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|--|---|----------------|-------------|------------------|-------------|--------|-------------|
| <p>1. Award No.
693JJ32440317</p> <p>4. Award To
City of Broken Arrow
220 S First Street
Broken Arrow, OK 74012</p> <p>Unique Entity Id.: GAESB5P9Q933
TIN No.: 73-6005109</p> <p>6. Period of Performance
Effective Date of Award –
12/31/2028</p> <p>8. Type of Agreement
Grant</p> <p>10. Procurement Request No.
HOFM240049PR</p> <p>12. Submit Payment Requests To
See Article 18 of the General Terms and
Conditions.</p> <p>14. Accounting and Appropriations Data
1570C78E50.2023.070RA11500.7001000000.41010.61006600</p> <p>15. Description of Project
Reconnecting Broken Arrow: Planning for Multimodal Improvements</p> | <p>2. Effective Date
See No. 17 Below</p> <p>5. Sponsoring Office
U.S. Department of Transportation
Federal Highway Administration
Office of Acquisition & Grants Management
1200 New Jersey Avenue, SE
HCFA-32, Mail Drop E62-204
Washington, DC 20590</p> <p>7. Total Amount</p> <table border="0"> <tr> <td>Federal Share:</td> <td style="text-align: right;">\$5,840,000</td> </tr> <tr> <td>Recipient Share:</td> <td style="text-align: right;">\$1,460,000</td> </tr> <tr> <td>Total:</td> <td style="text-align: right;">\$7,300,000</td> </tr> </table> <p>9. Authority
49 U.S.C. 6702; Infrastructure Investment and
Jobs Act (Pub. L. No. 117-58, div. J, Nov. 15,
2021); Consolidated Appropriations Act, 2023
(Pub. L. 117-328, Dec. 29, 2022)</p> <p>11. Federal Funds Obligated
\$5,840,000</p> <p>13. Payment Office
See Article 18 of the General Terms and
Conditions.</p> | Federal Share: | \$5,840,000 | Recipient Share: | \$1,460,000 | Total: | \$7,300,000 |
| Federal Share: | \$5,840,000 | | | | | | |
| Recipient Share: | \$1,460,000 | | | | | | |
| Total: | \$7,300,000 | | | | | | |
| 3. Assistance Listings No.
20.933 | | | | | | | |

RECIPIENT

16. Signature of Person Authorized to Sign

Signature Date
Name: Michael Spurgeon
Title: City Manager

FEDERAL HIGHWAY ADMINISTRATION

17. Signature of Agreement Officer

Signature Date
Name: Robin K. Hobbs
Title: Agreement Officer

U.S. DEPARTMENT OF TRANSPORTATION

GRANT AGREEMENT UNDER THE FISCAL YEAR 2023 RAISE PROGRAM

This agreement is between the United States Department of Transportation (the “USDOT”) and the City of Broken Arrow (the “Recipient”).

This agreement reflects the selection of the Recipient to receive a RAISE Grant for the Reconnecting Broken Arrow: Planning for Multimodal 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 2023 RAISE Program: FHWA Projects,” dated June 23, 2023, 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.

There are no special terms for this award.

**SCHEDULE A
ADMINISTRATIVE INFORMATION**

1. Application.

Application Title: Reconnecting Broken Arrow: Planning for Multimodal Improvements

Application Date: 02/28/2023

2. Recipient's Unique Entity Identifier.

See section 28.3 of the General Terms and Conditions.

3. Recipient Contact(s).

Brent S. Stout
Project Engineer
City of Broken Arrow, OK
485 North Poplar Avenue
(918) 259-7000 Ext. 7395
bstout@brokenarrowok.gov

4. Recipient Key Personnel.

Name	Title or Position
Zach Smith	Transportation Division Manager
Kenneth Schwab	Assistant City Manager - Operations

