northwestern Indiana Regional Planning Commission. Also, community-based organizations and other groups with shared commitment to building community resiliency to climate change have been engaged in the project, including: the Great Lakes and Saint Lawrence Cities Initiative, the Association of Beverly Shores Residents (ABSR), a group of residents dedicated to fostering community spirit and the promotion of community members ‘in-action’ on Town matters; the Beverly Shores Environmental Restoration Group which works to establish environmental balance and is focused on ecological education and ‘raise-awareness’ events; and the ABSR Community Foundation, existing to promote community well-being by investing in environmental projects.

11) Demographic Information of the Community Served or Engaged.

Community	Race/Ethnicity	Poverty Rate	Low Inc %	Annualized Unemployment
Porter County, IN	82.6% White, 4.4% African American or Black, 0.3% American Indian/Alaska Native, 1.3% Asian, 0% Native Hawaiian/Other Pacific, 2.9% Other, 8.5% Two+ Races	8.9%	17.8%	3.3%
LaPorte County, IN	78.4% White, 10.8% African American or Black, 0.4% American Indian/Alaska Native, 0.7% Asian, 0% Native Hawaiian/Other Pacific, 3% Other, 6.8% Two+ Races	15.3%	24.4%	3.7%

12) Anticipated Community Resilience Benefits. Projected from this planning and design project include reduced community exposure to existing/future coastal hazards; improved safe public access; improved shoreline response to present/future variation in lake levels; reduced risk of present/future coastal flooding; protected coastal infrastructure, public roads and utilities; improved water quality and stormwater conveyance and outfall strategies that slow outfall velocity and minimize stormwater erosion; and enhanced habitats vital for area fish and wildlife. Healthy coastal habitats also help provide clean drinking water, protect people from storms and flooding, and support boating, fishing and tourism. Ultimately, project outcomes will provide a roadmap for future restoration implementation activities that must be taken to protect community assets.

13) Anticipated Fish & Wildlife Benefits. Nearly every fish species in Lake Michigan utilizes the nearshore environment for some phase of their lifecycle, making nearshore ecosystems key linkages between life cycles and food webs. Most of these fish and wildlife species in the area rely on nearshore sandy or coarse cobble beaches or vegetated nearshore ecosystems for spawning, growth, and feeding (Indiana Department of Natural Resources Office of Coastal Management 2020). This project focuses on using nature-based solutions to ensure a sustainable and adaptive environment will benefit multiple native fish species specific to the Indiana Dunes area, including State endangered Lake Sturgeon and State Special concern species of Longnose Dace.

For shoreline and upland improvements, species benefits will vary based on NBS method, stormwater management approach and restoration efforts. Generally, the proposed green infrastructure improvements, such as stormwater or sediment forebays and bioswales support native and conservative species including common milkweed, monarch butterflies, and migratory birds. Opportunities to incorporate pollinator gardens within the uplands would benefit monarch butterflies along with many other species of butterfly and moth.



Dune restoration and enhancement supports Marram Grass, Sand Reed, and Little Bluestem which help stabilize, form and sustain the dunes. The dunes further support wildlife and conservative plants that occur within the dune habitats of Indiana, including Six-lined racerunners, Olympia Marblewing butterflies, sand cress and songbirds. Sandy beach restoration and enhancements will support a variety of species including sea rocket, seaside spurge, and bugseeds as well as tiger beetles and seaside grasshoppers.

14) Other. N/A

15) Other Uploads. N/A

16) Other NFWF Applications. N/A

PART II – SCOPE OF WORK

A - Main Activities, Methodologies and Deliverables Produced to Achieve Project Goals.

Watershed and Coastal Analysis, 15% Total Project Cost - The Town will continue the work completed through the Shoreline Master Plan (Master Plan) and Resilient Coastal Projects Initiative (RCPI) by building upon the analysis conducted to date in support of advancing the design of the nature-based solutions proposed for the open coast environment of Lake Michigan. This analysis will be used to quantify the risks identified in the Master Plan under existing conditions and evaluates the potential community benefits created by the shoreline stabilization and stormwater management techniques identified. The analysis provides the technical information to design the proposed nature-based solutions including removal of revetments and beach restoration, pocket beach creation, dune restoration, cobble beaches, sediment/stormwater forebays, and vegetated swales.

