

**1. Federal Award No.**

**2. Effective Date**  
See No. 16 Below

**3. Assistance Listings No.**  
20.939

**4. Award To**  
City of Columbia  
701 E. Broadway  
Columbia, MO 65205-6015

**5. Sponsoring Office**  
U.S. Department of Transportation  
Federal Highway Administration  
Office of Safety  
1200 New Jersey Avenue, SE  
HSSA-1, Mail Drop E71-117  
Washington, DC 20590

Unique Entity Id.: WZR4KM9CBTV3  
TIN No.: 43-6000810

**6. Period of Performance**  
Effective Date of Award – 60 months

**7. Total Amount**  
Federal Share: \$ 8,416,248  
Recipient Share: \$ 2,104,062  
Other Federal Funds: \$ 0  
Other Funds: \$ 0  
Total: \$10,520,310

**8. Type of Agreement**  
Grant

**9. Authority**  
Section 24112 of the Infrastructure Investment and Jobs Act (IIJA, Pub. L. 117–58, November 15, 2021)

**10. Procurement Request No.**  
HSA250330PR

**11. Federal Funds Obligated**  
Base Phase: Pre-NEPA: \$100,000

**12. Submit Payment Requests To**  
See Article 5.

**13. Accounting and Appropriations Data**  
[insert Data]

**14. Description of the Project**

The City of Columbia is awarded \$8.4 million in funds to complement safety countermeasures on Clark Lane, a heavily traveled signalized minor arterial with numerous access points and driveways. Currently, there are minimal or no pedestrian crossings or shared-use paths along the route. Potential contributing factors to fatal and serious-injury crashes included poor lighting (especially at intersections), inconsistent or high-speed limits, lack of auxiliary turn lanes, lack of physical separation between vehicles and pedestrians, substandard vertical curves, poor access management, and high driveway density. The project will construct sidewalks and a shared-use path, install pedestrian refuge islands, reduce speed limits, add speed-feedback signs, enhance crosswalks using pedestrian hybrid beacons as determined by detailed design, implement lighting improvements, update roadway cross sections, add curbs and gutters, implement partial access management, and modernize traffic signals. This project corridor is 100% located in underserved communities.

**RECIPIENT**

**FEDERAL HIGHWAY ADMINISTRATION**

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

**16. Signature of Agreement Officer**

\_\_\_\_\_  
Signature Date

\_\_\_\_\_  
Signature Date

Name: De’Carlon Seewood

Name:

Title: City Manager

Title: Agreement Officer

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Nancy Thompson, City Counselor

CERTIFICATION: I hereby certify that this grant agreement is within the purpose of the appropriation to which it is to be charged, Account No.44008830-604990 00925, and that there is an unencumbered balance to the credit of such appropriation sufficient to pay therefor.

\_\_\_\_\_  
Matthew Lue, Director of Finance

U.S. DEPARTMENT OF TRANSPORTATION

GRANT AGREEMENT UNDER THE  
FISCAL YEAR 2024 SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM

This agreement is between the United States Department of Transportation’s (the “USDOT”) Federal Highway Administration (the “FHWA”) and the City of Columbia (the “Recipient”).

This agreement reflects the selection of the Recipient to receive a Safe Streets and Roads for All (“SS4A”) Grant for the Safe Passage: Enhancing Accessibility and Equity Along Clark Lane.