5. USDOT Project Contact(s).

Robin K. Hobbs
Agreement Officer (AO)
Federal Highway Administration
Office of Acquisition and Grants Management
HCFA-41, Mail Stop E65-324
1200 New Jersey Avenue, S.E.
Washington, DC 20590
(202) 366-4004
Robin.Hobbs@dot.gov

and

Travis Wheeler
Agreement Specialist (AS)
Federal Highway Administration
Office of Acquisition and Grants Management
HCFA-41, Mail Stop E65-119
1200 New Jersey Avenue, S.E.
Washington, DC 20590
(202) 366-8887
travis.wheeler@dot.gov

and

Division Administrator – Oklahoma Division
Agreement Officer Representative (AOR)
Federal Highway Administration
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
(405) 254-3300
Oklahoma.FHWA@dot.gov

Scott Armstrong
Oklahoma Division Office Lead Point of Contact
Federal Highway Administration
Transportation Engineer
5801 N. Broadway Extension, Suite 300
Oklahoma City, OK 73118
(405) 254-3300
scott.armstrong@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 28.2 of the General Terms and Conditions.

9. Designated Subrecipient.

Designated Subrecipient: None.

SCHEDULE B PROJECT ACTIVITIES

1. General Project Description.

The project will complete planning and engineering for multimodal improvements along several interconnected corridors that are currently divided by an urban freeway (Broken Arrow Expressway). Improvements will include new multi-use trails, paths, and bridge and highway interchange reconstructions.

2. Statement of Work.

The Reconnecting Broken Arrow Project will consist of three activities of refining analysis and design that will lead to a well-defined, community-supported, and low-risk multimodal improvement project including:

- Corridor Planning and Public/Stakeholder Engagement, including multimodal existing conditions analysis, safety and traffic analysis, public engagement, and the development of mobility and safety improvement options.
- Conceptual Design and Engineering, including 60% engineering plans, capital cost estimation, a benefit-cost analysis, and early right-of-way and utility coordination.
- Environmental Analysis and Approvals, including NEPA analysis and securing required environmental approvals.

**SCHEDULE C
AWARD DATES AND PROJECT SCHEDULE**

1. Award Dates.

Budget Period End Date: 12/31/2028

Period of Performance End Date: See section 28.5 of the General Terms and Conditions

2. Estimated Project Schedule.

Milestone	Schedule Date
Planned Project Completion Date:	12/31/2027

3. Special Milestone Deadlines.

None.

**SCHEDULE D
AWARD AND PROJECT FINANCIAL INFORMATION**

1. Award Amount.

RAISE Grant Amount: \$5,840,000

2. Federal Obligation Information.

Federal Obligation Type: Single

3. Approved Project Budget.

Eligible Project Costs	
	Total
RAISE Funds:	\$5,840,000
Other Federal Funds:	\$0
Non-Federal Funds:	\$1,460,000
Total:	\$7,300,000

4. Cost Classification Table.

Cost Classification	Total Costs	Non-RAISE Previously Incurred Costs	Eligible Costs
Architectural and engineering fees	\$7,300,000	\$0	\$7,300,000
Project Total	\$7,300,000	\$0	\$7,300,000

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: No changes.

Schedule: The application anticipated completion on December 31, 2026. The agreement planned project completion date is December 31, 2027. The reason for the difference is additional time was added to identify right-of-way acquisition needs and utility relocation and site control requirements; that was not accounted for in the application schedule.

The table below compares the Project milestone dates.

Milestone	Application	Agreement
Planned Project Completion Date:	12/31/26	12/31/27

Budget: No changes.

Other: N/A.