Under this portion of the project the Town of Beverly Shores will leverage their federal partner contributions, Indiana Lake Michigan Coastal Program (LMCP) is supporting the project for data collection and coastal analysis which feeds into this task. LMCP will provide grant funds and lidar data collected under a separate LMCP project for shoreline topography. This data as well as data collected during the Master Plan and RCPI will be used to quantitatively determine the risks along the shoreline and establish design parameters such as stormwater flows, nearshore wave environment, wave overtopping, storm damage potential, and littoral transport potential based on sediment characterization. Analysis will include numerical modeling and analysis of with/without project conditions and updated shoreline typology testing to explore the feasibility of various shoreline types and stormwater management strategies to address the site risks: and to confirm NBS that work within and enhance the existing shoreline condition, while identifying fish and wildlife benefit enhancement opportunities.

The analysis is completed throughout the alternatives and preferred concept development and provides input to the prioritization of project goals. This analysis also educates the public, stakeholders and community on why certain strategies are not recommended for the Beverly Shores and Indiana Dunes National Park shoreline. This is an important part of developing broad support for the project and an important part of conversations with regulatory agencies, as it informs the risks and impacts of not acting, to both community infrastructure but also existing habitat, and will be used to describe a no action alternative for the project alternatives analysis completed during future permitting. This process will result in a Watershed and Coastal Analysis Report, and Basemaps for stakeholder and community engagement, Preliminary Engineering and Design, and alternative analysis and preferred concept development.

Stakeholder and Community Engagement, 25% - Stakeholder and community engagement will be an iterative process seeking to gather input from the community and public and working with a core team of stakeholders to guide development of project goals and objectives, project design decisions and community and public engagement. This process will run in parallel with and provide input to the alternative and concept development. As identified during RCPI and building upon the success of the stakeholder group during the Master Plan development, the Town will reform and build upon the stakeholder group and Core Team that has been engage in the development of the project to date. Partners include the Town staff and Residents, National Park service Staff, State, local and federal agencies and non-profit groups as described in the project metrics and shown in the attached letters of support. This diverse group of stakeholders expands the project's transferability



to other communities, within Indiana, regionally along Lake Michigan and around the Great Lakes.

Community and public engagement may take multiple forms (online surveys, on-site presentations and town council meetings) to reach the broadest audience of users. This reach is important to project success as this project will impact the use and function for park users and Town residents, influences the littoral transport for communities down coast and serves as a model for other Indiana and Great Lakes wide communities. It is anticipated that the stakeholder and community engagement will occur at different frequencies throughout the project. Stakeholder engagement will occur at a regular interval to review progress throughout and revisit project priorities as the project advances, this may be monthly. Meeting minutes documenting any decision and direction resulting from the Stakeholder engagement will be used to track this part of the project's progress.

Community engagement will occur at specific points throughout the project, it is anticipated that community/public engagement activities will focus on specific topics (e.g. risks, mobility, ecology, shoreline stabilization, access, etc.). During alternatives and preferred concept development, a limited set of community engagement activities will be done to inform how the project best addresses preferences and use of the shoreline related to the project. Summaries of community engagement will be developed to document any specific themes, concerns or priorities that become evident throughout this process. The stakeholder and community engagement process will culminate with the presentation of the preferred concept.

Regulatory Agency Consultation, 5% - Regulatory agency consultation, commonly referred to as pre-application consultation will be carried out to provide the opportunity to regulatory agency staff to provide input on concerns, impacts and the direction the project is going. Agencies to be engaged include the US Army Corps of Engineers, Indiana Department of Environmental Management and Indiana Department of Natural Resources. This step is crucial to the success of the project and establishment of project's transferability and sustainability, fish and wildlife benefit and confirming the regulatory acceptance of utilizing nature-based solutions to create community resilience benefit and fish and habitat benefits. Consultation graphics will be developed to facilitate discussions and focus on the impacts defined in the Watershed and coastal analysis and project priorities and alternatives developed in the stakeholder and community engagement. This consultation will occur prior to the preferred concept's development so that regulatory priorities and constraints may be included in the alternatives assessment. A summary of the consultation will be developed to document regulatory constraints on project development and any priorities identified.