The parties therefore agree to the following:

ARTICLE 1  
GENERAL TERMS AND CONDITIONS

1.1 General Terms and Conditions.

- (a) In this agreement, “General Terms and Conditions” means the content of the document titled “General Terms and Conditions Under the Fiscal Year 2024 Safe Streets and Roads for All (“SS4A”) Grant Program,” dated November 4, 2025, which is available at <https://www.transportation.gov/grants/ss4a/grant-agreements> under “Fiscal Year 2024.” Articles 7–33 are in the General Terms and Conditions. The General Terms and Conditions are part of this agreement.
- (b) The Recipient acknowledges that it has knowledge of the General Terms and Conditions. Recipient also states that it is required to comply with all applicable Federal laws and regulations including, but not limited to, the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200); National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.); and Build America, Buy America Act (IIJA, div. G §§ 70901-27).
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action, termination of the SS4A Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the FHWA the SS4A Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

ARTICLE 2  
APPLICATION, PROJECT, AND AWARD

2.1 Application.

Application Title: Safe Passage: Enhancing Accessibility and Equity Along Clark Lane

Application Date: 3/22/2024

2.2 Award Amount.

SS4A Grant Amount: \$8,416,248

2.3 Federal Obligation Information.

Federal Obligation Type: Multiple

**Obligation Condition Table**

<b>Phase of the Project</b>	<b>Allocation of the SS4A Grant</b>	<b>Obligation Condition</b>
Base Phase: Pre-NEPA	\$100,000	
Option Phase 1: Final Design, Right-of-Way, and Utility Relocation	\$1,382,356	<p>The Recipient shall not expend any funds (Federal or non-Federal) for, seek reimbursement of eligible costs, or otherwise begin any part of the final design and construction of an Implementation Project unless and until:</p> <ol style="list-style-type: none"> <li>(1) The requirements of the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (“NEPA”), Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) (“NHPA”), and any other applicable environmental laws and regulations have been met; and</li> <li>(2) FHWA, or a State with applicable NEPA Assignment authority, has approved the NEPA document for the Project and provided the Recipient with a written notice that the environmental review process is complete; and</li> <li>(3) FHWA has obligated additional funds for this phase and notified the Recipient in writing that the Recipient may proceed to the next activity after NEPA approval, and the Recipient has acknowledged receipt in writing of FHWA’s notification. Recipient shall not proceed with any such activities until (2) and (3) as described in this section are met. Costs that are incurred before (2) and (3) as described in this section are met are not allowable costs under this agreement.</li> </ol> <p>Extent of activities that are permissible before NEPA is complete are those activities constituting “preliminary design” as specified in FHWA Order 6640.1A.</p>

<b>Obligation Condition Table</b>		
<b>Phase of the Project</b>	<b>Allocation of the SS4A Grant</b>	<b>Obligation Condition</b>
Option Phase 2: Construction	\$6,933,892	<p>The Recipient shall not expend any funds (Federal or non-Federal) for, seek reimbursement of eligible costs, or otherwise begin any part of the construction or final design and construction of a Project unless and until:</p> <ol style="list-style-type: none"> <li>(1) The requirements of the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (“NEPA”), Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) (“NHPA”), and any other applicable environmental laws and regulations have been met; and</li> <li>(2) FHWA, or a State with applicable NEPA Assignment authority, has approved the NEPA document for the Project and provided the Recipient with a written notice that the environmental review process is complete; and</li> <li>(3) FHWA has obligated additional funds for this phase and notified the Recipient in writing that the Recipient may proceed to the next activity after NEPA approval, and the Recipient has acknowledged receipt in writing of FHWA’s notification. Recipient shall not proceed with any such activities until (2) and (3) as described in this section are met. Costs that are incurred before (2) and (3) as described in this section are met are not allowable costs under this agreement.</li> </ol> <p>Extent of activities that are permissible before NEPA is complete are those activities constituting “preliminary design” as specified in FHWA Order 6640.1A.</p>

**2.4 Budget Period.**

Base Phase Budget Period: Effective Date of Award – December 1, 2028

Option Phase 1 Budget Period: Reserved

Option Phase 2 Budget Period: Reserved

**2.5 Grant Designation.**

Designation: Implementation

**ARTICLE 3  
SUMMARY PROJECT INFORMATION**

**3.1 Summary of Project’s Statement of Work.**

The project will be completed in three phases as follows:

