



TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM (TA) FUNDING APPLICATION

A continuation of the Surface Transportation Block Grant, TA funding is by contract authority from the Highway Trust Fund, subject to the overall federal-aid obligation limitation determined by the Federal Highway Administration (FHWA). Projects must support surface transportation, be competitively solicited, and comply with the provisions of the FDOT Work Program Instructions and the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA) [§ 11109; 23 United States Code (U.S.C.) 133(h)]. District representatives may be [contacted](#) for guidance.

PART 1 – APPLICANT INFORMATION

- 1. Applicant Agency Sponsor Type.** Select the box indicating the agency of the person who can answer questions about this project proposal. Then complete applicable text fields. Note: State-recognized non-profit agencies may partner with an eligible governmental entity but are not eligible as a direct grant recipient.

Checkbox next to each of the following types of agencies that do not indicate text field. Document allows one selection.

Local government (e.g., county, city, village, town, etc.).

Regional transportation authority or transit agency.

Natural resource or public land agency.

School district, local education agency, or school (may include any public or nonprofit private school). Projects should benefit the public and not just a private entity.

Recognized Tribal Government.

Other local or regional governmental entity with oversight responsibility for transportation or recreational trails, consistent with the goals of 23 U.S.C. 133(h).

Metropolitan / Transportation Planning Organization / Agency (collectively MPO) (only for urbanized areas with less than 200,000 population).

FDOT (only by request of another eligible entity, then enter the requesting entity). If “checked”, enter the requesting entity in the space provided.

- 2. Agency name of the applicant.**

- 3. Agency contact person’s name and title.**

- 4. Agency contact person’s telephone number and email address.**

PART 2 – LOCAL AGENCY PROGRAM (LAP) CERTIFICATION

LAP is FDOT’s primary mechanism to provide governmental subrecipients with federal funds to develop transportation infrastructure facilities through cost-reimbursement (grant) agreements. This legal instrument (the grant agreement) will describe intergovernmental tasks to be accomplished and the funds to be reimbursed for selected projects. The FDOT Local Programs Manual and FDOT Procedure 525-010-300 provides details for local agencies to complete a certification process that is a risk-based assessment evaluating whether they have sufficient qualifications and abilities “to undertake and satisfactorily complete the work” for infrastructure projects. Non-profit organizations are not eligible for LAP certification, local agencies are not eligible for certification of Project Development and Environment (PD&E) or Right-of-Way (ROW) acquisition phases. FDOT is required to provide oversight on fee-simple and less-than-fee ROW acquisition phases, including license agreements, encroachment agreements, perpetual easements, temporary construction easements, and donations.

LAP Full Certification

Provide:

Approval Date: _____ and Expiration Date: _____
Responsible Charge Name: _____

LAP Project Specific Certification

Provide:

Approval Date: _____ Project FM(s) Number: _____
Responsible Charge Name: _____

Not LAP Certified – A LAP Certified Agency will deliver the project on behalf of the uncertified Agency.

Provide:

Sponsoring Agency Name: _____ Contact Name: _____
Address: _____ Phone: _____

Not LAP Certified - FDOT District will administer the project.

Provide:

FDOT Contact Name: _____ Phone: _____

Not LAP Certified – the Agency will become LAP certified 1 year prior to the delivery of the LAP project.

Not Applicable – this is a Non – Infrastructure Project.

PART 3 – PROJECT INFORMATION

1. **Project Name / Title:**

2. **Is this a resubmittal of a previously unfunded project?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the year(s) of submittal(s) and include project title(s), if different, in the space provided.

Yes
No

3. **Does this project connect a previously funded project(s)?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the Financial Management (FM) number(s) and provide a brief description of the other related FDOT-funded phases that are complete, underway, or in the FDOT 5-year Work Program.

Yes
No

4. **Is funding requested for this same project from another source administered by FDOT?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate funding source(s) / application(s) submitted. NOTE: Contact your district representative to discuss if this same project is partially funded in the 5-year Work Program or if FDOT has received another application for funding it.

Yes
No

5. **What are you proposing in this application?** In 200 words or less, provide a description of the project and what it will accomplish. The description should allow a person without prior knowledge of the project to clearly understand it. Summarize the purpose, need, project attributes, the relationship to surface transportation, how the project improves safety, and expected benefits.

REQUIRED UPLOAD: PROJECT INFORMATION SUPPORTING DOCUMENTATION including 1) Scope of Work clearly describing the purpose and need for this project and the desired outcome; detailed description of the existing conditions; and detailed description of the proposed project and major work item improvements (e.g., project limits (begin / end), width of sidewalks or trails and other components, materials, drainage, lighting, signing and pavement markings, etc.). 2) Intent to enter into a cost reimbursement agreement for delivering the project. 3) Signed PROJECT CERTIFICATION from the maintaining agency confirming the applicant is authorized to submit the proposal, the information is accurate, intent to enter into a Memorandum of Understanding or Interagency Agreement for ongoing operations and maintenance of the improved facility, and compliance with all federal and state requirements.

