

Exhibit "A"

1. **Award No.**
693JJ32440606
2. **Effective Date**
See No. 17 Below
3. **Assistance Listings No.**
20.933
4. **Award To**
City of Port St. Lucie
121 SW Port St. Lucie Blvd
Port St. Lucie, FL 34984

Unique Entity Id.: X24XLGNLM123
TIN No.: 59-6141662
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 –
12/31/2027
7. **Total Amount**
Federal Share: \$2,000,000
Recipient Share: \$500,000
Total: \$2,500,000
8. **Type of Agreement**
Grant
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)
10. **Procurement Request No.**
HOFM240081PR
11. **Federal Funds Obligated**
\$2,000,000.00
12. **Submit Payment Requests To**
See Article 18 of the General Terms and Conditions.
13. **Payment Office**
See Article 18 of the General Terms and Conditions.
14. **Accounting and Appropriations Data**
1570C78E50.2023.070RA11500.7001000000.41010.61006600
15. **Description of Project** Village Green Drive Corridor Planning Project

RECIPIENT

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

Signature Date
Name: Jesus Merejo
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 Port St. Lucie (the “Recipient”).

This agreement reflects the selection of the Recipient to receive a RAISE Grant for the Village Green Drive Corridor Planning 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: Village Green Drive Corridor Planning Project

Application Date: 2/28/2023

2. Recipient's Unique Entity Identifier.

See section 28.3 of the General Terms and Conditions.

3. Recipient Contact(s).

Jesus Merejo
City Manager
City of Port St. Lucie
121 SW Port St. Lucie Blvd, Port St. Lucie Florida 34984
772-871-5163
jmerejo@cityofpsl.com

4. Recipient Key Personnel.

Name	Title or Position
Kate Parmelee	Director of Strategic Initiatives & Innovation
Jennifer Davis	Director of Community Redevelopment Agency
Thomas Salvador	Manager – CIP & Sales Tax Project Group, Public Works
Frank Knott	Project Manager, Community Redevelopment Agency

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)
Office of Acquisition and Grants Management
HCFA-32, Mail Stop E62-204
1200 New Jersey Avenue, S.E.
Washington, DC 20590
(202) 366-8887
travis.wheeler@dot.gov

and

Jamie Christian
Agreement Officer Representative (AOR)
Division Administrator
FHWA Florida Division
3500 Financial Plaza Suite 400 Tallahassee, FL 32321
(850) 553-2202
jamie.christian@dot.gov

and

Lina E. Maldonado
Transportation Engineer
FHWA Florida Division – Orlando Office
George C. Young Federal Building & Courthouse
400 W. Washington Street, Room 4200, Orlando FL, 32801
(407) 867-6401
lina.Maldonado@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 plan, design, and conduct community outreach for improvements to approximately 1.65 miles of the Village Green Drive corridor, to include roundabouts, intersection improvements, traffic calming features, 5-foot separated bike lanes, 6- to 10-foot sidewalks, the addition of a median between SE Walton Road and SE Tiffany Avenue, and an enhanced/relocated Wood Stork Trail.

2. Statement of Work.

The Project will be completed by one consultant in one phase consisting of the following tasks.

1. Design

- 30% Schematic Design:
 - Define the project scope;
 - Create a high-quality rendering showing different perspectives of the Complete Street, roundabouts, and shared-use path concepts for use in public engagement;
 - Develop a preliminary cost estimate and schedule for the work;
 - Finalize the infrastructure design criteria; and
 - Determine land acquisition needs.
- 60% Design Plan:
 - Finalize the expectations and objectives of the project;
 - Confirm the constructability of the Complete Street, roundabouts, and shared-use paths;
 - Determine construction permit requirements;
 - Implement acceptable value engineering requirements, if applicable;
 - Identify preferred equipment and materials; and
 - Complete National Environmental Policy Act (NEPA) documents and state/local permits.
- 90% Design Plan:
 - Complete a set of plans and specifications for construction;
 - Develop a final construction cost estimate and schedule for the work;
 - Create a construction phasing plan; and
 - Finalize the permit package.
- 100% Design Plan:
 - Prepare construction documents.