This project will implement safety countermeasures on Clark Lane from Route 63 to Ballenger Lane, a heavily traveled signalized minor arterial with numerous access points and driveways. Potential contributing factors to fatal and serious-injury crashes include poor lighting (especially at intersections), inconsistent or high-speed limits, lack of auxiliary turn lanes, lack of physical separation between vehicles and pedestrians, substandard

vertical curves, poor access management, and high driveway density. The project will construct sidewalks and a shared-use path, install pedestrian refuge islands and a roundabout, add speed-feedback signs, enhance crosswalks using pedestrian hybrid beacons, implement lighting improvements, update roadway cross sections, add curbs and gutters, implement partial access management, and modernize traffic signals reducing speed limit to 35 (as allowed by MoDOT on their portion of the corridor). This project will not reduce vehicular capacity and will provide safety benefits for all road users.

Base Phase: Pre-NEPA: Preliminary engineering for Clark Lane project – hire an engineering firm to complete environmental review for Clark Lane from proximity of US 63 to proximity of Ballenger Lane and Ballenger Lane from proximity of Clark Lane to proximity of 1500 feet north of Clark Lane.

Option Phase 1: Final Design, Right-of-Way, and Utility Relocation: Final engineering design for SS4A Clark Lane project (and a portion along Ballenger).

Option Phase 2: Construction: Construct safety countermeasures along Clark Lane as determined during design phase.

### 3.2 Project’s Estimated Schedule.

#### Implementation Schedule (Construction)

Milestone	Schedule Date
Planned NEPA Completion Date:	07/31/2026
Planned Construction Substantial Completion and Open to Public Use Date:	09/30/2029
Planned SS4A Final Report Date:	12/31/2029

### 3.3 Project’s Estimated Costs.

#### (a) Eligible Project Costs

Eligible Project Costs	
SS4A Grant Amount:	\$8,416,248
Other Federal Funds:	\$0
State Funds:	\$0
Local Funds:	\$2,104,062
In-Kind Match:	\$0
Other Funds:	\$0
<b>Total Eligible Project Cost:</b>	<b>\$10,520,310</b>

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

<b>Cost Classification</b>	<b>Total Costs</b>	<b>Non-SS4A Previously Incurred Costs</b>	<b>Eligible Costs</b>
Administrative and legal expenses	\$85,585	\$0	<b>\$85,585</b>
Land, structures, rights-of-way, appraisals, etc.	\$85,763	\$0	<b>\$85,763</b>
Architectural and engineering fees	\$1,200,865	\$0	<b>\$1,200,865</b>
Project inspection fees	\$170,350	\$0	<b>\$170,350</b>
Site work	\$509,025	\$0	<b>\$509,025</b>
Demolition and removal	\$781,782	\$0	<b>\$781,782</b>
Construction	\$6,027,669	\$0	<b>\$6,027,669</b>
Contingency	\$1,659,271	\$0	<b>\$1,659,271</b>
<b>Project Total</b>	<b>\$10,520,310</b>	<b>\$0</b>	<b>\$10,520,310</b>

(c) Indirect Costs

Indirect costs are allowable under this Agreement in accordance with 2 CFR part 200 and the Recipient's approved Budget Application. In the event the Recipient's indirect cost rate changes, the Recipient will notify FHWA of the planned adjustment and provide supporting documentation for such adjustment. This Indirect Cost provision does not operate to waive the limitations on Federal funding provided in this document. The Recipient's indirect costs are allowable only insofar as they do not cause the Recipient to exceed the total obligated funding.

