

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 Minnesota Department of Transportation (the “Recipient”).

This agreement reflects the selection of the Recipient to receive a RAISE Grant for the West Superior Street Active Transportation Corridor 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 November 4, 2025, which is available at <https://www.transportation.gov/BUILDgrants/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: West Superior Street Active Transportation Corridor Project

Application Date: 4/14/2022

2. Recipient's Unique Entity Identifier.

See section 23.3 of the General Terms and Conditions.

3. Recipient Contact(s).

Kristine Elwood
State Aid Engineer
Minnesota Department of Transportation
395 John Ireland Blvd, MS 500
St. Paul, MN 55155
(651) 366-4831
Kristine.elwood@state.mn.us

Chris Nobach
Federal Aid Special Programs Engineer
Minnesota Department of Transportation
395 John Ireland Blvd, MS 500
St. Paul, MN 55155
(651) 366-3824
christopher.nobach@state.mn.us

4. Recipient Key Personnel.

None.

5. USDOT Project Contact(s).

Jason Spilak, P.E.
Local/Grants Program Manager
TPI & Blatnik Bridge Program Manager
FHWA Minnesota Division
180 E 5th St, Suite 930
St Paul, MN 55101
(651) 291-6108
jason.spilak@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 23.2 of the General Terms and Conditions.

9. Designated Subrecipient.

Designated Subrecipient: City of Duluth

Designated Subrecipient Project Contacts:

Alex Popp, PE
Project Engineer
City of Duluth
411 W First Street, Room 240
Duluth, MN 55802
(218) 730-5087
apopp@duluthmn.gov

SCHEDULE B PROJECT ACTIVITIES

1. General Project Description.

This project will reconstruct approximately two-mile-long section of West Superior Street in Lincoln Park to include an integrated multimodal, green infrastructure, above-ground streetscape. The complete reconstruction will include replacing underground utilities (water, sewer, stormwater) and adding fiber optics for a broadband corridor that expands connectivity for small businesses, manufacturers and residents.

2. Statement of Work.

Reconstruction of approximately 1.65-mile segment of West Superior Street from Carlton Avenue to Michigan Street. Including:

- ADA compliant pathways for pedestrians
 - Widths will vary depending on location and the accommodation of green space along the route.
- Bike accommodations
- Micro-mobility accommodations
- Energy efficient street lighting
- Green infrastructure/above-ground streetscaping
- Bus shelters integrated with BRT system
- Street trees and plantings (Up to 350, or as many as can be planted)
- Installation of fiber optics for a broadband corridor
- Replacement of underground utilities (water, sewer, stormwater),
 - Majority of the sanitary sewer will be lined instead of replaced depending on condition during construction.

**SCHEDULE C
AWARD DATES AND PROJECT SCHEDULE**

1. Award Dates.

Budget Period End Date: 06/30/2032

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

2. Estimated Project Schedule.

Milestone	Schedule Date
Planned Construction Substantial Completion and Open to Traffic Date:	12/31/2029

3. Special Milestone Deadlines.

None.

**SCHEDULE D
AWARD AND PROJECT FINANCIAL INFORMATION**

1. Award Amount.

RAISE Grant Amount: \$24,999,160

2. Federal Obligation Information.

Federal Obligation Type: Single

3. Approved Project Budget.

<u>Eligible Project Costs</u>	
	<u>Total</u>
RAISE Funds:	\$24,999,160
Other Federal Funds:	\$0
Non-Federal Funds:	\$9,245,108
Total:	\$34,244,268

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 CFR 1.9(b)), or any pre-award costs under 2 CFR 200.458.

**SCHEDULE E
CHANGES FROM APPLICATION**

Scope: The application initially sought funding for Electric vehicle (EV) chargers and associated infrastructure. In collaboration with USDOT, the recipient has determined to no longer use funding for Electric vehicle (EV) chargers and associated infrastructure to align with current Executive Order 14154.