Alternatives and Preferred Concept Development, 15% - Alternative and concept development will begin with a review of the goals and objectives developed in the Shoreline Restoration Plan, as they represent the guiding principles used to date based on community, NPS and LMCP input. The existing project goals, developed through the City led Master Plan development and the NFWF funded GLCI RCPI will be reviewed and updated as appropriate to reflect input of community/stakeholder engagement, watershed/coastal analysis and regulatory consultation, resulting in detailed objectives for the project moving into alternative and concept development. The refined goals will be used to develop a series of alternatives which prioritize different goals and objectives to develop solutions that are responsive, adaptive and require less on-going investment to repair or replace. Additionally, design guidance and standards will be established. This will help inform the minimum design standards related to accessibility and mobility, the level of risk the project will be designed for, the approach to addressing climate change impacts and uncertainty and the target fish and habitat benefits.

Given the diverse group of individuals included in the stakeholder group, virtual design charrette(s), using online tools such as mural will be used to refine the Project goals and objectives and develop alternatives with the Stakeholder Group. Alternatives will be developed in plan and typical section sketches, identifying major shoreline, stormwater management, fish, habitat, and upland features. The alternatives will combine coastal protection structures, nature-based solutions for shoreline and upland protection, trails, ecological and fisheries enhancements, beach restoration, improved access, strategic retreat and other elements to look at achieving the project goals. Each alternative will include a rough order of magnitude cost estimate. Each alternative will be



rated on how well it meets project goals, mitigates existing risks and provides additional co-benefits for fish and habitat. The intent here is not to rank the alternatives but rather provide a format to better understand community priorities and desires for the shoreline and optimize the community resilience, fish and wildlife benefits that the nature-based solutions.

Preliminary Engineering and Design, 40% - The Preferred concept, informed by the watershed and coastal analysis, stakeholder and community engagement, regulatory consultation and the alternatives development will be developed to a schematic (30-60%) level of design, with an Opinion of Probable Construction Cost. This will include site erosion control, demolition and preparation plan; existing conditions plan; high level grading plan; site-layout plan; typical sections of the major project elements; and landscape plan with species list

An initial approximation of the Ordinary High-Water Mark will be included in the plans to help quantify the design's regulatory impacts. Additionally, an approach to site access and traffic control will be developed to understand potential impacts associated with construction equipment and vehicle access. A Roadmap for implementation will also be developed by the Stakeholder Group providing an agreed path forward for project.

B - Project Timeline with Milestones and Expected Progress per Activity. Based on anticipated award of NCRF 2024 funds in November/December of 2024 the project would commence in January of 2025, allowing some time for contracting. Prior to the award, the federal partner contribution of data collection will commence and depending on timing of contracting and whether data collection would begin in either the fall of 2024 or spring of 2025. Regrouping of and orienting new members of the stakeholder group and Core Team would begin in February of 2025 and touchpoints would be held on a regular basis, with the topic of stakeholder engagement varying with each meeting based on the activities being undertaken by the Project Team.

Watershed and Coastal analysis would begin as data from the Federal partner contribution comes in and would allow for initial development of alternatives to begin as early as August of 2025. The existing conditions and project priority identification would be incorporated into the initial community engagement, likely to be conducted over the summer and early fall of 2025. This input would help to craft the draft set of alternatives in January of 2026, refinement of these alternatives with the stakeholder group would occur during the winter of 2026 with presentation of the draft alternatives during community engagement activities in the Spring of 2026. Input from these activities and regulatory consultation will inform the development of the preferred concept plan in June of 2026, presenting it during community engagement closeout in June of 2026.

Stakeholder group engagement will decrease in frequency as the project moves into Preliminary Engineering and Design, with plan reviews to be held with the stakeholder group for draft and pre-final plans. Project close out and reporting will be complete at the end of December 2026, with regular grant reporting being completed throughout the project on an assumed quarterly basis.