**ARTICLE 4**

**CONTACT INFORMATION**

**4.1 Recipient Contact(s).**

Krista Shouse-Jones  
Vision Zero Coordinator, City of Columbia  
701 E. Broadway, Columbia, MO 65205  
573-817-6446  
[krista.shouse-jones@como.gov](mailto:krista.shouse-jones@como.gov)

#### 4.2 Recipient Key Personnel.

Name	Title or Position
Krista Shouse-Jones	Vision Zero Coordinator
Richard Stone	Public Works Engineering & Operations Manager
Shane Creech	Director of Public Works
Mitch Skov	Senior Planner
Rachel Volmert	Grant Administrator
Jacob Ray	Public Works Traffic Engineering Supervisor
Dawn Ettleman	Assistant to the Public Works Director
Cindy Rueger	Public Works Financial Analyst

#### 4.3 USDOT Project Contact(s).

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

and

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

and

Division Administrator – Missouri  
Agreement Officer’s Representative (AOR)  
3220 W. Edgewood Drive, Suite H  
Jefferson City, MO 65109  
573-636-7104  
[missouri.fhwa@dot.gov](mailto:missouri.fhwa@dot.gov)

and

Julie Stotlemeyer  
Missouri Division Office Lead Point of Contact  
Safety Engineer  
3220 W. Edgewood Drive, Suite H  
Jefferson City, MO 65109  
573-616-0315  
[julie.stotlemeyer@dot.gov](mailto:julie.stotlemeyer@dot.gov)

**ARTICLE 5**  
**USDOT ADMINISTRATIVE INFORMATION**

**5.1 Office for Subaward and Contract Authorization.**

USDOT Office for Subaward and Contract Authorization:                      FHWA Office of Acquisition and Grants  
Management

**SUBAWARDS AND CONTRACTS APPROVAL**

Note: See 2 CFR § 200.331, Subrecipient and contractor determinations, for definitions of subrecipient (who is awarded a subaward) versus contractor (who is awarded a contract).

Note: Recipients with a procurement system deemed approved and accepted by the Government or by the Agreement Officer (the “AO”) are exempt from the requirements of this clause. See 2 CFR 200.317 through 200.327.

In accordance with 2 CFR 200.308(f)(6), the recipient or subrecipient shall obtain prior written approval from the USDOT agreement officer for the subaward, if the subaward activities were not proposed in the application or approved in the Federal award. This provision is in accordance with 2 CFR 200.308 (f) (6) and does not apply to procurement transactions for goods and services. Approval will be issued through written notification from the AO or a formal amendment to the Agreement.

The following subawards and contracts are currently approved under the Agreement by the AO. This list does not include supplies, material, equipment, or general support services which are exempt from the pre-approval requirements of this clause.

**5.2 Reimbursement Requests**

- (a) The Recipient may request reimbursement of costs incurred within the budget period of this agreement if those costs do not exceed the amount of funds obligated and are allowable under the applicable cost provisions of 2 C.F.R. Part 200, Subpart E. The Recipient shall not request reimbursement more frequently than monthly.
- (b) The Recipient shall use the DELPHI iSupplier System to submit requests for reimbursement to the payment office. When requesting reimbursement of costs incurred or credit for cost share incurred, the Recipient shall electronically submit supporting cost detail with the SF-270 (Request for Advance or Reimbursement) or SF-271 (Outlay Report and Request for Reimbursement for Construction Programs) to clearly document all costs incurred.
- (c) The Recipient’s supporting cost detail shall include a detailed breakout of all costs incurred, including direct labor, indirect costs, other direct costs, travel, etc., and the Recipient shall identify the Federal share and the Recipient’s share of costs. If the Recipient does not provide sufficient detail in a request for reimbursement, the Agreement Officer’s Representative (the “AOR”) may withhold processing that request until the Recipient provides sufficient detail.
- (d) The USDOT shall not reimburse costs unless the AOR reviews and approves the costs to ensure that progress on this agreement is sufficient to substantiate payment.
- (e) In the rare instance the Recipient is unable to receive electronic funds transfers (EFT), payment by EFT would impose a hardship on the Recipient because of their inability to manage an account at a financial institution, and/or the Recipient is unable to use the DELPHI iSupplier System to submit their requests for disbursement, the FHWA may waive the requirement that the Recipient use the DELPHI iSupplier System. The Recipient shall contact the Division Office Lead Point of Contact for instructions on and requirements related to pursuing a waiver.
- (f) The requirements set forth in these terms and conditions supersede previous financial invoicing requirements for Recipients.

