

U.S. DEPARTMENT OF TRANSPORTATION

**GRANT AGREEMENT UNDER THE
FISCAL YEAR 2023 NEIGHBORHOOD ACCESS AND EQUITY GRANT PROGRAM**

This agreement is between the United States Department of Transportation (the “USDOT”) and the Missouri Highways and Transportation Commission (the “Recipient”).

This agreement reflects the selection of the Recipient to receive a Neighborhood Access and Equity (NAE) Grant for the Reconnecting & Revitalizing an Underserved Community: I-70 Business Loop Corridor Study.

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 2023 Neighborhood Access and Equity Program: FHWA Projects,” dated April 8, 2024, which is available on the RCN website. The General Terms and Conditions reference the information contained in the schedules 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, terminating of the NAE Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the USDOT the NAE Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

**ARTICLE 2
SPECIAL TERMS AND CONDITIONS.**

There are no special terms for this award.

**SCHEDULE A
ADMINISTRATIVE INFORMATION**

1. Application.

Application Title: Reconnecting & Revitalizing an Underserved Community: I-70
Business Loop Corridor Study

Application Date: 9/25/2023

2. Recipient's Unique Entity Identifier.

See section 24.3 of the General Terms and Conditions; also see FMIS.

3. Recipient Contact(s).

Machelle Watkins
District Engineer
MoDOT Central District
1511 Missouri Blvd.
Jefferson City, MO 65101
573-751-7687
machelle.watkins@modot.mo.gov

4. Recipient Key Personnel.

None.

5. USDOT Project Contact(s).

Rebecca Rost
Environmental Protection Specialist
Federal Highway Administration
3220 W. Edgewood Drive, Suite H
Jefferson City, MO 65109
573-638-2623
rebecca.rost@dot.gov

And

Kenneth Petty
Director, Office of Planning
Federal Highway Administration
Office of Planning, Environment, and Realty
1200 New Jersey Avenue SE
Room E72-330
Washington, DC 20590

6. Payment System.

USDOT Payment System: FMIS

7. Office for Subaward and Contract Authorization.

USDOT Office for Subaward and Contract Authorization: FHWA Division

8. Federal Award Identification Number.

See section 24.2 of the General Terms and Conditions.

9. Designated Subrecipient.

Designated Subrecipient: City of Columbia, Inc.

SCHEDULE B PROJECT ACTIVITIES

1. General Project Description.

This application requests a planning grant to study the I-70 Business Loop corridor between Stadium Boulevard and Eastland Circle. The study will include improving safety for both motorized and non-motorized users, improving accessible multimodal operations, providing aesthetics along the corridor, and improving economic vitality. Features proposed to be studied will include a complete streets design, intersection improvements, bike lanes and pedestrian connection improvements, aesthetic improvements, and storm water improvements. The improvements strive to reinvigorate the corridor, connect a number of historically disadvantaged and underserved communities, and support a growing network of community services, education opportunities, and commercial centers along the corridor.

2. Statement of Work.

The planning grant will study the I-70 Business Loop Corridor between Stadium Boulevard and Eastland Circle for a future complete streets enhancement project. The study will address the planning and design elements needed to move the I-70 Business Loop Corridor project forward to construction and revitalize a long-neglected area. The study will include:

- Engaging in community outreach
- Evaluation of the environmental items related to the NEPA review process
- Evaluation of conceptual alternatives
 - Complete street implementation (vehicles, pedestrians, and bicyclists)
 - Access management
 - Intersection improvements
 - Stormwater improvements
 - EV charging stations optimal locations
 - Streetscape and beautification elements
- Development of preliminary plans
- Development of a stormwater master plan

**SCHEDULE C
AWARD DATES AND PROJECT SCHEDULE**

1. Award Dates.

Budget Period End Date: 12/31/2029

Period of Performance End Date: See section 4.5 of the General Terms and Conditions; also see FMIS.

2. Estimated Project Schedule.

Milestone	Schedule Date
Planned Project Completion Date:	12/31/2028

3. Special Milestone Deadlines.

None.

4. Mandatory Prerequisite Dates.

Alternative #2: if this designated a Planning project at section 1 of schedule F:

Milestone	Date
Added to Unified Planning Work Program (UPWP)	Planned for August 22, 2024
Added to Statewide Planning Work Program	Planned for August 22, 2024

**SCHEDULE D
AWARD AND PROJECT FINANCIAL INFORMATION**

1. Award Amount.

NAE Grant Amount: \$2,130,800

2. Federal Obligation Information.

Federal Obligation Type: Single

3. Approved Project Budget.

Eligible Project Costs	
	Total
NAE Funds:	\$2,130,800
Other Federal Funds:	\$0
Non-Federal Funds:	\$532,700
Total:	\$2,663,500

4. Cost Classification Table

Reserved.

