

U.S. DEPARTMENT OF TRANSPORTATION

GRANT AGREEMENT UNDER THE FISCAL YEAR 2022 RECONNECTING COMMUNITIES PILOT PROGRAM

This agreement is between the United States Department of Transportation (the “USDOT”) and the Nevada Department of Transportation (the “**Recipient**”) and the City of Las Vegas (the “Subrecipient”).

This agreement reflects the selection of the Recipient to receive an RCP Grant for the Reconnecting the Historic Westside to Opportunities: Bonanza Road and F Street Complete Street Improvements.

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 the Historic Westside to Opportunities: Bonanza Road and F Street Complete Street Improvements

Application Date: October 13, 2022

2. Recipient's Unique Entity Identifier.

HJS3TZHWJX5

See section 24.3 of the General Terms and Conditions.

3. Recipient Contact(s).

Name: Jason Tyrrell
Title: Senior Road Design Engineer
Agency: Nevada Department of Transportation
Mailing Address: 123 E Washington Ave, Las Vegas, NV 89101
Phone Number: (702) 671-8852
Email Address: JTyrrell@dot.nv.gov

Name: Joey Paskey
Title: Director of Public Works
Agency: City of Las Vegas
Mailing Address: 495 S. Main Street, Las Vegas, NV 89101
Phone Number: 702-229-2212
Email Address: jpaskey@lasvegasnevada.gov

4. Recipient Key Personnel.

Name: Greg McDermott
Title: Engineering Project Manager
Agency: City of Las Vegas
Mailing Address: 495 S. Main Street, Las Vegas, NV 89101
Phone Number: 702-229-2143
Email Address: gmcdermott@lasvegasnevada.gov

Name: Joe Norby
Title: City Traffic Engineer/Deputy Director of Public Works
Agency: City of Las Vegas
Mailing Address: 495 S. Main Street, Las Vegas, NV 89101
Phone Number: 702-229-6331
Email Address: jnorby@lasvegasnevada.gov

5. USDOT Project Contact(s).

Andrea Gutierrez
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705 N. Plaza Street, Suite 220
Carson City, Nevada 89701
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and

Kenneth Petty
FHWA RCP Program Manager – Planning Grants
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: 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 Las Vegas

SCHEDULE B PROJECT ACTIVITIES

1. General Project Description.

The project will support planning for Complete Streets improvements along I-15/Bonanza Road and F Street in Las Vegas' Historic Westside neighborhood. Complete Streets improvements will focus on enhancing the pedestrian environment through the installation of wider sidewalks, shade trees, lighting, and curb extensions to make pedestrian crossings safer and shorter.

2. Statement of Work.

The project encompasses planning and design activities for Complete Streets improvements within the City of Las Vegas' Historic Westside, north and west of Downtown Las Vegas, along Bonanza Road from Martin L. King Jr. Boulevard to D Street (0.65 miles) and D Street from Washington Avenue to Owens Avenue (0.5 miles).

Project activities will include:

- 1) Planning and community engagement
 - (a) Review recently completed studies
 - (b) Develop a community engagement plan
 - (c) Identify key stakeholders and develop a plan for involvement
- 2) Environmental study:
 - (a) Environmental screening focused on appropriate resources
 - (b) Complete appropriate planning studies that could be used to support NEPA consistent with planning and environmental review provisions under 23 USC 168
- 3) Preliminary engineering design:
 - (a) Procure an engineering consultant to conduct appropriate planning studies that could be used to support NEPA consistent with planning and environmental review authorities under 23 USC 168 and preliminary engineering to 90% design
 - (b) Consultant will prepare appropriate studies, community outreach plans, construction plans, specifications and estimates for the project

SCHEDULE C
AWARD DATES AND PROJECT SCHEDULE

1. Award Dates.

Budget Period End Date: July 30, 2029

Period of Performance End Date:

See section 4.5 of the General Terms and Conditions

2. Estimated Project Schedule.

| Milestone | Schedule Date |
|----------------------------------|---------------|
| Planned Project Completion Date: | January 2028 |

3. Special Milestone Deadlines.

None.

