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|---|--|----------------|-------------|------------------|-----------|--------|-------------|
| <p>1. Award No.
693JJ32540005</p> <p>4. Award To
City of Columbia, Missouri
701 E Broadway
Columbia MO 6520</p> <p>Unique Entity Id.: WZR4KM9CBTV3
TIN No.: 43-6000810</p> <p>6. Period of Performance
Effective Date of Award – 5 years</p> <p>8. Type of Agreement
Grant</p> <p>10. Procurement Request No.
HEPN240053PR</p> <p>12. Submit Payment Requests To
See Article 13 of the General Terms and Conditions.</p> <p>14. Accounting and Appropriations Data by Fiscal Year (FY)
FY22: 15X1220050.0000.060V406500.6801000000.41010.61006600, \$446,041</p> <p>15. Description of Project
City of Columbia Charging and Fueling Infrastructure Discretionary Grant Program</p> | <p>2. Effective Date
See No. 17 Below</p> <p>5. Sponsoring Office
U.S. Department of Transportation
Federal Highway Administration
Office of Acquisition & Grants Management
1200 New Jersey Avenue, SE
HCFA-32, Mail Drop E62-204
Washington, DC 20590</p> <p>7. Total Amount</p> <table border="0"> <tr> <td>Federal Share:</td> <td style="text-align: right;">\$3,610,708</td> </tr> <tr> <td>Recipient Share:</td> <td style="text-align: right;">\$902,677</td> </tr> <tr> <td>Total:</td> <td style="text-align: right;">\$4,513,385</td> </tr> </table> <p>9. Authority
Infrastructure Investment and Jobs Act (IIJA)
(Pub. L. 117-58, § 11401 November 15, 2021)
codified at 23 U.S.C. 151</p> <p>11. Federal Funds Obligated
Base Phase: \$446,041
Phase 1: \$3,164,667 (subj. to avail.) See Schedule D</p> <p>13. Payment Office
See Article 13 of the General Terms and Conditions.</p> | Federal Share: | \$3,610,708 | Recipient Share: | \$902,677 | Total: | \$4,513,385 |
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| Recipient Share: | \$902,677 | | | | | | |
| Total: | \$4,513,385 | | | | | | |

RECIPIENT

16. Signature of Person Authorized to Sign

Signature	Date
Name: De'Carlton Seewood	
Title: City Manager	

FEDERAL HIGHWAY ADMINISTRATION

17. Signature of Agreement Officer

Signature	Date
Name:	
Title: Agreement Officer	

Attest:

Sheela Amin, City Clerk

Approved as to Form:

Nancy Thompson, City Counselor / ek

CERTIFICATION; I hereby certify that this Grant Agreement is within the purpose of the appropriation to which it is to be charged, account number 44008840-604990-00921, that there is an unencumbered balance to the credit of such appropriation sufficient to pay therefor.

Matthew Lue, City Director of Finance

FEDERAL HIGHWAY ADMINISTRATION
GRANT AGREEMENT UNDER THE
FISCAL YEAR 2022 and FISCAL YEAR 2023 CHARGING AND FUELING
INFRASTRUCTURE GRANT PROGRAM

This agreement is between the Federal Highway Administration (the “FHWA”) and the City of Columbia, MO (the “Recipient”).

This agreement reflects the selection of the Recipient to receive a Charging and Fueling Infrastructure (“CFI”) Grant for the City of Columbia Charging and Fueling Infrastructure Discretionary Grant Program.

If schedule A to this agreement identifies a Designated Subrecipient, that Designated Subrecipient is also a party to this agreement, and the parties want the Designated Subrecipient to carry out the project with the Recipient’s assistance and oversight.

The parties therefore agree to the following:

ARTICLE 1
GENERAL TERMS AND CONDITIONS.