Project activities described have the following associated total project costs: Watershed and Coastal Analysis \$85,500 (\$75,000 NCRF/\$10,500 Non-Federal Match), Stakeholder and Community Engagement \$142,500 (125,000 NCRF/\$17,500 Non-Federal Match), Regulatory Agency Consultation \$85,500 (\$75,000 NCRF/\$10,500 Non-Federal Match), Alternatives and Preferred Concept Development Consultation \$28,500 (\$25,000 NCRF/\$3,500 Non-Federal Match), Preliminary Engineering and Design \$228,000 (\$200,000 NCRF/\$28,000 Non-Federal Match)

C - Monitoring Project Impact. To guide the project through developing alternatives, additional metrics will be used to evaluate the project impact. These metrics will be focused on the dune and beach restored, and green infrastructure benefits created. The baseline performance of the project based on the Master Plan and RCPI is provided below. This baseline serves as a starting point for monitoring project impact and along with the required metrics will be used to track the project impact throughout the project and serves as a useful element for discussions during regulatory consultation.

Additional metrics include Beach and Dune Restoration measured in miles of beach restored or enhanced (up to



0.6 miles) and miles of Dune Restoration (up to 0.9 miles), and Green Stormwater Infrastructure measured in square feet of impervious surface removed (up to 27,000 square feet) and square feet of Bio swales, stormwater forebays & green streets installed in place of the roadway & existing gravel shoulder (up to 31,200 square feet).

D - Project Team & Partners. Key personnel with primary responsibility for implementing the project include Town Council members, Town Committee members, Town residents, and consulting professionals with coastal design and engineering expertise in the Great Lakes ecosystem.

Andre Daugavietis, Beverly Shores Green Space Committee Member, and recently retired environmental lawyer, Andre served as Associate Regional Counsel at the U.S. Environmental Protection Agency's Region 5 office for 34 years, retiring in June 2024. His EPA practice covered many aspects of the Agency's enforcement, permitting and regulatory functions. He received multiple awards for his work and was especially known for expertise under the Clean Air Act. Andre served on the Town Park Board for 2-years, transitioning to Park Committee, as it formed.

Donna Norkus, Town Council Member, has served Beverly Shores government as elected official and appointee for over ten years, serving on the Plan Commission, which developed the most recent Comprehensive Plan, and Town Council. Donna currently serves as co-liaison to the Indiana Dunes National Park, an important partner in any lake front restoration project, as well as the Great Lakes and St Lawrence Cities Initiative. She has utilized her education and experience both in environmental law and finance to contribute to the proposed project.

Linda Kurtos, JD, MS, brings over 30 years' experience as a lawyer, educator, and director in environmental law and policy and sustainable business practices. Linda's experience includes teaching water law and policy, climate change policy, sustainability strategy and tracking. She is certified as a Professional Energy Manager and is certified in GRI Sustainability Reporting. As a member of the Environmental Law & Policy Center, Linda worked with a broad shareholder contingency to shape renewable energy recommendations for the City of Chicago Climate Action Plan. She also led a multi-disciplinary committee to develop the University of Notre Dame's first comprehensive sustainability strategy and guided the University to its first AASHE STARS gold rating. She currently serves as the President of the Beverly Shores Board of Zoning Appeals, and previously served as President of the Beverly Shores Park Board.

Brian O'Neil, PE, Town resident and professional engineer (Indiana PE11500364) with over 38 years' experience in environmental engineering and consulting, is a Civil Engineer with expertise in environmental permitting, storm water management, and site development and has significant experience negotiating permit conditions with state and federal regulators. Brian is currently the vice-chair of the Beverly Shores Building and Site Committee and a former Town Council member.

Susan H. Loeb, Town resident and Council Member (2020-2023) serves as Chair of Town's Parks and Recreation Advisory Committee. She supported the issuance of a \$5 million bond to mitigate the unprecedented coastal erosion and threat to road infrastructure, led the RFP for engagement of a coastal engineering study to develop a short- and long-term shoreline protection plan following the emergency work and the RFP for revegetation and stabilization of Town's dunes along Lake Front Drive. She was a significant contributor and leader in the Master plan, acted as co-liaison between the Town Council and SmithGroup during the study, served on the steering committee; managed a \$118,500 grant between the Town and the Lake Michigan Coastal Program. She also worked with GLSLCI on developing appropriate coastal protection projects for Beverly Shores in the RCPI.

