

1. **Award No.**
693JJ32440004
2. **Effective Date**
See No. 17 Below
3. **Assistance Listings No.**
20.940
4. **Award To**
City of Kansas City, Missouri
414 E. 12th Street, Floor 20
Kansas City, MO 64106-2702
Unique Entity Id.: JY2DYJXPQW56
TIN No.: 44-6000201
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
6. **Period of Performance**
Effective Date of Award –
06/30/2027
7. **Total Amount**
Federal Share: \$1,058,620
Recipient Share: \$264,655
Total: \$1,323,275
8. **Type of Agreement**
Grant
9. **Authority**
Infrastructure Investment and Jobs Act (Pub. L. No. 117-58, div. A § 11509 & div. J, tit. VIII, “Department of Transportation—Federal Highway Administration—Highway Infrastructure Programs” ¶ 7, Nov. 15, 2021)
10. **Procurement Request No.**
HEPP240008PR
11. **Federal Funds Obligated**
\$1,058,620
12. **Submit Payment Requests To**
See Article 13 of the General Terms and Conditions.
13. **Payment Office**
See Article 13 of the General Terms and Conditions.
14. **Accounting and Appropriations Data**
15X0566B50.0000.060V391500.6601000000.41010.61006600.0000000000.0000000000.00000000
00.0000000000 - \$1,058,620.00
15. **Description of Project**
Reconnecting Kansas City: Repairing Connections for Kansas City’s Westside Neighborhood. The project will develop a comprehensive plan to increase mobility and connectivity, repair a thriving and resilient community, and redress inequities and barriers to opportunity throughout the Westside of Kansas City. The Westside is separated from Kansas City’s commercial and residential centers by Interstate 35 and rail systems.

RECIPIENT**16. Signature of Person Authorized to Sign**

Signature Date
Name: Michael Shaw
Title: Public Works Director

FEDERAL HIGHWAY ADMINISTRATION**17. Signature of Agreement Officer**

Signature Date
Name:
Title: Agreement Officer

U.S. DEPARTMENT OF TRANSPORTATION

GRANT AGREEMENT UNDER THE FISCAL YEAR 2022 RECONNECTING COMMUNITIES PILOT (RCP) PROGRAM

This agreement is between the United States Department of Transportation (the “USDOT”) and the City of Kansas City, Missouri (the “**Recipient**”).

This agreement reflects the selection of the Recipient to receive an RCP Grant for the Reconnecting Kansas City: Repairing Connections for Kansas City’s Westside Neighborhood.

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 Reconnecting Communities Pilot Program: FHWA Projects,” dated April 24, 2023, which is available at <https://www.transportation.gov/grants/reconnecting-communities/reconnecting-communities-grant-agreements>. 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 RCP Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the USDOT the RCP 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 Kansas City: Repairing Connections for Kansas City's Westside Neighborhood

Application Date: 10-13-2022

2. Recipient's Unique Entity Identifier.

JY2DYJXPQW56

3. Recipient Contact(s).

Bobby Evans
Lead Transportation Planner
City of Kansas City, Missouri
414 E 12th St, 20th Floor
Kansas City, Missouri 64106-2702
816-513-2794
bobby.evans@kcmo.org

4. Recipient Key Personnel.

Name	Title or Position
Bobby Evans	Lead Transportation Planner
Jason Waldron	Transportation Director
Angela Laurie	Associate Transportation Director
Bailey Waters	Chief Mobility Officer

5. USDOT Project Contact(s).

Ryan Buck
Agreement Officer (AO)
Federal Highway Administration
Office of Acquisition and Grants Management
HCFA-32, Mail Stop E62-310
1200 New Jersey Avenue, S.E.
Washington, DC 20590
(202) 366-4229
Ryan.Buck@dot.gov

and

Dawn Perkins
Agreement Officer Representative (AOR)
Services Team Leader
FHWA Missouri Division Office
3222 W. Edgewood Drive, Suite H
Jefferson City, MO 65109 (573) 638-2626
dawn.perkins@dot.gov

and

Kenneth Petty
Federal Highway Administration
Office of Planning, Environment, and Realty
1200 New Jersey Avenue SE
Room E72-330
Washington, DC 20590
(202) 366-6654
Kenneth.Petty@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 section 24.2 of the General Terms and Conditions, and Block 1 on Page 1.

9. Designated Subrecipient.

Designated Subrecipient: None

SCHEDULE B PROJECT ACTIVITIES

1. General Project Description.

This project will develop a comprehensive plan to increase mobility and connectivity, repair a thriving and resilient community, and redress inequities and barriers to opportunity throughout the Westside of Kansas City. The Westside is separated from Kansas City's commercial and residential centers by Interstate 35 and rail systems.

2. Statement of Work.

The scope of work for this grant will involve the development of a comprehensive plan to increase mobility and connectivity, repair a thriving and resilient community, and redress inequities and barriers to opportunity throughout the Westside community of Kansas City. The neighborhood is divided by I-35, creating a southern section and northern section of the neighborhood. This project will produce a comprehensive plan that outlines the Westside communities' vision and priorities to create new, safer, and additional mobility and connectivity and to redress the inequities and barriers to opportunities with respect to I-35 Viaduct, Beardsley Rd, and improving internal circulation throughout the Westside community. The comprehensive plan will outline how to improve internal circulation as well as foster enhanced connections with adjacent neighborhoods and the rest of the City, and specifically will:

- Plan for the replacement of the aging I-35 viaduct
- Designate and design multimodal connections within the Westside community and with the adjacent central business district
- Create design solutions for Beardsley Road, connecting the Westside with the imminent economic and residential development in the West Bottoms

The foundation of this activity is a focus on equity, environmental justice, and community engagement. As such, community based participatory planning activities will make up a large portion of the early grant activity feeding directly into the project deliverables. Materially, this focus on deep engagement and partnership building will require several public meetings – at various scales – over the course of a year or more. Further, technical analysis of various project alternatives will require analysis and models for a detailed understanding of resulting traffic patterns at the local, citywide, and regional scales.

