

U.S. DEPARTMENT OF TRANSPORTATION
GRANT AGREEMENT UNDER THE
FISCAL YEAR 2022 RAISE GRANT PROGRAM

This agreement is between the United States Department of Transportation (the “**USDOT**”) and the Louisiana Department of Transportation and Development (the “**Recipient**”).

This agreement reflects the selection of the Recipient to receive a RAISE Grant for the Shreveport Healthcare and Development Corridor Improvements Project.

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 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program: FHWA Projects,” dated October 1, 2024, which is available at <https://www.transportation.gov/policy-initiatives/raise/raise-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 RAISE Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the USDOT the RAISE Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

ARTICLE 2
SPECIAL TERMS AND CONDITIONS.

- 2.1 (a) The Shreveport Healthcare Corridor provides funding for the purchase of five (5) branded Rapid Transit Buses. The procurement of the buses must comply with

Federal Transit Administration (FTA) statutory and regulatory requirements for rolling stock, including, but not limited to requirements for bus testing, open and full competition (see FTA Circular 4220.1F), and Disadvantaged Business Enterprise regulations applicable to transit vehicle manufacturers (49 C.F.R. 26.49).

- (b) Buy America. In procuring the rolling stock, the Recipient shall comply with FTA's Buy America requirements, 49 U.S.C. § 5323(j), including the requirement to conduct pre-award and post-delivery audits, FTA implementing regulations at 49 C.F.R. parts 661 and 663, and any amendments to those authorities.

**SCHEDULE A
ADMINISTRATIVE INFORMATION**

1. Application.

Application Title: Shreveport Healthcare and Development Corridor Improvements Project

Application Date: April 14, 2022

2. Recipient's Unique Entity Identifier.

See section 23.3 of the General Terms and Conditions.

Recipient Contact(s).

Mr. D'lon Spurlock

Project Manager

Louisiana Department of Transportation and Development

1201 Capital Access Road, Baton Rouge, LA 70802

225-379-1948

Dlon.spurlock@la.gov

3. Recipient Key Personnel.

None

4. USDOT Project Contact(s).

Jacquole Johnson

Engineering Team Leader

FHWA – LA Division

5304 Flanders Drive, Suite A, Baton Rouge, LA, 70808

225-757-7605

Jacquole.johnson@dot.gov

5. Payment System.

USDOT Payment System: FMIS

6. Office for Subaward and Contract Authorization.

USDOT Office for Subaward and Contract Authorization: FHWA Division

7. Federal Award Identification Number.

See section 23.2 of the General Terms and Conditions.

8. Designated Subrecipient.

Designated Subrecipient: City of Shreveport

David Smith, P.E.
City Engineer
City of Shreveport
505 Travis Street, Suite 300
Shreveport, LA 71101
(318) 673-6000

SCHEDULE B PROJECT ACTIVITIES

1. General Project Description.

This project will fund construction of roadway and intersection improvements on the approximately 1.6 mile healthcare corridor at the nexus of I-49 and I-20 in Shreveport. The project includes the following elements: reconstructed roadways and transit bus pull-outs, BRT with electric bus technology, ADA improvements, traffic signal and emergency vehicle preemption improvements, pedestrian facilities including a pedestrian bridge, protected bicycle lanes, and street lighting.

2. Statement of Work.

- Reconstructed roadways, transit bus pull-outs and streetscaping
- Bus Rapid Transit (BRT) improvements, including the purchase of 5 branded Bus Rapid Transit buses using battery electric bus technology
- Construction of 3 primary and 6 secondary bus shelters for BRT stops
- Enhanced Americans with Disabilities Act (ADA) connection
- Traffic signal improvements and emergency vehicle preemption (EVP) technology
- Improved pedestrian facilities including signals, a pedestrian bridge, and sidewalks
- Protected bike lanes, traditional bike lanes, and sharrows
- Improved street lighting
- Installation of prefabricated duct banks at intersections and strategic locations along the corridor for the underground relocation of utilities and Intelligent Transportation Systems (ITS)

SCHEDULE C
AWARD DATES AND PROJECT SCHEDULE

1. Award Dates.

Budget Period End Date: 4/28/2029

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

2. Estimated Project Schedule.

Planned Project Completion Date	October 31, 2027
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3. Special Milestone Deadlines.

None.

SCHEDULE D
AWARD AND PROJECT FINANCIAL INFORMATION

1. Award Amount.

RAISE Grant Amount: \$22,164,000

2. Federal Obligation Information.

Federal Obligation Type: Multiple

Obligation Condition Table		
Portion of the Project	Portion of the RAISE Grant	Obligation Condition
Base Phase: Preliminary Engineering	\$ 1,515,939.00	
Construction	\$ 26,189,061.00	If the FHWA Louisiana Division Office confirms the Recipient has met all the applicable Federal, State, and local requirements.