PART 4 – PROJECT LOCATION

1. Indicate the municipality(ies) of the project location.

2. Indicate the county(ies) of the project location.

3. Roadway Classification

Yes No State roadway (on-system)

Yes No Federal roadway

Yes No Local roadway (off-system)

4. Indicate the roadway name(s) [including applicable state, federal, county road number(s), local roadway name, and roadway identification number (e.g., SR 5 / US 1 / CR 904 / Overseas Highway / ID number: 90040000)].

5. Indicate the roadway beginning project limits (south or west termini), mile points, and crossroads at each end of each listed segment.

6. Indicate the roadway ending project limits (north or east termini), mile points, and crossroads at each end of each listed segment.

7. Indicate the total project length, in miles and linear feet.

8. Does the project involve the Florida Shared-Use Nonmotorized (SUN) Trail network? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the trailway identification number, beginning and ending mile points.

Yes No

9. Within the next five years, are non-FDOT funds being expended within the limits or adjacent to the proposed project? If not, select “no” and indicate N/A in the space provided. If so, select “yes”, and briefly explain.

Yes No

PART 5 – PROJECT TYPE

NOTE: Certain areas may not be prioritizing Non-infrastructure (NI) proposals or all eligible infrastructure activities (or may recommend bundling activities together). Contact your district representative for guidance.

1. **PROJECT CATEGORY** Select one box that best represents the project proposal. Then, complete either the “Infrastructure” or “NI” selections.

A. Infrastructure. If so, select “yes”, then select the most appropriate “infrastructure” eligible activity from listing below. (Pages range 5-6)

B. Non-infrastructure (NI). If so, select “yes”, then select the most appropriate NI eligible activity from the listing following the Infrastructure activities. (Page range 7)

5-A. INFRASTRUCTURE ELIGIBLE ACTIVITY

Select one box that best represents the project proposal. As applicable, complete infrastructure eligible text fields.

Pedestrian and / or Bicycle facilities (Select this box for construction, planning, and design of off-road trail facilities or on-road facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation).

Safe Routes for Non-Drivers (Select this box for construction, planning, and design of infrastructure related projects and systems that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs).

Conversion of Abandoned Railway Corridors to Trails (Select this box for conversion and use of abandoned railroad corridors into trails for pedestrians, bicyclists, or other nonmotorized transportation users).

Scenic Turnouts and Overlooks (Select this box for construction of turnouts, overlooks, and viewing areas). If “yes”, list any Florida Scenic Byways visible from the project or indicate N/A in text field.

Outdoor Advertising Management (Select this box for inventory, control, or removal of outdoor advertising). If “yes”, list any Florida Scenic Byways within the project limits or indicate N/A in text field.

Historic Preservation and Rehabilitation of Historic Transportation Facilities (Select this box for historic preservation or rehabilitation of historic transportation facilities). If “yes”, list any locally designated or National Register of Historic Places listed or eligible resources or indicate N/A in the text field.

Vegetation Management (Select this box for vegetation management in public transportation ROW to improve roadway safety, prevent invasive species, and erosion control). If “yes”, list any Florida Scenic Byways within the project limits, or indicate N/A in text field.

Archaeological Activities (Select this box for archaeological activities related to impacts from transportation projects funded by FHWA). If “yes”, list the State Site Number (aka Site File Number) for the archaeological site, or indicate N/A in the text field.

Stormwater Mitigation (Select this box for environmental mitigation activities addressing stormwater management, control, and water pollution prevention or abatement related to transportation projects).

Wildlife Management (Select this box for wildlife mitigation and reduction of wildlife mortality, or to restore and maintain connectivity among terrestrial or aquatic habitats).

Boulevards (Select this box for boulevards, defined as a walkable, low speed (35 mph or less) divided arterial thoroughfares in urban environments designed to carry both through and local traffic, pedestrians, and bicyclists. These may be high ridership transit corridors; serve as primary goods movement and emergency response routes; and use vehicular and pedestrian access management techniques that promote economic revitalization and follow FDOT Context-Based Solutions). If “yes”, list any Florida Main Street communities or Florida Trail Towns within the project limits, or indicate N/A in text field.

Recreational Trails Program (Select this box for recreational trails compliant with 62-S-2, Florida Administrative Code, and 23 U.S.C. 104 (b)). If “yes”, list the parks / recreational areas within the project limits, or indicate N/A in the text field.

Safe Routes to Schools (SRTS) [Select this box for SRTS projects, codified as 23 U.S.C. 208, that substantially improves the ability of kindergarten through 12th grade students (vulnerable road users) to walk and / or bicycle to school]. Traditionally includes sidewalks, traffic calming and speed reduction, traffic diversion improvements, pedestrian and bicycle crossings, on-street bicycle facilities, off-street bicycle facilities, and bicycle parking facilities at public schools. If “yes”, list the benefiting schools that are within two miles of the project limits; total student enrollment; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in the space provided.