**ARTICLE 6**  
**SPECIAL GRANT TERMS**

- 6.1** SS4A funds must be expended within five years after the grant agreement is executed and DOT obligates the funds, which is the budget period end date in section 10.3 of the Terms and Conditions and section 2.4 in this agreement.
- 6.2** The Recipient demonstrates compliance with civil rights obligations and nondiscrimination laws, including Titles VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and Section 504 of the Rehabilitation Act, and accompanying regulations. Recipients of Federal transportation funding will also be required to comply fully with regulations and guidance for the ADA, Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and all other civil rights requirements.
- 6.3** SS4A Funds will be allocated to the Recipient and made available to the Recipient in accordance with FHWA procedures.
- 6.4** The Recipient of an Implementation Grant agrees to update its Action Plan within two years of the date of this agreement to: align with all Comprehensive Safety Action Plan components in Table 1 of the SS4A FY 2024 NOFO corresponding with any “no” responses in the Self-Certification Eligibility Worksheet; ensure that the Action Plan’s safety focus includes all road users, including pedestrians, bicyclists, and motor vehicle safety; and ensure that the Action Plan was last updated not more than three years prior.
- 6.5** The Recipient acknowledges that it is required to conduct certain environmental analyses and to prepare and submit to FHWA, or State with applicable NEPA Assignment authority, documents required under NEPA, and other applicable environmental statutes and regulations before the Government will obligate funds for Option Phase 1 under this agreement and provide the Recipient with a written notice to proceed with Option Phase 1.
- 6.6** The Government’s execution of this agreement does not in any way constitute pre-approval or waiver of any of the regulations imposed upon Recipient under the applicable Federal rules, regulations and laws regarding SS4A projects undertaken in accordance with the terms and conditions of this agreement. The Recipient shall comply with all applicable Federal requirements before incurring any costs under this agreement.
- 6.7** There are no other special grant requirements.

**ATTACHMENT A  
PERFORMANCE MEASUREMENT INFORMATION**

**Study Area:** Clark Lane from US 63 Connector to Ballenger Lane, Ballenger Lane from Clark Lane to Orchard Lane

**Baseline Measurement Date:** 05/01/2027

**Baseline Report Date:** 07/01/2027

**Table 1: Performance Measure Table**

<b>Measure</b>	<b>Category and Description</b>	<b>Measurement Frequency and Reporting Deadline</b>
Safety Performance	Fatalities: Total annual fatalities in the project location(s)	Annually and within 120 days after the end of the period of performance
Safety Performance	Serious Injuries: Total annual serious injuries in the project location(s) [if available]	Annually and within 120 days after the end of the period of performance
Safety Performance	Crashes by Road User Category: Total annual crashes in the project location(s) broken out by types of roadway users involved (e.g., pedestrians, bicyclists, motorcyclist, passenger vehicle occupant, commercial vehicle occupant)	Annually and within 120 days after the end of the period of performance
Costs	Project Costs: Quantification of the cost of each eligible project carried out using the grant	Within 120 days after the end of the period of performance
Outcomes and Benefits	Quantitative Project Benefits: Quantification of evidence-based projects or strategies implemented (e.g., miles of sidewalks installed, number of pedestrian crossings upgraded, etc.)	Within 120 days after the end of the period of performance
Outcomes and Benefits	Qualitative Project Benefits: Qualitative description of evidence-based projects or strategies implemented (e.g., narrative descriptions, testimonials, high-quality before and after photos, etc.)	Within 120 days after the end of the period of performance
Outcomes and Benefits	Project Location(s): GIS/geo coordinate information identifying specific project location(s)	Within 120 days after the end of the period of performance

<b>Measure</b>	<b>Category and Description</b>	<b>Measurement Frequency and Reporting Deadline</b>
Lessons Learned and Recommendations	<p>Lessons Learned and Recommendations:            Description of lessons learned and any recommendations relating to future projects or strategies to prevent death and serious injury on roads and streets.</p>	Within 120 days after the end of the period of performance