1.1 General Terms and Conditions.

- (a) In this agreement, “**General Terms and Conditions**” means the content of the document titled “General Terms and Conditions Under the Fiscal Year 2022 and Fiscal Year 2023 Charging and Fueling Infrastructure (CFI) Grant Program” dated March 1, 2024, which is available at <https://www.fhwa.dot.gov/environment/cfi/resources/fy2022-2023-cfi-terms-conditions.pdf>. The General Terms and Conditions reference the information contained in the schedules A – K to this agreement. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of the General Terms and Conditions.
- (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 which may include but is not limited to terminating the CFI grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the FHWA the CFI Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

ARTICLE 2
SPECIAL TERMS AND CONDITIONS.

- 2.1** The Recipient acknowledges that the Project must be performed in compliance with the National Electric Vehicle Infrastructure Standards and Requirements under 23 CFR part 680 including but not limited to the data reporting requirements under 23 CFR 680.112.

- 2.2** The Recipient acknowledges the requirements, including the non-Federal cost share requirements applicable to contracting with Private Entity, in the FY 2022-2023 CFI Terms and Conditions document under section Article 12 titled Contracting and Subawards in section 12.8: Requirement to Contract with a Private Entity.

**SCHEDULE A
ADMINISTRATIVE INFORMATION**

1. Application.

Application Title: City of Columbia Charging and Fueling Infrastructure
Discretionary Grant Program

Application Date: 6/13/2023

2. Recipient's Unique Entity Identifier.

See Page 1, Block 4. See section 25.3 of the General Terms and Conditions.

3. Recipient Contact(s).

Andrew L. Wyatt
Grant Administrator
City of Columbia MO
701 E Broadway
Columbia MO 65205
573 441 5591
grants@CoMo.gov

4. Recipient Key Personnel.

Name	Title or Position
Eric Hempel	Sustainability Manager

5. FHWA Project Contact(s).

Sarah Tarpgaard, Agreement Officer (AO)
US DOT / FHWA Office of Acquisition and Grants Management
HCFA-43, Mail Stop E62-310
1200 New Jersey Avenue, S.E.
Washington, DC 20590
202-493-3225; sarah.tarpgaard@dot.gov

Vincent Speaks, Agreement Specialist (AS)
US DOT / FHWA Office of Acquisition and Grants Management
HCFA-43, Mail Stop E62-204
1200 New Jersey Avenue, S.E.
Washington, DC 20590
202-366-7799; vincent.speaks@dot.gov

FHWA Missouri Division Administrator
Agreement Officer Representative (AOR)
FHWA Missouri Division
3220 West Edgewood, Suite H
Jefferson City, MO 65109
573-636-3701
dawn.perkins@dot.gov

Brian Nevins, Transportation Engineer
CFI Grant Point of Contact (POC)
FHWA MO Division
3220 West Edgewood, Suite H
Jefferson City, MO 65109
573-638-2624
brian.nevins@dot.gov

6. Payment System.

USDOT Payment System: DELPHI eInvoicing

7. Office for Subaward and Contract Authorization.

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

8. Federal Award Identification Number.

See Page 1, Block 1. See section 25.2 of the General Terms and Conditions.

9. Designated Subrecipient.

Designated Subrecipient: None

10. Subawards and Contracts.

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

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

- (a) Unless described in the application and funded in the approved award, or otherwise exempted by the AO in writing, the Recipient must obtain prior written approval from the Agreement Officer (the “AO”) for the subaward, transfer, or contracting out of any non-construction CFI Grant work under this agreement above the Simplified Acquisition Threshold. This provision does not apply to the acquisition of supplies, material, equipment, or general support services.

- (b) Approval of each subaward or contract is contingent upon the Recipient's submittal of a written fair and reasonable price determination, and approval by the AO for each proposed contractor/sub-recipient. Consent to enter into subawards or contracts will be issued through written notification from the AO or a formal amendment to the Agreement.
- (c) 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.

The recipient's proposed subawards and contracts included in the recipient's application as cited in schedule A, section 1, as amended by schedule E, are hereby considered approved.