Other surface transportation eligible purpose (Only if within urbanized areas with a population greater than 200,000). If “yes”, list the eligible activity or indicate N/A in the space provided.

5-B. NI ELIGIBLE ACTIVITY *** Note: For Infrastructure projects, skip this page.***



Select one box that represents the project proposal. Checkbox indicating NI eligible activity. Document allows one selection.

Vulnerable road user safety assessment as defined by Section 316.027 (b), F.S.

Workforce development, training and education activities that are eligible uses of TA funds.

SRTS projects, codified as 23 U.S.C. 208. This NI activity must be primarily based at the school and benefit students and / or their parents and have documented support from the school(s). If “yes”, list the benefiting schools; total student enrollment and students served by project; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in space provided.

NI COMPONENTS As applicable, insert the number of each type of proposed activity. Numerical field indicating total number NI program would provide.

Number of walk or bicycle audits.

Number of bicycle skills / safety classes.

Number of pedestrian skills / safety classes.

Number of community demonstration projects.

Number of community encouragement activities.

Number of community challenges.

Number of community workshops / stakeholder meetings.

Number of classroom / educational classes receiving pedestrian / bicycle safety instruction / education.

Number of school assemblies receiving pedestrian / bicycle safety instruction / education.

Number of training sessions to implement the SRTS program (e.g., training for volunteer walking school bus leaders, training for bicycle train leaders, etc.).

Number of after school programs receiving pedestrian / bicycle safety instruction / education.

Number of bicycle rodeos.

Number of pedestrian safety skills events.

Number of schools with walking school bus programs (defined as planned route with meeting points, a timetable, and a schedule of trained volunteers).

Number of schools with bicycle train programs (defined as a planned route with meeting points, a timetable, and a schedule of trained volunteers).

Number of student-led leadership initiatives (e.g., student patrols, peer-led learning, etc.).

Select applicable boxes describing the area and complete applicable text fields. Then, upload supporting documentation.

1. Select one box that describes the geographic population size of the project area.

Non-Urban Area with a population of 5,000 or less

Urban Area with a population greater than 5,000 but no more than 50,000

Urban Area with a population greater than 50,000 but no more than 200,000

Urban Area with a population greater than 200,000

2. Is the project within the boundary of an MPO*? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the MPO in the space provided.

Yes

No

3. Is the project within the boundary of a Transportation Management Area (TMA)? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the TMA in the space provided.

Yes

No

4. Is the project within a Rural Economic Development Initiative (REDI) community or designated as a Rural Area of Opportunity (RAO) as defined pursuant to Section 288.0656, F.S.? If not, select “no”, and indicate N/A in the space provided. If so, select “yes” and indicate the REDI / RAO in the space provided.

Yes

No

5. Indicate the United States Congressional District number(s) of the project location.

6. Will the project address transportation access by improving conditions and / or address solutions by providing mobility improvements for disadvantaged groups, underserved communities, and / or non-drivers (e.g., children, older adults, those with limited / restricted transportation options, people with health conditions or impairments, or vulnerable road users)? If not, select “no” and indicate N/A in the space provided. If so, select “yes” and briefly explain how the project improves conditions (e.g., community access point(s) and destinations the project benefits, free or reduced-priced school meals, and how SRTS projects benefit the students, etc.).

Yes

No

7. Are there transit stops / shelters / support facilities within the project limits? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the identification number.

Yes

No

8. Is the project within a high-crash pedestrian corridor (or an area with a history of crashes involving pedestrians)?

Yes

No

*** Metropolitan / Transportation Planning Organization / Agency (MPO)**

9. Is the project within a high-crash bicycle corridor (or an area with a history of crashes involving bicyclists)?

Yes No

10. Would the project implement a bicycle or pedestrian action plan(s)? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and specify the name of the plan and date of adoption.

Yes No

REQUIRED UPLOAD: AREA CONDITIONS SUPPORTING DOCUMENTATION (e.g., excerpt pages from adopted plans or studies, maps illustrating transit facilities and connectivity to the improvement, short statement of support with a signature of the school official and their contact information for SRTS projects, collision heat maps / crash data for area surrounding project limits, etc.).

PART 7 – PUBLIC INVOLVEMENT

Public involvement, engagement, and collaboration is a key component of the federal project development process and must be conducted in accordance with applicable rules and regulations in the event the project is selected for funding. Indicate which of the following are applicable (Select all that apply). Complete the text field or indicate N/A in the space provided. Then, upload supporting documentation.

1. Does the greater community support the project, as demonstrated by recently adopted proclamations or resolutions expressing commitment and public engagement? If “yes”, explain the engagement and how the concept evolved based on public involvement. Indicate the resolution number, adoption date, and participating parties in the space provided. If “no”, indicate N/A in the space provided.

Yes No

2. Was the project discussed at a regularly scheduled meeting of an advisory board of an appointed group of citizens, such as bicycle pedestrian advisory groups or similar committee that provides support toward the project? If “yes”, provide meeting information, including the date and type of advisory board meeting, and the input received. If “no”, indicate N/A in the space provided.