**SCHEDULE F
RAISE PROGRAM DESIGNATIONS**

1. Urban or Rural Designation.

Urban-Rural Designation: Urban

2. Capital or Planning Designation.

Capital-Planning Designation: Planning

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

HDC or APP Designation: No

4. Funding Act.

Funding Act: IIJA

5. Security Risk Designation.

Security Risk Designation: Low

SCHEDULE G
RAISE 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 significantly reduces transportation-related pollution, like air pollution and greenhouse gas emissions. <i>(Describe the expected reductions and how they are achieved in the supporting narrative below.)</i>
	The Project aligns with an applicable State, regional, or local carbon-reduction plan. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project addresses the disproportionate negative environmental impacts of transportation, such as exposure to elevated levels of air, water, and noise pollution. <i>(Describe how in the supporting narrative below.)</i>
X	The Project implements transportation-efficient land use and design, such as drawing on the features of historic towns and villages that had a mix of land uses, compact and walkable development patterns, accessible green space, and neighborhood centers. <i>(Describe how in the supporting narrative below.)</i>
	The Project shifts freight to lower-carbon travel modes to reduce emissions. <i>(Describe how in the supporting narrative below.)</i>
	The Project improves the resiliency of at-risk infrastructure to withstand extreme weather events and natural disasters caused by climate change, such as by using best-available climate data sets, information resources, and decision-support tools, and incorporating best practices identified by the USDOT. <i>(Identify the at-risk infrastructure and describe how the project improves its resiliency in the supporting narrative below.)</i>
	The Project incorporates energy efficient investments, such as electrification or zero emission vehicle infrastructure. <i>(Describe the energy efficient investments in the supporting narrative below.)</i>
	The Project redevelops brownfield sites. <i>(Identify the brownfield sites and describe the redevelopment in the supporting narrative below.)</i>
	The Project removes, replaces, or restores culverts to improve passage of aquatic species. <i>(Identify the affected culverts and describe how the changes will improve the passage of aquatic species in the supporting narrative below.)</i>
	The Project avoids adverse impacts to air or water quality, wetlands, and endangered species. <i>(Describe how in the supporting narrative below.)</i>

	The Project includes floodplain upgrades consistent with the Federal Flood Risk Management Standard in Executive Orders 14030 and 13690. <i>(Describe those floodplain upgrades 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 Project implements transportation-efficient land use and design, such as drawing on the features of historic towns and villages that had a mix of land uses, compact and walkable development patterns, accessible green space, and neighborhood centers.

In this project, one of the primary goals will be creating and reinforcing compact and walkable development patterns through the planning and eventual implementation of sidewalks and shared-use path along the arterials. Access to accessible green space at Nienhuis Park will be provided by planning and designing a multi-use trail that connects residences with Broken Arrow High School, businesses in the area, and the Camino Villa neighborhood through sidewalks and sidepaths. The project will also include a north-south trail on Aspen Avenue from 46th St. S. to Kenosha St. that will provide access to businesses on Aspen and the Union Public Schools Rosa Parks Elementary School.

**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:

	The Project increases affordable transportation choices. <i>(Describe how in the supporting narrative below.)</i>
X	The Project expands active transportation usage. <i>(Describe how in the supporting narrative below.)</i>
X	The Project significantly reduces vehicle dependence. <i>(Describe how in the supporting narrative below.)</i>
	The Project reduces transportation and housing cost burdens by integrating mixed use development and a diversity of housing types (including affordable housing) with multimodal transportation infrastructure. <i>(Describe how in the supporting narrative below.)</i>
	The Project coordinates and integrates land use, affordable housing, and transportation planning to create more livable communities and expand travel choices. <i>(Describe how in the supporting narrative below.)</i>
X	The Project reduces vehicle dependence and improves access to daily destinations, such as jobs, healthcare, grocery stores, schools, places of worship, recreation, or parks, such as by adding new facilities that promote walking or biking. <i>(Describe how in the supporting narrative below.)</i>
	The Project implements transit-oriented development that benefits existing residents and businesses. <i>(Describe how in the supporting narrative below, including a specific description of the benefits to <u>existing</u> residents and businesses.)</i>
	The Project mitigates urban heat islands to protect the health of at-risk residents, outdoor workers, and others. <i>(Describe how in the supporting narrative below.)</i>
X	The Project proactively addresses racial equity. <i>(Describe how 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 expands active transportation usage.

The Project significantly reduces vehicle dependence.

The Project reduces vehicle dependence and improves access to daily destinations, such as jobs, healthcare, grocery stores, schools, places of worship, recreation, or parks, such as by adding new facilities that promote walking or biking.

By planning for and designing multimodal transportation options such as trails, sidepaths, and sidewalks on the identified arterial corridors, this project will lead to an increased proportion of non-vehicular modes of travel vs. vehicle usage to reach destinations in the project area and in the larger Broken Arrow area. By providing available active transportation options, this project will give roadway users the opportunity to walk, run, and bike to destinations instead of using vehicles. This project will develop a viable plan for the improvement of multimodal transportation in central Broken Arrow that will increase transportation choice and improve quality of life by providing a vision to construct new infrastructure for biking, walking, and rolling in an area that has been disconnected by an urban expressway and freight rail lines.