SCHEDULE C
AWARD DATES AND PROJECT SCHEDULE

1. Award Dates.

Budget Period End Date: 12/31/2026

Period of Performance End Date: See section 4.5 of the General Terms and Conditions

2. Estimated Project Schedule.

Milestone	Schedule Date
Planned Draft Reconnecting Kansas City Plan:	8/1/2025
Planned Reconnecting Kansas City Plan Completion Date:	2/28/2026
Planned Reconnecting Kansas City Plan Adoption Date:	9/1/2026
Planned Reconnecting Kansas City Final Report Date:	11/1/2026

3. Special Milestone Deadlines.

None.

4. Mandatory Prerequisite Dates.

Milestone	Date
Added to Unified Planning Work Program (UPWP)	10/24/2023
Added to Statewide Planning Work Program	10/24/2023

SCHEDULE D
AWARD AND PROJECT FINANCIAL INFORMATION

1. Award Amount.

RCP Grant Amount: \$1,058,620

2. Federal Obligation Information.

Federal Obligation Type: Single

3. Approved Project Budget.

Eligible Project Costs	
	Total
RCP Funds:	\$1,058,620
Other Federal Funds:	[\$0]
Non-Federal Funds:	\$264,655
Total:	\$1,323,275

4. Cost Classification Table

Cost Classification	Total Costs	Non-RCP Previously Incurred Costs	Eligible Costs
Miscellaneous	\$1,323,275	\$0	\$1,323,275
Project Total	\$1,323,275	\$0	\$1,323,275

5. Approved Pre-award Costs

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

SCHEDULE E CHANGES FROM APPLICATION

Scope:

None

Schedule:

None

Budget:

None

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

Fund Source	Application		Schedule D	
	\$	%	\$	%
Previously Incurred Costs				
Federal Funds				
Non-Federal Funds				
Total Previously Incurred Costs				
Future Eligible Project Costs				
RCP Funds				
Other Federal Funds				
Non-Federal Funds				
Total Future Eligible Project Costs				
Total Project Costs				

Other:

SCHEDULE F
RCP PROGRAM DESIGNATIONS

1. Capital Construction or Planning Designation.

Capital-Planning Designation: Planning

2. Economically Disadvantaged Community Designation.

Economically Disadvantaged Community Designation: Yes

3. Funding Source.

Funding Source: General Fund

4. Security Risk Designation.

Security Risk Designation: Low

SCHEDULE G
RCP 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 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.

2. Supporting Narrative.

The goals of this project are complementary to the goals of the Kansas City Climate Protection and Resiliency Plan. A key component of this plan will be planning for improvements in transit and active transportation paired with a reduction in VMT for residents and visitors to the Westside which is in line with the goals of the Climate Protection and Resiliency Plan.

SCHEDULE I RACIAL EQUITY AND BARRIERS TO OPPORTUNITY

1. 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>
x	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 driving force behind Kansas City’s Reconnecting Communities grant application is to further our racial equity goals. A significant portion of the application was devoted to demographic analysis, through both historical and contemporary lenses, paired with a project scope that aimed to make improvements affecting racial minority communities in the Westside neighborhood. Kansas City has several equity focused policies as well as a

Civil Rights and Equal Opportunity (CREO) department devoted to upholding City goals in this realm.

Mitigation of physical barriers created by previous transportation investments is at the heart of the scope of potential project concepts under consideration for this grant award. Multiple transportation projects including Interstate 35, a freight railroad, and a surface level major arterial have all created physical barriers that split the Westside neighborhood. Repairing the damage done by those cleavages is the main objective for this project.

3. Community Engagement Activities.

Community engagement is at the foundation of this project. In the early stages, engagement activities will focus on developing trust between the city, project team, and the community. These will likely take the form of developing contacts and relationships with community leaders as well as residents. With those contacts and relationships established, the project team will employ community ambassadors to maintain a conduit for bi-directional information flow. Moving into the concept development phase, project staff will employ a participatory planning approach - including but not limited to workshops, charrettes, community meetings, and digital communication - working closely with the community to determine the final plan elements. Throughout the project, staff will take extra measures to clearly demonstrate how community engagement is materially affecting the final plan. Special attention will be paid toward culturally and linguistically relevant engagement practices.

4. Activities to Safeguard Affordability.

Driven by the concept plans derived from engagement, special attention will be made to the issue of affordability in this project. Each element of the conceptual plan will be openly discussed and evaluated in terms of its potential externalities on affordability in the neighborhood. As such, each concept element will be paired with, at minimum, an evaluation on affordability impacts or a set of potential mitigations that can be employed to ensure enduring affordability for the existing community.

SCHEDULE J LABOR AND WORK

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

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

	The Recipient or a project partner 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>
x	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.

Kansas City, Missouri has a Civil Rights and Equal Opportunity Department which sets hiring standards and enforces those standards on projects. We are proud of our hiring practices and reputation for hiring Women Owned Businesses, Minority Owned businesses, and Small Local Businesses. Kansas City, Missouri has provisions for Minority and Women Owned Businesses and Small Local Business Enterprises outlined in [Article IV of the City Code of Ordinances](#).