SCHEDULE B PROJECT ACTIVITIES

1. General Project Description.

Refer to the application title and date identified in schedule A section 1, which is incorporated by reference to this agreement. See schedule E for changes to the project described in the application.

The City of Columbia will build new EV chargers at two parking garages, a public library, and the regional airport. Funds will also be used for project planning, communications, engagement and public education about the new EV charging network, particularly in disadvantaged communities surrounding Columbia.

2. Statement of Work.

Refer to the application title and date identified in schedule A section 1, which is incorporated by reference to this agreement. See schedule E for changes to the project described in the application.

This project will be completed in two phases as follows:

Base Phase: Pre-NEPA: The City of Columbia intends to engage a firm or firms to perform preliminary engineering and design; to develop a Request for Proposal (RFP) and to assist with required environmental review. Environmental review will be conducted and submitted to FHWA for review and concurrence. The firm(s), selected through the City's procurement process, will review and ensure compliance with all relevant grant requirements from procurement through to project closeout.

Community engagement and education activities will be developed consisting of strategies and materials that will be used in stakeholder and public engagement meetings.

The City will coordinate with its existing workforce development partners in the City and the region to develop educational and training resources and prioritize the marketing of these to members of underserved and marginalized community members.

Option Phase I: Construction, Operation and Maintenance: Final design and construction of the project at all four locations will be managed through a single RFP. Because all projects are located on property owned by the City of Columbia or the Daniel Boone Regional Library, no Right of Way acquisition is required. Temporary easement may be required during the construction phase.

Location one: 5th and Walnut Garage is owned and operated by the City of Columbia's Parking Utility. According to the fleet replacement schedule and the duty cycle of the vehicles currently housed at 5th and Walnut, the EV fleet garaged at this location will require 14 Level II charger ports. The scope of work will include installation of

subpanels, placing conduit along the path of the existing charger infrastructure, installing conductors and chargers, communication equipment, EV signage, and bollards.

Location Two: Short Street Garage is owned and operated by the City of Columbia and was constructed with EV make-ready infrastructure in place. The project work entails the installation of two (2) dual port Level II & two (2) single port Level III wall mounted chargers on the 3rd floor of the parking garage. Project activities will consist of placing conductors in existing conduit for Level II chargers, Installing larger conduit and conductors for DCFC, striping, communication equipment, EV signage, and bollards.

Location Three: Project activities for location three occur on property owned by the Daniel Boone Regional Library. Daniel Boone Regional Library (DBRL) is located at the outer edge of the Central City business district and sees many visitors per day. This project installs 2 dual port Level II stations at the Library's overflow surface parking lot. Construction activities for this project include, trenching and repair in the asphalt parking lot, installation of conduit, conductors, and chargers; communication equipment, EV signage, striping and bollards. DBRL will own and operate the charging stations.

Location Four: COU - This location will consists of the installation of level II and/or DCFC chargers at the Columbia Regional Airport. Installation activities will include trenching in asphalt parking lot, installation of conduit, conductors, and chargers; communication equipment, EV signage, striping and bollards.

The City of Columbia will assume operation and maintenance responsibility for locations 1,2, and 4. The DBRL will be responsible for operation and maintenance of location 3. Operation and maintenance of the chargers will be covered by agreement with a third-party vendor. Other operation and maintenance needed to meet grant requirements not covered by third party agreement will be the responsibility of the site owners.

Operation and Maintenance Costs: Using the services of a "Tier one" third-party charging management entity. This firm will be responsible for maintenance of the station management features including network access, payment processing, record management, power sharing, access controls, and price management. This entity or other will also be engaged to provide parts and labor warranty service, remote technical support, on-site repairs over the 5 year period. This is intended to be provided after an inclusive up-front payment.

**SCHEDULE C
AWARD DATES AND PROJECT SCHEDULE**

1. Award Dates.

Budget Period End Date: See Page 1, Block 6.