The Project proactively addresses racial equity.

The Camino Villa neighborhood is located on the eastern edge of the project area and is a disadvantaged area. One goal of this project is to plan for new multimodal connectivity to this neighborhood that will provide safe access to schools, parks, employment, and nearby retail. The City of Broken Arrow has expanded the project area from past applications for capital funding with this planning project to increase the potential benefits of enhanced safety, mobility, and connectivity to disadvantaged areas of the community. The project will serve a Historically Disadvantaged Community, with a mile long segment of trail on the far east end of the project that intersects with this census tract. The trail will ensure residents of this community have more abundant and safer multimodal options for accessing jobs, schools, businesses, and healthcare, as well as providing recreation and health benefits. The project also connects to an Opportunity Zone. These zones allow individuals to invest in development projects with added tax benefits and are intended to encourage urban redevelopment. This zone will be served and enhanced by the bicycle, pedestrian, and ADA improvements included with this project. More complete and safer multimodal options for accessing businesses, potential jobs, healthcare providers, recreation and schools within the project area will be

provided. The entire project area falls under a Native American Tribal Jurisdiction (Muscogee Creek), and therefore may involve additional equity considerations related to this designation.

**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 promotes robust job creation by supporting good-paying jobs directly related to the project with free and fair choice to join a union. <i>(Describe robust job creation and identify the good-paying jobs in the supporting narrative below.)</i>
	The Recipient or a project partner will invest in high-quality workforce training programs such as registered apprenticeship programs to recruit, train, and retain skilled workers, and implement policies such as targeted hiring preferences. <i>(Describe the training programs in the supporting narrative below.)</i>
	The Recipient or a project partner implements targeted hiring preferences that will promote the entry and retention of underrepresented populations into those jobs including women, people of color, and people with convictions. <i>(Describe the use of targeted hiring preferences that will promote the entry and retention of underrepresented populations in jobs in the supporting narrative below.)</i>
	The Recipient or a project partner will partner with high-quality workforce development programs with supportive services to help train, place, and retain underrepresented communities in good-paying jobs or registered apprenticeships including through the use of local and economic hiring preferences, linkage agreements with workforce programs that serve underrepresented groups, and proactive plans to prevent harassment. <i>(Describe the supportive services provided to trainees and employees, preferences, and policies in the supporting narrative below.)</i>
	The Recipient or a project partner will partner and engage with local unions or other worker-based organizations in the development and lifecycle of the project, including through evidence of project labor agreements and/or community benefit agreements. <i>(Describe the partnership or engagement with unions and/or other worker-based organizations and agreements in the supporting narrative below.)</i>
X	The Recipient or a project partner will partner with communities or community groups representative of historically underrepresented groups to develop workforce strategies. <i>(Describe the partnership and workforce strategies in the supporting narrative below.)</i>

	The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i>
	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 improve good-paying jobs and strong labor standards and will not take those actions under this award.

2. Supporting Narrative.

The Recipient or a project partner implements targeted hiring preferences that will promote the entry and retention of underrepresented populations into those jobs including women, people of color, and people with convictions.

The City of Broken Arrow has previously identified problem areas and necessary corrective actions in its hiring practices. The City of Broken Arrow will be targeting these specific areas for diversity recruitment in the future: Hispanic Job Exchange, Tulsa Hispanic Chamber of Commerce, United Latino Job Bank, schools with minority populations, veteran-attended fairs, and minority radio advertisements. The City is currently in the process of completing an updated Equal Employment Opportunity (EEO) Utilization Report which will include additional identified efforts.

**SCHEDULE K
CIVIL RIGHTS AND TITLE VI**

1. Recipient Type Designation.

Recipient Type Designation: New

2. Title VI Assessment Information.

Title VI Assessment Completion Date: See date of execution of this agreement and Exhibit B, Term B.1.