## ATTACHMENT B CHANGES FROM APPLICATION

Describe all material differences between the scope, schedule, and budget described in the application and the scope, schedule, and budget described in Article 3. The purpose of Attachment B is to clearly and accurately document any differences in scope, schedule, and budget to establish the parties' knowledge and acceptance of those differences. See Article 11 for the Statement of Work, Schedule, and Budget Changes. If there are no changes, please insert "N/A" after "Scope," "Schedule," or "Budget." If there are changes to the budget, please complete the table below. Otherwise, leave the table below blank.

**Scope:** The state of Missouri has allocated funding toward improving Interstate 70 to add an additional lane for a total of a minimum of six lanes across the entire state. MoDOT is pursuing different phases of that overall project, some of which may use federal funding. The first phase was identified as I-70 Columbia to Kingdom City and the city's SS4A Clark Lane grant project is adjacent to some of that I-70 project construction. That was known at the time of the initial grant application. However, now MoDOT has a contractor working on this phase of the I-70 Columbia to Kingdom City improvements. Further details about that construction have been provided by MoDOT since the initial SS4A application. The city and MoDOT are working together to coordinate construction of improvements. The portion of Clark Lane between Woodland Springs Court and Hanover Boulevard will be within the confines of the Improve I-70 Design Build project. Some of the improvements will be constructed by MoDOT as part of a cost share project with the city and will not use SS4A funds. Ultimately, this section of Clark Lane will have four vehicle lanes, east- and westbound bicycle lanes, a ten-foot shared use path on one side and a five- or six-foot sidewalk on the opposite side. The narrower sidewalk may be adjusted from five to six feet at the back of curb at some locations to minimize right-of-way needs. MoDOT will construct portions of the proposed project within the Improve I-70 footprint to speed up delivery of that portion of the project and minimize costs. This portion of the construction project is anticipated to be complete by mid-2026. Additionally, MoDOT plans to resurface Clark Lane from the US63 Connector to Woodland Springs. Some details are still being worked out with MoDOT and portions of the construction may need to be completed at a later date. Any portions of the template proposed in the original SS4A application (shared use path one side, sidewalk opposite side, bicycle and travel lanes) that aren't completed during the Improve I-70 construction will be completed afterward, using SS4A funding or other local funds as necessary. To clarify, MoDOT will not be a sub recipient of SS4A funding. For the section of Clark Lane from Woodland Springs to Hanover, the city anticipates SS4A funding will be used for the bicycle lane on the south side of Clark lane and the sidewalk on the south side of Clark Lane. This phase of the project will be completed by the city after the Improve I-70 project and still within the deadline required for use of the SS4A funds. The original planned use for these funds was for construction of vehicle lanes in addition to the nonmotorized improvements. Because the Improve I-70 project includes vehicle lane construction, the city will likely only need to use SS4A funds for the remaining nonmotorized portions of this section of the Clark Lane SS4A project.

Construction of the project from east of the Hanover roundabout to the east terminus of McKee will begin after the Improve I-70 work on Clark is completed. This portion is anticipated to be built with two vehicle lanes (one in each direction), turning lanes where appropriate or other intersection improvements, bicycle lanes, a ten-foot shared use path and a five- (or six-) foot sidewalk at the back of the curb as necessary for right-of-way. Along with pedestrian crossing locations determined during the design phase, safety analyses at Olympic and McKee will be completed as part of the design work to determine if reconstruction/redesign for safety improvements should be pursued. This could include roundabouts or other proven intersection safety countermeasures.

Since SS4A funding will not be used for some of the portion of Clark Lane from Woodland Springs to the Hanover area (vehicle lane construction), this would allow the city to use SS4A funding to make improvements/upgrades to bicycle and pedestrian infrastructure along Ballenger Lane north of Clark Lane for a minimum of 1000 feet.