Period of Performance End Date: See Page 1, Block 6.

2. Estimated Project Schedule.

Milestone	Schedule Date
Planned Construction Substantial Completion and Open to Traffic Date:	06/17/2025

3. Special Milestone Deadlines.

None.

**SCHEDULE D
AWARD AND PROJECT FINANCIAL INFORMATION**

1. Award Amount.

CFI Grant Amount: \$3,610,708 Federal Share

2. Federal Obligation Information.

Federal Obligation Type: Multiple

Obligation Condition Table		
	Federal Share Portion of the CFI Grant	Obligation Condition
Base Phase: Pre-NEPA	\$446,041	N/A – Funded upon Award
Option Phase I: Final Design, Right-of Way, and Utility Relocation	\$3,164,667	FHWA Division Office confirms the Recipient has met all the applicable Federal, and local requirements including NEPA approval.

3. Approved Project Budget.

Eligible Project Costs

	Base Phase	Option Phase I	Total
CFI Grant Funds:	\$446,041	\$3,164,667	\$3,610,708
Other Federal Funds:	\$0	\$0	\$0
State Funds:	\$0	\$0	\$0
Local Funds:	\$105,970	\$751,862	\$857,832
In-Kind Match:	\$0	\$0	\$0
Other Funds:	\$5,540	\$39,305	\$44,845
Total:	\$557,551	\$3,995,834	\$4,513,385

4. Approved Pre-award Costs

None. The FHWA has not approved under this award any pre-award costs under 2 C.F.R. 200.458.

**SCHEDULE E
CHANGES FROM APPLICATION**

Scope:

The City of Columbia's grant application proposed to install both Level II and Level III (DCFC) EV chargers at the DBRL. This document describes the installation of Level II chargers at the DBRL. The Schedule of the work at the DBRL is not changed from the grant application to this document. The Budget for the work is changed from \$1,107,892 to \$224,085.

The City of Columbia's grant application proposed to install only Level II chargers at COU. This document describes the installation of both Level II and Level III (DCFC) EV chargers at COU. The Schedule of the work at COU is not changed from the grant application to this document. The Budget for this work is changed from \$905,299 to \$1,789,106.

Schedule:

None.

Budget:

None.

Other:

None.

SCHEDULE F
CFI PROGRAM DESIGNATIONS

1. Corridor or Community Designation.

Corridor-Community Designation: Community

2. Funding Source.

Funding Source: Highway Trust Funds (Infrastructure Investment and Jobs Act (Pub. L. 117–58, § 11101(b)(1)(A) November 15, 2021)

3. Security Risk Designation.

Security Risk Designation: Low

4. Funding Act.

Infrastructure Investment and Jobs Act (Pub. L. 117–58, § 11401 November 15, 2021).

5. Funds Obligation.

Base Award: The amount of Federal funds obligated to the base award are listed on Page 1, Block 11. These funds are considered obligated upon FHWA signature on Page 1.

Amendments: If not fully funded by the base award, additional funding may be obligated to the award by FHWA’s execution of an agreement amendment. Each amendment will list the amount of Federal funds obligated by the amendment. These funds are considered obligated upon FHWA signature on the amendment.

Obligation Deadline for FY 2022 Funds: September 30, 2025

Obligation Deadline for FY 2023 Funds: September 30, 2026

*For phased awards using multiple obligations as described in Schedule D, the Recipient must satisfy the Phase 1 Obligation Condition listed in Schedule D, Obligation Condition Table, by August 1, 2026, to allow FHWA sufficient time to obligate CFI FY 2023 funds prior to the obligation deadline of September 30, 2026.

Expend by Date: Once obligated to the grant by FHWA, CFI Program funds are available until expended, but must be expended by the grant period of performance expiration date as listed on Page 1, Block 6.