Schedule: The project completion date has changed from 12/31/2028 to 12/31/2029 due to extended interagency coordination throughout the grant execution process

Budget: The application stated the total project cost was \$38,422,650 with a Non-Federal commitment of \$13,423,490; however, the recipient included a budget table (SF-424C) in their application that showed \$7,173,700 as “Cost Not Allowable for Participation.” These costs were identified in the application as the 100% local funds for Project Phases 1-3 to cover all the activities necessary to get to construction advertisement and perform construction inspection, and the RAISE grant project was only intended to be the construction phase of this project using RAISE funds and the remaining costs to be covered by the City. The City has so far incurred \$2,909,551 in design costs that are not eligible for reimbursement and expects to have additional non-eligible costs for construction administration that are not shown in the table as the work has not been contracted yet. The project has proceeded through design and has an updated construction cost of \$34,244,268 at the 100% plan stage. Electric vehicle (EV) chargers, representing a minor cost item, have been removed with negligible impact on the overall budget. The higher costs are attributable to updated detailed estimates developed as the design was refined from the scoping stage, rather than to modifications of the project scope. No additional RAISE money is being sought due to these overruns so the RAISE grant will provide approximately 73% of the project construction funds.

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

Fund Source	Application		Schedule D	
	\$	%	\$	%
Previously Incurred Costs				
Federal Funds				
Non-Federal Funds	7,173,700		2,909,551	
Total Previously Incurred Costs	7,173,700		2,909,551	
Future Eligible Project Costs				
RAISE Funds	24,999,160	80	24,999,160	73
Other Federal Funds				
Non-Federal Funds	6,249,790	20	9,245,108	27
Total Future Eligible Project Costs	31,248,950	100	34,244,268	100
Total Project Costs	38,422,650		37,153,819	

Other: N/A.

**SCHEDULE F
RAISE PROGRAM DESIGNATIONS**

1. Urban or Rural Designation.

Urban-Rural Designation: Rural

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: IIJA

**SCHEDULE G
RAISE PERFORMANCE MEASUREMENT INFORMATION**

Study Area: West Superior Street, from Carlton St to Michigan St, Duluth, MN

Baseline Measurement Date: December 30, 2025

Baseline Report Date: March 30, 2026

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency
Severe Crashes	<p style="text-align: center;">Safety</p> <p style="text-align: center;">Total Severe Crashes per Year.</p>	annual
Bicycle and Pedestrian Volumes	<p style="text-align: center;">Environmental Sustainability, Mobility and Community Connectivity, Quality of Life</p> <p style="text-align: center;">Average number of bicycles per day utilizing industry standards for counting and reporting</p>	annual

**SCHEDULE H
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>
X	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 will partner with high-quality workforce development programs with supportive services to help train, place, and retain workers in good-paying jobs or registered apprenticeships including through the use of local and economic hiring preferences, linkage agreements with workforce programs, 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>
	The Recipient or a project partner will partner with communities or community groups to develop workforce strategies. <i>(Describe the partnership and workforce strategies in the supporting narrative below.)</i>
	The Recipient or a project partner 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 or a project partner 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 or a project partner 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 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.

The City of Duluth Workforce Development Department is part of a statewide initiative to expand registered apprenticeship opportunities and promote apprenticeships as a training pathway to high school students and jobseekers. Duluth Workforce Development also maintains a team of Community Liaisons, whose job it is to conduct outreach and engagement among teens, young adults, and adult jobseekers about careers in construction, and connect them to pre-apprenticeship and apprenticeship training opportunities. City of Duluth also supports construction pre-apprenticeship training by providing Community Development Block Grants to community organizations that offer such programs, and Duluth Workforce Development provides ongoing support to these programs to help them recruit participants and connect to job opportunities on City-funded projects.

RECIPIENT SIGNATURE PAGE

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

Minnesota Department of Transportation

_____	By: _____
Date	Signature of Recipient's Authorized Representative
	Kristine Elwood

	Name
	State Aid Engineer

	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 Duluth

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

Name
Mayor

Title

Attest: _____

Title: City Clerk _____

Date: _____

Countersigned: _____

Title: City Auditor _____

Date: _____

Approved as to form: _____

Title: City Attorney _____

Date: _____

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
	Wendall L. Meyer

	Name
	FHWA Minnesota Division Administrator

	Title