3. Approved Project Budget.

Eligible Project Costs			
	Preliminary Engineering	Construction	Total
RAISE Funds:	\$ 1,212,751	\$ 20,951,249	\$22,164,000
Other Federal Funds:	\$0	\$0	\$0
Non-Federal Funds:	\$ 303,188	\$ 5,237,812	\$5,541,000
Total:	\$ 1,515,939.00	\$26,189,061	\$27,705,000

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

Scope: No changes.

Schedule: The project completion date is proposed to move from March 31, 2025, to October 31, 2027. This is due to the additional time needed for the City and State DOT to coordinate their processes to allow the City to serve as a pass-through entity. In addition, time was needed to complete the FHWA/FTA MOU necessary to allow the procurement of the transit vehicles. These activities needed to be completed prior to procuring design services.

Milestone	Application	Agreement
Planned Project Completion:	March 31, 2025	October 31, 2027

Budget: No changes.

**SCHEDULE F
RAISE PROGRAM DESIGNATIONS**

1. Urban or Rural Designation.

Urban-Rural Designation: Urban

2. Capital or Planning Designation.

Capital-Planning Designation: Capital

3. Historically Disadvantaged Community or Area of Persistent Poverty Designation.

HDC or APP Designation: Yes

4. Funding Act.

Funding Act: FY2022

SCHEDULE G
RAISE PERFORMANCE MEASUREMENT INFORMATION

Study Area: Data will be collected from the area bounded by the project location that is on and around the corridor of Kings Highway in Shreveport between I-49 and I-20.

Baseline Measurement Date: November 30, 2026

Baseline Report Date: December 30, 2026

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency
Bike and Pedestrian Counts/Trips	Economic Competitiveness, Quality of Life Average daily bicycle and pedestrian counts using National Bicycle & Pedestrian Documentation Project methodology by conducting hourly counts at key locations in the study area. Counts will be collected on a typical weekday, Saturday and Sunday and should be conducted monthly to produce a quarterly average.	Quarterly
Fuel Savings	Environmental Sustainability, Economic Competitiveness The total amount of fuel savings, based on reduced vehicle miles of travel, by all vehicles in the street network during the analysis period (the PM peak traffic hour) taking into account vehicle class, speed, acceleration, delays, stops, speed, and distance as estimated by the applicable traffic model provided by the modal administration.	Annual

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>
X	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.

New bike and pedestrian infrastructure will connect with bike lanes on the east side of the corridor, fostering modal diversion for healthcare professionals and citizens accessing services in the corridor.

The City is purchasing battery-electric buses for the BRT as part of its emissions reduction strategy, and the BRT route will connect the Healthcare and Development Corridor with electric vehicle fast charging stations located at St. Vincent Mall. The total benefit calculated for emissions reduction is \$4,483,601.

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>
	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>
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.

The proposed project incorporates reconstructed roadways, transit bus pull-outs, and streetscaping. These facilities are currently unavailable, so once the project is constructed, it will enhance ADA access and add additional improvements on facilities including signals, a pedestrian bridge, sidewalks, protected bike lanes, traditional bike lanes and sharrows. These improvements will provide new walking, biking, and rolling access for all, including those with disabilities.

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>
X	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>
	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.


The City of Shreveport will partner with local partners to provide a training and placement programs for underrepresented workers in the overall delivery and implementation of the Project. The program will provide program participants opportunities to gain skills, training, work, or experience that will increase their ability to

obtain regular employment and meet State or local workforce needs. The program eliminates age restriction, incorporating Shreveport residents ages 17 and above.

RECIPIENT SIGNATURE PAGE

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

Louisiana Department of Transportation & Development

10/29/2024 1:29 PM CDT	By:	<div style="border: 1px solid black; padding: 2px; display: inline-block;"><small>Signed by:</small>  <small>646109C7983F49C</small></div>
<hr/>		<hr/>
Date		Signature of Recipient’s Authorized Representative
		Mr. Joe Donahue
		<hr/>

Secretary of LADOTD

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 Shreveport

_____	By: _____
Date	Signature of Designated Subrecipient's Authorized Representative
	Mr. Tom Arceneaux

	Mayor

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 – LOUISIANA DIVISION

<hr/>	By:	<hr/>
Date		Signature of USDOT’s Authorized Representative
		Melinda Roberson
		<hr/>
		Division Administrator
		<hr/>
		Title