Yes No

3. Was there an advertised public meeting to discuss the project? If “yes”, provide a brief description, including the input received, how the concept evolved based on public involvement, date, and type of meeting. If “no”, indicate N/A in the space provided.

Yes No

4. Do recent community surveys indicate both need and support for the project and stakeholders will continue to be engaged in the implementation of the project? If “yes”, briefly explain. If “no”, indicate N/A in the space provided.

Yes No

REQUIRED UPLOAD: PUBLIC INVOLVEMENT SUPPORTING DOCUMENTATION (e.g., resolution, proclamation, regularly scheduled meeting agenda and minutes, public meeting advertisement, community survey, letters of support, etc.).

Is the project consistent with the applicable comprehensive plan(s), transportation plan(s), capital improvement plan(s), and / or the long-term management plan(s)? [Note: Board of County Commissioners functions as MPO in nonmetropolitan areas (Section 339.135(4)(c)1, F.S.)]. If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and use the text field to explain consistency, include MPO prioritization number. If a modification is required, indicate the meeting date for adoption.

Yes No

REQUIRED UPLOAD: CONCURRENCY / CONSISTENCY SUPPORTING DOCUMENTATION (e.g., supporting resolution(s), excerpt from comprehensive plan(s), transportation plan(s), capital improvement plan(s), management plan(s), prioritization list, etc.).

PART 9 – ENVIRONMENTAL CONDITIONS

Select the boxes describing the Environmental Conditions. As applicable, complete the text field or indicate N/A in the space provided. Then, upload supporting documentation. Applicants for NI proposals may skip the Environmental Conditions section.

1. **Does the project involve lands identified by the Florida Wildlife Corridor Act of 2021 [Section 259.1055, Florida Statutes (F.S.)]?**
Yes No
2. **Does the project involve state-owned conservation lands?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the state-owned conservation lands. NOTE: Use of state-owned conservation lands is subject to coordination by the managing entity.
Yes No
3. **Does a railway facility exist within 1,000 feet of the project limits?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate railway facility.
Yes No
4. **Does the project physically cross a railway facility?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the crossing’s railway identification number, and beginning and ending mile points.
Yes No
5. **Would the project provide lighting at locations with nighttime crashes?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe the proposed lighting in the space provided.
Yes No
6. **Would the project implement an adopted Americans with Disabilities Act (ADA) transition plan?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe proposed ADA improvements in the space provided.
Yes No

- 7. Is an Environmental Assessment for the project complete?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe any specific issues in the space provided.
- Yes No
- 8. Is the project adjacent to locally designated or National Register of Historic Places (NRHP) listed or eligible resources?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list resources, indicate if the resources have received Florida Department of State Historic Preservation Grant funds, and explain any preservation agreements, covenants, or easements in the space provided. If applicable, select “unknown”.
- Yes No Unknown
- 9. Are there any archaeological sites or Native American sites located within or adjacent to the project boundary?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list State Site Number (aka Site File Number) for the sites. If applicable, select “unknown”.
- Yes No Unknown
- 10. Are there any parks, recreation areas, or wildlife / waterfowl refuges within or adjacent to the project boundary?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list the facilities in the space provided.
- Yes No
- 11. Are there any navigable waterways adjacent to or within the project boundary?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list the navigable waterways.
- Yes No
- 12. Are there any wetlands within or adjacent to the project limits?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. Include permit types required and any obtained for the project.
- Yes No
- 13. Is it likely that there are protected / endangered / threatened species and / or critical habitat impacts within the project limits?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown”.
- Yes No Unknown
- 14. Are there any potential contamination / hazardous waste areas within or adjacent to the project limits?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown”.
- Yes No Unknown
- 15. Are there any noise-sensitive areas near the project area?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown”.
- Yes No Unknown

REQUIRED UPLOAD for Infrastructure (not applicable for NI): ENVIRONMENTAL CONDITIONS SUPPORTING DOCUMENTATION (e.g., labeled photographs on maps depicting conditions, permits, copy of the entire study or environmental assessment, excerpt pages from adopted plans, etc.).

Select the boxes describing the design status and complete the text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Design / Typical Section.

1. Are signed and sealed design plans available for this project?

Yes No

2. If design plans are not at 100 percent, or do not meet current standards and / or reflect existing conditions, select the box identifying the status and briefly describe in the space provided.

No design plans 30% design plans 60% design plans 90% design plans

Other:

3. If design is at 100 percent, indicate the date of the plans. Then, briefly describe in the space provided.

REQUIRED UPLOAD for Infrastructure (not applicable for NI): Typical Section(s) depicting existing and proposed features, dimensions, and ROW lines. If there are multiple segments, provide typical sections for each. If available, provide design plans.

Select the boxes describing the Ownership / ROW Status and complete applicable text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Ownership / ROW Status section.