SCHEDULE G
CFI PERFORMANCE MEASUREMENT INFORMATION

Study Area: City of Columbia, Missouri

Baseline Measurement Date: 3 months after the effective date of award

Baseline Report Date: To be submitted with the recipient’s first Quarterly Project Progress Report.

NOTE: FHWA anticipates the CFI baseline measurement to be zero operational EV charging ports. The recipient may note the baseline measurement of “zero operational” in their first Quarterly Project Progress Report in order to satisfy the Baseline Report.

Quarterly Project Progress Report: The recipient must submit Quarterly Project Progress Reports to FHWA per Article 7 of the General Terms & Conditions, and in accordance with the format and content listed in Exhibit C, Quarterly Project Progress Reports.

After the CFI grant-funded EV charging ports become operational, the recipient must include the following performance measure in their Quarterly Project Progress Reports: “Number of EV charging ports and/or Hydrogen dispenser (operational).” Submittal of information retrieved from EV ChART will satisfy the quarterly measurement required below for the performance standard.

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency
Number of EV charging ports and/or Hydrogen stations (operational)	Number of EV charging ports and/or Hydrogen stations that are operational (open for use by the public) as part of the grant project. For EV chargers, report by type, e.g., DCFC and level 2.	Quarterly
23 CFR 680.112 Reporting (EV Charging only)	Data reporting after each EV charging port is operational, as required by 23 CFR 680.112. Reporting using EV-ChART is required. Electric Vehicle Charging Analytics and Reporting Tool (EV-ChART) : Joint Office of Energy and Transportation (driveelectric.gov)	One Time, Quarterly, and Annually Refer to EV ChART Guidance.

**SCHEDULE H
CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS**

Consideration of Climate Change and Environmental Justice Impacts.

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

X	The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Recipient or a project partner used environmental justice tools, such as the EJSCREEN, to minimize adverse impacts of the Project on environmental justice communities. <i>(Identify the tool(s) in the supporting narrative below.)</i>
	The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand. <i>(Describe that shift in the supporting narrative below.)</i>
	The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions. <i>(Describe those strategies in the supporting narrative below.)</i>
	The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both. <i>(Describe the incorporated infrastructure in the supporting narrative below.)</i>
	The Project supports the installation of electric vehicle charging stations. <i>(Describe that support in the supporting narrative below.)</i>
	The Project promotes energy efficiency. <i>(Describe how in the supporting narrative below.)</i>
	The Project serves the renewable energy supply chain. <i>(Describe how in the supporting narrative below.)</i>
	The Project improves disaster preparedness and resiliency <i>(Describe how in the supporting narrative below.)</i>

	The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity. <i>(Describe how in the supporting narrative below.)</i>
	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm. <i>(Describe that infrastructure in the supporting narrative below.)</i>
	The Project supports or incorporates the construction of energy- and location-efficient buildings. <i>(Describe how in the supporting narrative below.)</i>
	The Project includes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both. <i>(Describe the materials in the supporting narrative below.)</i>
	The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions to consider climate change and environmental justice impacts of the Project but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions to consider climate change and environmental justice impacts of the Project and will not take those actions under this award.

Supporting Narrative.

The City of Columbia approved its first Climate Action and Adaptation Plan in 2019. Transportation emission reduction actions are included under Strategy T – 2.1 Encourage use of low- to zero-emission vehicles.

This project will significantly reduce greenhouse gas emissions. Using the AFLEET Charging and Fueling Infrastructure (CFI) Emission Tool, the chargers will eliminate 267.3 tons of GHGs, 2,875.3 lbs of CO, 75.5 of NOx, 7.5 of PM10, 6.1 of PM2.5, 271 lbs of VOC, and 1.2 lbs of SOx. The chargers will provide 352,000 kwh of energy.

**SCHEDULE I
EQUITY AND BARRIERS TO OPPORTUNITY**

Efforts to Improve Racial Equity and Reduce Barriers to Opportunity.