5. Approved Pre-award Costs

None. The USDOT has not approved under this award any costs incurred under an advanced construction authorization (23 U.S.C. 115), any costs incurred prior to authorization (23 C.F.R. 1.9(b)), or any pre-award costs under 2 C.F.R. 200.458.

**SCHEDULE E
CHANGES FROM APPLICATION**

INSTRUCTIONS FOR COMPLETING SCHEDULE E: Describe all material differences between the scope, schedule, and budget described in the application and the scope, schedule, budget described in schedules B–D. The purpose of this schedule E is to clearly and accurately document the differences in scope, schedule, and budget to establish the parties’ knowledge and acceptance of those differences. If there are notable changes in aspects of the Project other than scope, schedule, and budget (*e.g.*, recipient changes), those changes should also be described. See section 3.1 of the General Terms and Conditions.

Scope: No change.

Schedule: No change.

Budget: No change.

Other: No change.

**SCHEDULE F
NAE PROGRAM DESIGNATIONS**

1. Capital Construction or Planning Designation.

Capital-Planning- Designation: Planning

2. Regional Partnership Challenge Grant

Regional Partnership Designation: No

3. Economically Disadvantaged Community Designation.

Economically Disadvantaged Community Designation: No

4. Funding Source.

Funding Source: General Fund

5. Security Risk Designation.

Security Risk Designation: Low

SCHEDULE G
NAE PERFORMANCE MEASUREMENT INFORMATION

Reserved.

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

1. Consideration of Climate Change and Environmental Justice Impacts.

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

X	The Project is a planning project and incorporates consideration of climate change and environmental justice impacts. <i>(Identify how the planning project incorporates consideration of climate change and environmental justice impacts in the narrative below.)</i>
	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 Climate & Economic Justice Screening Tool (CEJST), USDOT’s Equitable Transportation Community (ETC) Explorer, or the EPA’s 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.

2. Supporting Narrative.

The City has a current Climate and Adaptation Action Plan (CAAP - <https://comoclimateaction.org/action-plan>). The street and sidewalk improvements meet the CAAP Transportation Strategy T-1.1.1: Prioritize transportation funding for safe streets for walking, biking, and riding transit and T-1.4: Create a walkable community by building sidewalks and crosswalks. The street, intersection, and access management improvements also meet the CAAP Transportation Strategy T-2.3: Improve efficiency of vehicle traffic, by designing the roadway geometry and pavements surfaces to improve efficiency and safety.

The study area contains low-income residential neighborhoods adjacent to a key corridor bisected by Interstate 70. The corridor lacks sidewalks, crosswalks, and transit service and without access to a car, bus, or places to walk, residents are disconnected from jobs, healthcare, services, education, and recreational options. The study will address a complete street design which incorporates facilities for both motorized and non-motorized transportation; thus, rebuilding physical connections from the surrounding communities to jobs, educational institutes, stores, and health care facilities. In addition, lack of trees, rain gardens, and landscaping (and increased impervious surfaces) creates both an urban heat island and an area prone to flooding. The study will also include stormwater improvements and streetscape and beautification elements. The motorized and non-motorized improvements, in addition to the stormwater and streetscape

improvements, will stimulate equitable economic development while creating a sense of identity and pride for the area.

**SCHEDULE I
EQUITY AND BARRIERS TO OPPORTUNITY**

1. Efforts to Improve Equity and Reduce Barriers to Opportunity.

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

X	The Project is a planning project and incorporates consideration of racial equity and barriers to opportunity. <i>(Identify how the planning project incorporates consideration of racial equity and barriers to opportunity in the narrative below.)</i>
	A racial equity impact analysis has been completed for the Project. <i>(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted an equity and inclusion program/plan, or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. <i>(Identify the relevant programs, plans, or policies in the supporting narrative below.)</i>
	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. <i>(Identify the relevant investments in the supporting narrative below.)</i>
	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity. <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.

2. Supporting Narrative.

The project area contains low-income residential neighborhoods adjacent to a key corridor bisected by Interstate 70 and lacks sidewalks, crosswalks, and transit service. Without access to a car, bus, or places to walk, residents are disconnected from jobs, healthcare, services, education, and recreational options (especially low-income, youth, elderly, disabled, and minority populations). In addition, lack of trees, rain gardens, and landscaping (and increased impervious surfaces) creates both an urban heat island and an area prone to flooding which makes walking or cycling difficult. These issues will only increase as a result of climate change. Historical underinvestment in this area, informed by the racial and socio-economic makeup of the community, will be addressed with the study.