Mauricio Wesson, P.E., SmithGroup Civil/Coastal Engineer, has over 20-years working in projects worldwide. He developed the design and directed the construction of an artificial beach with a submerged reef to in Cyprus, developed a undulating shore protection revetment to mitigate wave reflection and to preserve pre-Columbian indigenous fishing traps in Costa Rica. In the Great Lakes he designed the Sister Bay Beach restoration and the restoration of Chicago's Burnham Park Morgan Shoal waterfront, which included an offshore reef and cobble beach for aquatic habitat preservation and upland dunes to restore Lake Michigan's native coastal habitats.

Jason Stangland, ASLA, LEED AP, SmithGroup Waterfront Director and registered Landscape Architect, brings



vast experience in community engagement, planning and design, and funding for Great Lakes coastal restoration projects. He has dedicated his career to helping lakefront communities envision innovative projects that expand equitable access, restore ecosystem services, and protect and enhance water quality throughout Lake Erie. Chris Devick, P.E., SmithGroup, Civil/Coastal Engineer, has led and managed the design of coastal resilience projects along both saltwater and freshwater coasts. His work includes the beneficial reuse of dredged sediments for nourishment and restoration projects specifically aimed at the restoration and creation of nearshore habitats. Chris led the design of restoration improvements at Sugar Island, a 29-acre island located a half mile west of the Canadian-US border near the mouth of the Detroit River at the west end of Lake Erie.

E - Other (Optional). N /A

F - Uploads & Descriptions.

File Name	Credit	Description
Photo1_ExistingShoreline WithStormwaterOutfall.jpg	Donna Norkus, Town of Beverly Shores	Existing shoreline conditions in the project area, undersized and aging rock revetment with stormwater outfall at the toe of slope. Signs of revetment damage, stone loss from the slope: with stones scattered in the nearshore.
Photo2_ShorelineErosionDamageApril2020.jpg	Timeless Aeiral Photography	Shoreline erosion, dune failure and roadway damage to Lake Front Drive, Beverly Shores Indiana due to storm waves and high-water levels on Lake Michigan.
Photo3_OpenCoastMulti-benefitNBS.jpg	SmithGroup	Cobble beach shoreline protection and habitat enhancement example from Euclid Beach Ohio. Exhibiting the typology considered appropriate for the Beverly Shores Lake Michigan open coast wave environment.
PlanRCPI Indiana Portfolio of Deliverables-Beverly Shores.pdf	RCPI	Cities Initiative RCPI Indiana Portfolio of Deliverables-Beverly Shores

Design a Better Future

SMITHGROUP

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201 Depot Street, Second Floor
Ann Arbor, Michigan 48104

RESOLUTION

*The following resolution was offered by Director _____ and
seconded by Director _____*

- WHEREAS The DDA Board accepted the DTP Forward Streetscape Upgrade Design concepts at the June 2026 DDA Board meeting, and*
- WHEREAS The DDA and City of Plymouth will need funding assistance for future portions of the DTP Forward Streetscape Project, and*
- WHEREAS At the August 10, 2026 DDA Board meeting, the DDA Board directed DDA staff to move forward in the process to hire professional grant assistance for funding the DTP Forward project, and*
- WHEREAS DDA staff requested grant writing assistance proposals from five organizations, receiving two proposals from NCM Consulting, LLC and SmithGroup, and*
- WHEREAS After a review of proposals, DDA staff has identified SmithGroup as the best option for professional grant assistance services, and*
- WHEREAS SmithGroup has proposed a phased approach, with a fixed base fee Phase 1 for initial research analysis for funding opportunities, ongoing NOFO monitoring for six months and Grant Pursuit Plan formulation; Phase 2 for implementing the Grant Pursuit Plan and writing the grant application; and Phase 3 for grant administration services should the DDA receive a grant award, and*
- WHEREAS SmithGroup will provide updated proposals for approval prior to any authorization of work for Phase 2 and/or Phase 3, and*
- WHEREAS SmithGroup has proposed a fixed base fee of \$22,965 for Phase 1.*

NOW THEREFORE BE IT RESOLVED THAT the City of Plymouth Downtown Development Authority Board of Directors does hereby authorize DDA staff to contract professional grant assistance services with SmithGroup for Phase 1 of the grant process in an amount not to exceed \$22,965. Funds will come from account 248.450.818.407.