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

	A racial equity impact analysis has been completed for the Project. <i>(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)</i>
X	The Recipient or a project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. <i>(Identify the relevant programs, plans, or policies in the supporting narrative below.)</i>
	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. <i>(Identify the relevant investments in the supporting narrative below.)</i>
	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions related to the Project to improve racial equity and reduce barriers to opportunity and will not take those actions under this award.

Supporting Narrative.

The City's recently hired Diversity Equity and Inclusion officer has been and will continue to be involved in the development of outreach and engagement of under-represented and over-burdened members of our community. Several divisions within the City of Columbia currently incorporate funding for childcare, transportation support, participation incentives, meals/refreshments, language services, and in-person and virtual participation options within the engagement strategy. The Office of Sustainability, which will be providing most of the staff support for this project, follows a model known as Targeted Universalism to develop outreach, engagement and projects/programs. This approach begins with an analysis of demographic data to identify populations with higher barriers relative to the goals of the project. For instance, prioritizing outreach on the impacts of excessive heat to areas identified as having higher rental populations, older housing stock, and less tree canopy.) Programs/projects are also designed to provide customized or "targeted" supports to address the type and level of barriers identified in those populations.

As an example of Targeted Universalism applied to transportation equity, the Greenlining Institute's Mobility Equity Framework informs equitable clean transportation work and provides a tool for empowering communities in the decision-making process. This resource and others like it will provide an accessible extension of current communication and project efforts to the greater planning charging infrastructure planning efforts.

**SCHEDULE J
LABOR AND WORK**

Efforts to Support Good-Paying Jobs and Strong Labor Standards

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

	The Recipient or a project partner has adopted the use of project labor agreements in the overall delivery and implementation of the Project. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted the use of local and economic hiring preferences in the overall delivery and implementation of the Project, subject to all applicable State and local laws, policies, and procedures. <i>(Describe the relevant provisions in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted the use of registered apprenticeships in the overall delivery and implementation of the Project. <i>(Describe the use of registered apprenticeship in the supporting narrative below.)</i>
	The Recipient or a project partner will provide training and placement programs for underrepresented workers in the overall delivery and implementation of the Project. <i>(Describe the training programs in the supporting narrative below.)</i>
	The Recipient or a project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs. <i>(Describe the workforce development services offered by labor-management training partnerships in the supporting narrative below.)</i>
	The Recipient or a project partner will provide supportive services and cash assistance to address systemic barriers to employment to be able to participate and thrive in training and employment, including childcare, emergency cash assistance for items such as tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking. <i>(Describe the supportive services and/or cash assistance provided to trainees and employees in the supporting narrative below.)</i>

	The Recipient or a project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
	The Recipient or a project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hire and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity, including: <ul style="list-style-type: none"> a. affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law; b. proactive partnerships with the U.S. Department of Labor’s Office of Federal Contract Compliance Programs to promote compliance with EO 11246 Equal Employment Opportunity requirements; c. no discriminatory use of criminal background screens and affirmative steps to recruit and include those with former justice involvement, in accordance with the Fair Chance Act and equal opportunity requirements; d. efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin; e. training on anti-harassment and third-party reporting procedures covering employees and contractors; and f. maintaining robust anti-retaliation measures covering employees and contractors. <i>(Describe the equal opportunity plan in the supporting narrative below.)</i>
	The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i>
X	The Recipient has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions related to the Project to improving good-paying jobs and strong labor standards and will not take those actions under this award.

Supporting Narrative.

The City will coordinate with its existing workforce development partners in the City and the region to develop educational and training resources and prioritize the marketing of these to members of underserved and marginalized community members.

**SCHEDULE K
CIVIL RIGHTS AND TITLE VI**

1. Recipient Type Designation.

Recipient Type Designation: Existing

Existing Award Program: 20.939

2. Title VI Assessment Information.

This section is not applicable because the Recipient Type Designation is “Existing.”