2. Community Engagement

- Outreach: Port St. Lucie will promote community engagement opportunities through social media, the City web site, newsletters, and other outreach tools.
- Public Meetings: Project plans will be shared with residents and businesses at community forums and public meetings to seek feedback.

3. Closeout

- End: Submit final report.

**SCHEDULE C
AWARD DATES AND PROJECT SCHEDULE**

1. Award Dates.

Budget Period End Date: 12/31/2027

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:	12/31/2026

3. Special Milestone Deadlines.

None.

**SCHEDULE D
AWARD AND PROJECT FINANCIAL INFORMATION**

1. Award Amount.

RAISE Grant Amount: \$2,000,000

2. Federal Obligation Information.

Federal Obligation Type: Single

3. Approved Project Budget.

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

4. Cost Classification Table

Cost Classification	Total Costs	Non-RAISE Previously Incurred Costs	Eligible Costs
Architectural and engineering fees	\$2,500,000		\$2,500,000
Project Total	\$2,500,000		\$2,500,000

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: There are no changes

Schedule: The process for executing an agreement, requires the City’s Legal Department to review prior to presenting it to City Council for approval. Upon City Council’s authorization, the City Manager will execute the agreement. The review and City Council approval can take up to two (2) months. Once the agreement is fully executed by FHWA the City will be able to proceed with advertising for a design professional. This selection process will follow the Consultant’s Competitive Negotiation Act (CCNA) and is expected to take up to four (4) months. With the duration of these procedures, the project schedule needed to be pushed to begin in the fourth quarter of 2024. (October 2024). The delayed start impacts the end date by six (6) months establishing a new end date of December 31, 2026

The table below compares the Project milestone dates.

Milestone	Application	Agreement
Planned Project Completion Date:	6/30/2026	12/31/2026

Budget: There are no changes

Other: No other notable changes from the application

**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: Yes

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.

Better land use and transportation design: The City is developing a 46-acre mixed-use City Center development at the terminus of the Village Green Drive corridor, which will create a destination for jobs, dining, entertainment, and other civic opportunities. Port St. Lucie’s Sandhill Crossing neighborhood is currently disconnected from the planned City Center community hub. There are no good bike or pedestrian opportunities for underserved residents within Census Tracts 3816.03 and 3818.2 to access this site. RAISE investment will create alternative transportation options to this key destination and support smart growth.

**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>
	The Project expands active transportation usage. <i>(Describe how in the supporting narrative below.)</i>
	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>
	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.

Improving connectivity to jobs, health care, & other critical destinations: The economic prosperity of a community is dependent on its ability to move people and goods. However, that mobility is constrained in Port St. Lucie by poor transportation options on Village Green Drive. RAISE investment will help connect people with employment, education, health care, and other important destinations. Village Green Drive provides access to commercial and retail opportunities on U.S. Route 1, Port St. Lucie High School, the St. Lucie Hospital, the St. Lucie Medical Office Park, the MidFlorida Credit Union Event Center, and planned mixed-used development at the City Center community hub. The proposed improvements will enable residents and the goods produced in the project area to move efficiently about the community and region.

**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>
	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>
X	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.
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2. Supporting Narrative.

Support for Disadvantaged Business Enterprises (DBE): Port St. Lucie will advertise the Village Green Drive Corridor Planning Project and its following construction activities encouraging maximum opportunities for small, minority, women, disadvantaged, and veteran owned firms.

More local hiring and apprenticeship opportunities: Port St. Lucie will advertise the Village Green Drive Corridor Planning Project and its following construction activities encouraging local recruitment, hiring, and training so that residents may benefit from federal infrastructure investment in their community.

**SCHEDULE K
CIVIL RIGHTS AND TITLE VI**

1. Recipient Type Designation.

Recipient Type Designation: Existing

Existing Award Program: CFDA 20.205

2. Title VI Assessment Information.

This section is not applicable because the Recipient Type Designation is “Existing.”