4. Mandatory Prerequisite Dates.

| Milestone | Date |
|--|---------|
| Added to Statewide Planning Work Program | 5/23/23 |

SCHEDULE D
AWARD AND PROJECT FINANCIAL INFORMATION

1. Award Amount.

RCP Grant Amount: \$2,000,000

2. Federal Obligation Information.

Federal Obligation Type: Single

3. Approved Project Budget.

| Eligible Project Costs | |
|-------------------------------|--------------|
| | Total |
| RCP Funds: | \$2,000,000 |
| Other Federal Funds: | \$0 |
| Non-Federal Funds: | \$500,000 |
| Total: | \$2,500,000 |

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 changes.

Schedule: No changes.

Budget: No changes.

**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:

| | |
|---|--|
| | 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> |
| X | 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> |
| X | 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> |
| X | 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 Project addresses mode shift and climate change by focusing on the increased availability and safety of low-carbon travel modes via the introduction of Complete Streets, encouraging active transportation and transit. These strategies, when implemented together, can address greenhouse gas emissions by providing the community with more transportation choices, encourage mode shift, reduce vehicle miles traveled, provide environmental benefits, and reduce emissions from internal combustion engine vehicles. The City's strategies are further complemented by Clark County's Sustainability and Climate Action Plan, which promotes policies, programs, and infrastructure investments that prioritize multi-modal, clean, efficient transportation options throughout Clark County.

In support of advancing energy efficiency, the Project incorporates resilient and energy efficient Next Generation light emitting diode (LED) luminaires focused along both corridors and at intersections. On average, the energy use associated with LED streetlights is 50% lower than that of traditional high pressure sodium streetlights, as less energy is needed to provide a similar amount of brightness. This increased efficiency will directly correlate to energy cost savings for the City, freeing up valuable funds for other essential needs.

The Project supports environmental justice that the improvements implemented are available to disadvantaged communities. One of the fundamental and unique aspects of the Project is utilizing inclusive, equitable engagement and education to inform and improve project quality, enhance community understanding, and address transportation safety for all modes in lower-income, disadvantaged, and overburdened communities. By prioritizing the disadvantaged Historic Westside, the Project will reduce transportation disparities and enable all people within the multi-modal transportation networks to reach their desired destination safely, affordably, and with a comparable level of efficiency and ease. By focusing engagement, education, and infrastructure improvements on this Justice40 community, the Project will improve mobility for all road users to jobs and business opportunities, increase affordable transportation options, improve safety, and fight climate change.

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> |
| X | 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.**

Equity is a guiding principle of the [City of Las Vegas 2050 Master Plan](#), as the City strives to be a leader in providing equitable access to services, education, and jobs. Furthermore, the City adopted a comprehensive [Diversity, Equity and Inclusion resolution \(R-52-2020\)](#) in 2020, which states that it is committed to equitable wealth creation through supplier diversity. To foster this goal, the City has a diversity outreach officer that works with the supplier community to establish connections and help facilitate small, local and diverse business success. The City's supplier diversity program provides technical assistance to local emerging small businesses and minority-owned, women-owned and disabled veteran-owned business enterprises to give those organizations greater access to contracting and procurement opportunities through the following activities:

- Meeting one-on-one with local emerging small businesses to help identify bidding opportunities.
- Facilitating meetings with local businesses and other City staff.
- Advising these businesses of the availability of other community resources.

For federally funded projects, the City carries out the procurement in accordance with federal DBE regulations, and with Nevada Department of Transportation (NDOT) input and oversight of DBE participation goals.

With respect to implementation of the project, it has a specific focus on Bonanza Road, which is on the City's High Injury Network (HIN) and within the City's Historic Westside, which is within our Communities of Concern (CoC). CoC were identified to incorporate equity into the data driven analysis, and they identify locations where a high concentration of vulnerable residents live and commute to work. The City of Las Vegas utilized the Regional Transportation Commission of Southern Nevada's (RTC) Access 2050 Regional Transportation Plan (RTP) for equity as it identifies vulnerable resident locations as areas with a high concentration of low-income, people with disabilities, seniors, limited English proficiency, and minority neighborhoods who rely more heavily on bicycling, walking, and/or transit as their primary forms of transportation. Similar to the FHWA Transportation Disadvantaged Census Tracts, the RTC utilized census information to help locate CoC.