1. **Is ROW acquisition, defined as obtaining property not currently owned by the Local Agency through any means (e.g., deed, easement, dedication, donation, etc.), necessary to complete this project?**

Yes

No

2. **Explain the ROW status (owned / fee simple, leased / less-than fee, and / or needs) along the project boundary, including when ROW was obtained and how ownership is documented (e.g., plats, deeds, prescriptions, certified surveys, transfers, easements). Provide information for verifying ownership (e.g., book / page number, transfer agreements, dates, etc.). If ROW acquisition is necessary before constructing the proposed project and / or the applicant agency is not the landowner, indicate the necessary coordination with other owners for all fee-simple purchases and / or any less-than fee / lease needs (including temporary construction and / or other easements and / or permits for drainage, railroad, utilities, etc.) necessary to secure ROW certification. Indicate the proposed acquisition timeline, expected funding source, the total number of parcels, type of acquisition, limitations on fund use or availability, and who will acquire and retain ownership of proposed land.**

REQUIRED UPLOAD for Infrastructure (not applicable for NI): OWNERSHIP / ROW STATUS SUPPORTING DOCUMENTATION including applicable ROW Certification including ownership verification documenting site control and related landowner supporting documentation. Site control documents must include an adequate legal description of the parcel(s) comprising the project site, such that staff can compare it to the boundary map submitted with the application and evaluate whether there is control of the project site (e.g., ROW Certification, ROW maps, plats, warranty deeds, prescriptions, certified surveys, easements, use agreement, etc.). Maps should clearly show the location of each ownership in relation to the project boundary and / or limits. NOTE: provide map documentation on 8.5" x 11" scale. DO NOT provide reduced copies of original plats and or maps that cannot be read at scale. If applicable, an exhibit visually depicting the new ROW anticipated for the project, together with a spreadsheet providing the tax identification number(s) of each impacted parcel and the approximate size of the new acquisition area for each impacted parcel.

PART 12 – PROJECT IMPLEMENTATION AND COSTS

Complete either the Infrastructure Table Summary with the overall project programming (phases, schedule, and estimated costs for the proposed work) or the NI Cost Narrative Table. Then, upload supporting documentation.

Not all phase types may be eligible for TA funds, and not all areas prioritize all phases. Local agencies are responsible for covering all unanticipated cost increases, including but not limited to price inflation and increases in the cost of construction; account for them using local funds. FDOT does not allow programming TA funds for contingency costs. The local agency must have the ability to pay for non-participating costs (e.g., utility relocation). Chapter 337.14, F.S. prohibits an entity from performing both design services and construction engineering inspection services (CEI) for a project wholly or partially funded by the FDOT and administered by a local government entity.

REQUIRED UPLOAD: PROJECT IMPLEMENTATION AND COSTS SUPPORTING DOCUMENTATION.

- 1) Either provide a detailed engineer cost estimate if the project is designed or if the project has not been designed or is a NI project, provide a detailed opinion of probable costs (including all pay items and a timeline for deliverable).
- 2) As applicable, letter from local agency budget office committing local funds to the project.

*** Note: Applications for NI Projects to skip to page 15.***

Infrastructure Project Phases / Work Types	Select phase(s) included in this request	INFRASTRUCTURE Table Summary Overall Project Programming (Cost Summary and Schedule)						
		Schedule (Month/Year)		Funding sources and costs (\$)				
				Federal Funds		Non-Federal / Local Funds		Total Cost Estimate (\$)
		Start (mm/yy)	End (mm/yy)	TA Program (\$)	Other Federal (\$)	Non-TA/ Local Funds (\$)	Other (\$)	
Planning Development (Corridor or Feasibility)								
PD&E								
Preliminary Engineering / Design (PE)								
Environmental Assessment (associated with PE)								
Permits (associated with PE)								
ROW								
Construction								
CEI								
Other costs (describe)								
Total Infrastructure Project Cost Estimate								

*** Note: applications for infrastructure projects do not need to fill out this page***

NI Cost Narrative Table

Below each item, explain how the item will support the program, and other appropriate details.

Budget Item	Requested Funds
Personnel Services	
(List titles and totals in first boxes below)	
In Narrative, include numbers of hours, hourly rates, who this person is, and whether it's a new position or new hours and duties added to an existing position.	
Narrative:	
Narrative:	
Narrative:	
Expenses	
Materials and Supplies:	
Educational items:	
Promotional Items:	
Other Expenses:	
Operating Capital Outlay	
Equipment:	
Total NI Project Cost Estimate	

FDOT Transportation Alternatives Program:

<https://www.fdot.gov/planning/systems/systems-management/tap>

FDOT Local Programs Manual:

<https://www.fdot.gov/programmanagement/lap/lap-toc.shtm>

FDOT Office of Environmental Management PD&E Manual:

<https://www.fdot.gov/environment/pubs/pdeman/pdeman-current>

FDOT Context-Based Solutions

<https://www.fdot.gov/roadway/context-based-solutions>

Florida Safe Routes to School Guidelines:

<https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>



TRANSPORTATION ALTERNATIVES PROGRAM CERTIFICATION OF PROJECT SPONSOR

PROJECT NAME:

LOCATION:

PROJECT LIMITS: (from south or west limit)

(to north or east limit)

By checking the box you agree to do the following:

Enter into a maintenance agreement with the Florida Department of Transportation (FDOT), as necessary, prior to the design phase.