As part of the design process, the city will assess Clark Lane from the 63 Connector to Woodland Springs for potential pedestrian crossing locations and access management modifications and utilize SS4A funds to construct infrastructure to implement necessary improvements. The design and construction would go through the appropriate public approval process and with anticipated completion being on the same time-line as the eastern portions of Clark Lane SS4A improvements.

**Schedule:** Changes will be dependent on the Improve I-70 project timeline. The first part of the project (from Woodland Springs to Hanover) should be complete by mid-2026. The work within the Improve I-70 project footprint by the I-70

contractor will be completed without the use of SS4A funds. Portions of the proposed SS4A street cross section that are not able to be completed in conjunction with the Improve I-70 work will be completed afterward through the use of SS4A funds. After the SS4A agreement is in place but likely parallel to the Improve I-70 project work time line, the City will pursue the pre-NEPA phase and hire a consultant that will both help coordinate with MoDOT and pursue the various phases of the rest of Clark Lane (and Ballenger) construction efforts. MoDOT anticipates completing all I-70 project work from Kingdom City, MO to just west of the 63 interchange by December, 2027. The City anticipates construction on the remaining portions of Clark Lane utilizing SS4A funds to begin in 2027 or early 2028 with all SS4A associated work complete by January, 2030.

**Budget:** It is possible there will be budget changes, depending on what MoDOT is able to accomplish with the Improve I-70 project but those are unknown at this time. It is also likely any changes to the budget would be minimal if the city is allowed to use the SS4A funding that was originally intended for vehicle lane construction from Woodland Springs to Hanover to instead be used for nonmotorized improvements for approximately 1000 feet along Ballenger Lane (adjacent to the SS4A Clark Lane project). If allowed to do this, the proposed federal share would not change.

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

Fund Source	Application		Section 3.3	
	\$	%	\$	%
<b>Previously Incurred Costs (Non-Eligible Project Costs)</b>				
Federal Funds				
Non-Federal Funds				
Total Previously Incurred Costs				
<b>Future Eligible Project Costs</b>				
SS4AFunds				
Other Federal Funds				
Non-Federal Funds				
Total Future Eligible Project Costs				
Total Project Costs				

**ATTACHMENT C**  
**[RESERVED]**

**ATTACHMENT D**  
**[RESERVED]**

**ATTACHMENT E  
LABOR AND WORK**

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

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

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

**2. Supporting Narrative.**

The City has ordinances addressing labor relations with employee bargaining units (Ord 19-25). To facilitate EEO affirmative action goals, City Ord 19-29 allows for the establishment of aide/trainee positions specifically for the purpose of assisting socially and/or economically disadvantaged individuals in qualifying for permanent city positions. Ordinances 19-176 through 19-183 outline the City’s EEO affirmative action plan. Ord 19-179 specifically outlines the priority of EEO affirmative action goals in recruitment for city positions. Chapter 12 (Human Relations) of the City code prohibits discrimination based on protected class. It also establishes the City’s Human Rights Commission, as well as prohibits retaliation for reporting discriminatory practices. Ord 12-90 prohibits employers from using an applicant’s criminal record in making hiring decisions. The City of Columbia complies with Missouri prevailing wage laws.

**ATTACHMENT F**  
**CRITICAL SECURITY INFRASTRUCTURE AND RESILIENCE**

**1. Efforts to strengthen the Security and Resilience of Critical Infrastructure against both Physical and Cyber Threats.**

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

	The Recipient demonstrates, prior to the signing of this agreement, effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the activities.
	The Recipient appropriately considered and addressed physical and cyber security and resilience in the planning, design and oversight of the project, as determined by the Department and the Department of Homeland Security.
	The Recipient complies with 2 CFR 200.216 and the prohibition on certain telecommunications and video surveillance services or equipment.

**2. Supporting Narrative.**

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

**ATTACHMENT G**  
**[RESERVED]**