The demographic make-up of the project corridor includes 22% of residents recognized as living below the 200% Federal Poverty Line. Several census tracts are designated as either an Area of Persistent Poverty (APP), a Historically Disadvantaged Community (HDC), or both. The corridor lies within or directly adjacent to the following census tracts: Census Tract 2 designated as APP, Census Tract 7 designated as HDC and APP, Census Tract 9 designated as APP, Census Tract 10.01 designated as APP, Census Tract 13 designated as APP, and Census Tract 21 designated as HDC and APP. According to the 2020 census, within these census tracts, approximately 18% of the population is Black, 5% of the population is Hispanic or Latino, and 9% of the population is of another minority race or of mixed race.

The proposed plan will identify improvements to encourage multimodal transportation, address stormwater issues that affect the surrounding communities, add green infrastructure to provide cooling, rebuild physical connections to jobs and education, stimulate equitable economic development by lowering barriers and providing affordable options to start a business, and encourage community identity and pride. By addressing the negative impacts to this area, the study can ensure all will benefit from improvements.

3. Community Engagement Activities.

The proposed study will address community engagement by outreaching proactively to stakeholders, surrounding neighborhoods, and community groups most impacted by the proposed improvements and providing a range of ways to participate based on community needs. Community engagement will also include holding one-on-one meetings with impacted businesses, property owners, and others.

4. Activities to Safeguard Affordability.

N/A

**SCHEDULE J
LABOR AND WORKFORCE**

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

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

X	The Project is a planning project. <i>(Identify in the narrative below the extent to which, if any, the planning project incorporates consideration of good-paying jobs and strong labor standards.)</i>
	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>

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

2. Supporting Narrative.

The proposed study will address the consideration of good-paying jobs and strong labor standards by supporting small-scale manufacturing to attract diverse businesses and people to neighborhood centers for locally made products; making recommendations to revitalize the corridor with a strong emphasis on active transportation focused development; engaging with corridor stakeholders, MBE, WBE, and VOBS that have a direct influence on project planning; seek to attract new development and investments without pushing out multi-generational residents and businesses; and supporting jobs for construction of sidewalks, stormwater, and street improvements.

RECIPIENT SIGNATURE PAGE

The Recipient, intending to be legally bound, is signing this agreement on the date stated opposite that party’s signature.

By signature below, the Missouri Highways and Transportation and Transportation Commission (MoDOT) acknowledges that it agrees to act as a limited agent for the Recipient to assist in the receipt and disbursement of the FY 2023 NAE Discretionary Grant obligated by this agreement and to perform such other administrative and oversight duties with respect to the award and the Projects as the Recipient and MoDOT shall agree upon between themselves. MoDOT acknowledges the fiduciary duty owed to the parties to this agreement and will promptly disburse the award to the Recipient at Recipient’s direction and instruction. Further MoDOT will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the duties it assumes under this agreement in compliance with the agreement’s terms and conditions.

Missouri Highways and Transportation Commission

_____ By: _____
Date Signature of Recipient’s Authorized Representative

Ed Hassinger

Name

Deputy Director and Chief Engineer

Title

ATTEST:

Pamela J. Harlan
Secretary to the Commission

APPROVED TO AS FORM:

Megan Waters-Hamblin
Commission Counsel

DESIGNATED SUBRECIPIENT SIGNATURE PAGE

The Designated Subrecipient, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

City of Columbia

Date By: _____
Signature of Designated Subrecipient's Authorized Representative

De'Carlton Seewood

SSC

Name

City Manager

Title

By: Shane Creech, Public Works Director

ATTEST:

By: Sheela Admin, City Clerk

Approved to Form:

Title: Nancy Thompson, City Counselor

By: Kristin Mengwasser

I hereby certify that this Agreement is within the purpose of the appropriation to which it is to be charged, that is, account 44008830-604990 00923, and that there is an unencumbered balance to the credit of such account sufficient to pay therefore.

Matthew Lue, Finance Director

Rose-nee Barrantes

USDOT SIGNATURE PAGE

The USDOT, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

UNITED STATES DEPARTMENT OF
TRANSPORTATION

	By:	
Date		Signature of USDOT's Authorized Representative
		Kevin W. Ward, P.E.
		Name
		FHWA Missouri Division Administrator
		Title