Comply with the **Federal Uniform Relocation Assistance and Acquisition Policies Act** for any Right of Way actions required for the project.

Provide any required funding match, incur any additional expenses beyond the approved project costs in the LAP agreement, and are responsible for any non-participating items (e.g. utility relocations).

Pursue or retain LAP certification and enter into a LAP agreement with FDOT.

Comply with NEPA process prior to construction, including any necessary involvement with the State Historic Preservation Officer (SHPO), and other State and/or Federal agencies, prior to construction.

I further certify that the estimated costs included herein are reasonable and agree to follow through on the project once programmed in the FDOT's Work Program. I fully understand that significant increases in these costs could cause the project to be removed from the FDOT's Work Program.

* Signature

Name (please type or print)

Title

Date

* This should be executed by person who has signatory authority for sponsor and is authorized to obligate services and funds for that entity (generally chairman of the board or council).

ENGINEER'S COST ESTIMATE

Project Description:Freedom Road Safety Enhancement Project

A reasonable estimate of project cost is required. Projects must follow appropriate design criteria and meet Americans with Disabilities Act requirements. Projects on the State Highway System, and "on-system" (on FDOT land), and Critical Projects shall utilize FDOT pay items numbers and descriptions. FDOT'S AWARD OF FUNDING TO THE APPLICANT'S PROJECT DOES NOT CONSTITUTE ACCEPTANCE OF PARTICIPATING VS. NON-PARTICIPATING ITEMS IDENTIFIED IN THIS COST ESTIMATE. Funding pay items and eligibility will be discussed during project development.

Other elements may be non-participating, the ones listed above are non-participating commonly used pay items.

References:

Prepared by: _____ PE Number: _____

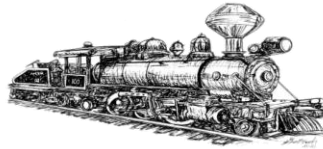
Name: _____ Signature: _____

Date: _____

Reviewed by:

Name: _____ Signature: _____

Date: _____



Town of Century, Florida

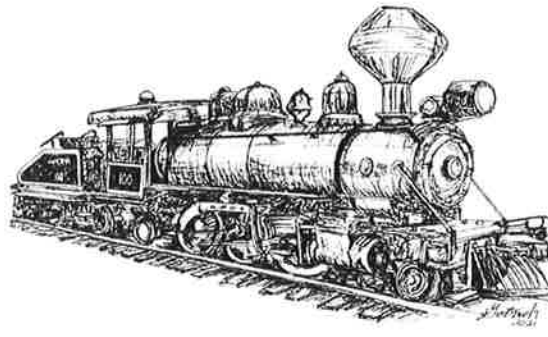
Resolution

On December 3, 2024, the Interim Town Manager and Grants Team presented the Transportation Alternatives Program to the Town Council. Three potential projects were presented, and the Town is moving forward with the Complete Streets Master Plan and the Freedom Road Improvements (see attached presentation and agenda).

On January 7, 2025, the Council appointed Council Member Alicia Johnson as Interim Mayor until the next election. Subsequently, Interim Mayor Johnson provided the attached letter confirming the continued support the projects (See Letters of Support).

Due to this transition, the Town will adopt a resolution confirming its support of the Complete Streets Master Plan and Freedom Road Improvements Project during its next Council Meeting on January 4, 2025.

Town of Century
7995 N. Century Blvd.
Century, Florida 32535



www.TownOfCenturyFlorida.com
(850)256-3208

Council Meeting Agenda
7995 N Century Blvd.
December 03, 2024
7:00 p.m.

Confirm Advertisement of Bill List Review/Council Meeting

1. Open Meeting with Prayer
2. Pledge of Allegiance
3. Roll Call
4. Public Forum
5. Ministerial Acts
 - a. Approval of Bill List
 - December 03, 2024 Bill List
6. LaKeesha Moreau Grants Update Presentation
7. Howard Brown Resolution No. 3-2024 – Establishing Spending Authority and Check-Signing Policy
8. Bobbi Williams Authorization to Purchase Kubota M6-111DTC-F-1 Tractor with Diamond Mowers Implements under Mississippi State Contract
9. Bobbi Williams Update on Cleaning Services RFQ
10. Dale Long Authorization for Mayor to Execute Documents for SR 95 (US 29) Road Repair
11. Howard Brown Authorization to Repair Bucket Truck
12. Howard Brown Decision on Ownership and Retention of Seven (7) Parcels Donated From the John Neal Estate
13. Howard Brown Authorization for Additional Expenditure to Complete Repairs for the 2017 RAM 3500 Truck
14. Howard Brown Discussion on Establishing Town Administrator and Financial Services Director Positions
15. Staff Report
16. Mayor's Report
17. Council Comments
18. Public Forum
19. Adjourn

§ In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this proceeding should contact the Town Clerk no later than noon the day of the meeting to request assistance.