The proposed Complete Streets improvements will provide for an enhanced pedestrian environment through wider sidewalks, shade trees, lighting, and curb extensions to make pedestrian crossings safer and shorter. The Project will also make corridor improvements reconnecting the neighborhood for all modes to the other side of I-15, and Downtown Las Vegas. These connections will facilitate better access to jobs, schools, healthcare, and grocery stores.

3. **Community Engagement Activities.**

Project activities will include a robust community engagement effort that is in concert with and a continuation of the City's efforts with the [HUNDRED Plan](#) and the subsequent [HUNDRED Plan in Action](#) - a visionary, community-led approach to

revitalizing the Historic Westside. Through the NEPA process, we will perform equity-based engagement and outreach to ensure the proposed infrastructure meets the needs of the neighborhood and also celebrates the neighborhood's unique character and history. We will conduct design charrettes designed to help our planning and design team better understand the community's knowledge about and vision for the Historic Westside. Open house and other informal meetings (e.g., breakfasts, coffee workshops) will be held to allow residents and stakeholders to engage in a variety of ways.

The City will also collaborate with partner agencies, including the Nevada Department of Transportation (NDOT) and the Regional Transportation Commission of Southern Nevada (RTC SNV). This coordination will yield seamless coordination with other area projects, facilitation of existing transit routes, and construction of climate-appropriate bus stop infrastructure.

4. Activities to Safeguard Affordability.

The extraordinary amount of disinvestment that has been seen in the Historic Westside has disconnected the community and left a vast amount of open space in the physical fabric. The City recognizes that they must be a catalyst, investing in physical projects and programs to support the community, while allowing the market to invest when it is ready. As policy of the HUNDRED Plan in Action, the City has committed to implementing programs to ensure new development and investment does not displace existing residents, including the creation of an anti-displacement toolbox inclusive of policies and programs. The Project will support this policy via its plentiful public engagement opportunities. Through our communication, we will ensure the desires of community members are represented in seeing appropriate investment that respects the history and culture of the community, while also recognizing the changing nature of the neighborhood and the City of Las Vegas.

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> |
| | 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> |
| X | <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> |
| | 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> |
| | 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. |

2. Supporting Narrative.

In 2013, the City adopted an Equal Opportunity/Non-Discrimination/Anti-Harassment Policy for all employees, applicants and customers. The policy was further revised in 2020.

The following are excerpts taken from the adopted policy:

“It is the policy of the city to provide equal opportunity to all persons in all aspects of employment, benefits, program offerings, activities and services without regard to race, religion, color, sex, pregnancy, age, national origin, political affiliation, sexual orientation, gender identity or expression, marital status, genetic information, disability, or any other characteristic protected by law.

The city is committed to fostering a work environment in which all individuals are treated with respect and dignity in a professional atmosphere by providing mandatory training for all employees, and by establishing policies prohibiting discriminatory practices, including harassment, bullying and retaliation.

The city maintains a zero-tolerance approach for all acts of discrimination, harassment, bullying and retaliation, regardless of whether such act is considered illegal. Appropriate disciplinary measures, up to and including termination, will be pursued against any employee who is found to have caused, engaged in, encouraged, condoned, or otherwise permitted such conduct, to include any supervisory or responsible employees who fail to take corrective action.”

RECIPIENT SIGNATURE PAGE

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

Nevada Department of Transportation

Date

Signature of Recipient's Authorized Representative

Tracy Larkin Thomason

Name

Director

Title

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 Las Vegas

Date of Council Action

By: _____
Signature of Designated Subrecipient's Authorized Representative

Carolyn G. Goodman

Name

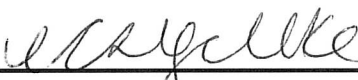
Mayor

Title

Attest

LuAnn D. Holmes, MMC
City Clerk

Approved as to Form



Deputy City Attorney

Crislove A. Igeleke
Deputy City Attorney

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 |
| | Khoa Nguyen |
| | _____ |
| | Name |
| | FHWA Nevada Division Administrator |
| | _____ |
| | Title |