§ If HEARING impaired, please contact TDD (TDD-Telecommunications Device for the Deaf) at 1-800-955-8771.

§ If VOICE impaired, please contact the Florida Relay Service at 1-800-955-8770, for assistance.

§ If a person decides to appeal any decision with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, and for that purpose, he may need to ensure that a "verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal to be based." Minutes of the Town Council meetings can be obtained from the Town Clerk's office. The cost of duplication and/or court reporter will be at the expense of the requesting party. Minutes are recorded, but are not transcribed verbatim.

Town of Century, Florida

Agenda Item

Agenda Date: December 3, 2024

Department	Administration/Grants	Amount
Presenter	LaKeesha Moreau	Account
Subject: Grants Update Presentation		
<p>Background: At the Town Council meeting on November 19, 2024, Council Member Alicia Johnson requested a detailed update on grants. Interim Town Manager Howard W. Brown, Jr., ICMA-CM, committed to arranging a presentation on this topic.</p> <p>Mr. Brown has reached out to his business associate, Ms. Lakeesha Morris-Moreau, an experienced grants consultant, to determine her availability to attend the December 3rd meeting. Should Ms. Morris-Moreau be available, she will provide insights into the Town's grant opportunities, including updates on secured funding and potential applications.</p> <p>This item is for ongoing operations.</p>		
<p>Recommended Action: Receive and file the presentation or take other action as deemed appropriate by the Town Council.</p>		

Town of Century

Meeting Date: December 3, 2024

Agenda Item Title: Grants Update Presentation

Department: Administration/Grants

Requested Action:

The Town Council is requested to receive a presentation on the status of current and potential grants for the Town of Century.

Background:

At the Town Council meeting on November 19, 2024, Council Member Alicia Johnson requested a detailed update on grants. Interim Town Manager Howard W. Brown, Jr., ICMA-CM, committed to arranging a presentation on this topic.

Mr. Brown has reached out to his business associate, Ms. Lakeesha Morris-Moreau, an experienced grants consultant, to determine her availability to attend the December 3rd meeting. Should Ms. Morris-Moreau be available, she will provide insights into the Town's grant opportunities, including updates on secured funding and potential applications.

Purpose of the Presentation:

1. Provide an overview of ongoing grant-funded projects.
2. Identify potential grant opportunities for the Town.
3. Review any upcoming deadlines or required actions for existing grants.

Fiscal Impact:

None directly associated with this presentation.

Recommendation:

Receive and file the presentation or take other action as deemed appropriate by the Town Council.

Attachments:



**Local Government
Consulting Group**
WE MAKE A DIFFERENCE



Town of Century Grant Overview

Roadway Safety Improvements

Transportation Alternatives Grant – District 3

Due Date: January 17, 2025

The Transportation Alternatives Set-Aside Program (TA) was established by Congress to help fund a variety of small-scale transportation projects such as:

- **Pedestrian and bicycle facilities**
- **Recreational trails**
- **Community improvements such as historic preservation and vegetation management**
- **Environmental mitigation related to stormwater and habitat connectivity**

Considering Three Projects

Freedom Road

- Design and Construction
- Continuous Sidewalks connecting to the bridge
- ADA Improvements

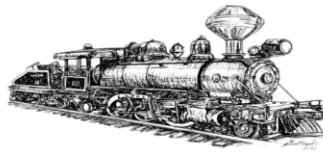
Cottage Street

- Design and Construction
- Continuous Sidewalks
- ADA Improvements
- Potential Drainage

Complete Streets Master Plan

The Master Plan will provide a framework for future roadway improvements town-wide. The goal is to create a network that is safe for all users.

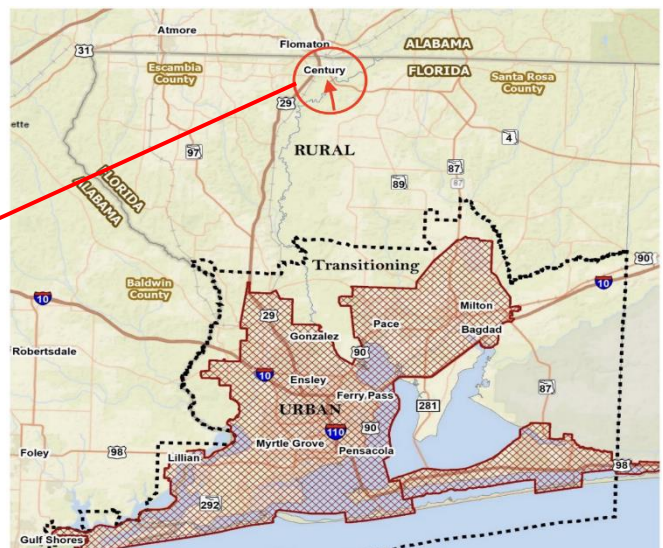
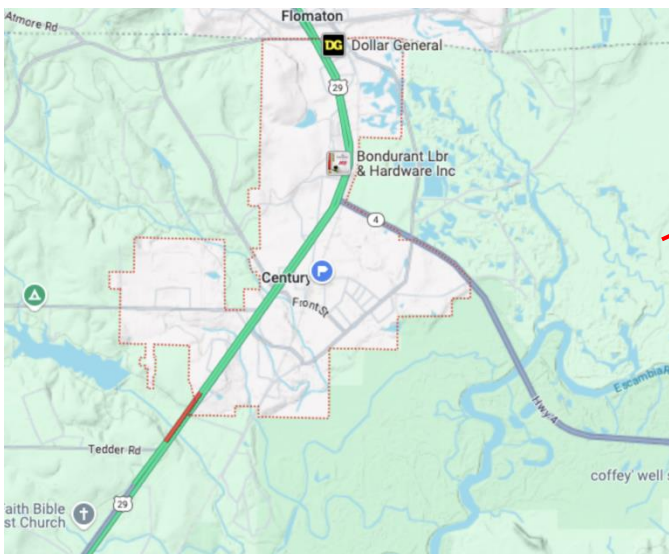
- Enhanced Safety
- Improved Accessibility
- Economic and Community Benefits

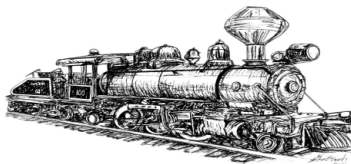


Town of Century, Florida

Location Map

This critical corridor spans 0.6 miles from 700 Freedom Road to 742 Freedom Road and is a vital transportation route for residents.





Town of Century

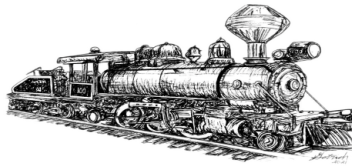
REQUIRED UPLOAD: PROJECT INFORMATION SUPPORTING DOCUMENTATION including 1) Scope of Work clearly describing the purpose and need for this project and the desired outcome; detailed description of the existing conditions; and detailed description of the proposed project and major work item improvements (e.g., project limits (begin / end), width of sidewalks or trails and other components, materials, drainage, lighting, signing and pavement markings, etc.). 2) Intent to enter into a cost reimbursement agreement for delivering the project. 3) Signed PROJECT CERTIFICATION from the maintaining agency confirming the applicant is authorized to submit the proposal, the information is accurate, intent to enter into a Memorandum of Understanding or Interagency Agreement for ongoing operations and maintenance of the improved facility, and compliance with all federal and state requirements.

Scope of Work:

The Town of Century is seeking \$1.5 million to implement safety and infrastructure improvements along Freedom Road. This critical corridor spans 0.6 miles from 700 Freedom Road to 742 Freedom Road and serves as a vital transportation route for residents. The Freedom Road Bridge, which was closed in 2020 due to severe structural deficiencies, has become a source of frustration for residents, who describe the area as unsafe and hazardous for daily travel. News reports highlight growing concerns from the community, particularly regarding delayed emergency response times, schoolchildren walking without sidewalks, and residents feeling trapped by limited mobility options.

In 2023, a report from the Pensacola News Journal emphasized the dire need for improvements to Freedom Road, with residents repeatedly voicing their worries about pedestrian safety and the lack of adequate infrastructure. Additionally, WEAR TV featured local feedback describing the road as "unsafe for anyone traveling on foot or bike," further emphasizing the urgency of the project. Despite state funding challenges, Freedom Road remains a top infrastructure priority due to its importance to community connectivity and safety. The Town of Century proposes a comprehensive project to improve safety, connectivity, and accessibility along Freedom Road. The project will include:

- **Sidewalk Accessibility:** Installation of ADA-compliant sidewalks to provide continuous pedestrian pathways.
- **Signage and Pavement Markings:** Addition of clear, reflective signage and pavement markings to enhance roadway visibility, particularly in low-light conditions.
- **Bike Lanes or Sharrows:** Integration of dedicated bike lanes or shared lane markings to promote safe cycling.

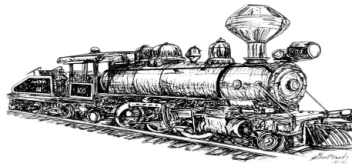


Town of Century

- **Curb Ramps:** Installation of ADA-compliant curb ramps at non-signalized intersections for greater accessibility.
- **Midblock Crossings:** Strategic placement of pedestrian crossings to improve safety in high-traffic areas.
- **Landscaping and Irrigation:** Beautification of the corridor to foster community pride and environmental sustainability.

Purpose and Need

Freedom Road has been identified as a critical area for infrastructure improvements due to its unsafe conditions and high crash rate. With over 31.5% of residents living below the poverty line and many lacking access to personal vehicles, safe and equitable transportation options are essential. The road serves as a key route for students attending schools in the area and residents find it hard to navigate this hazardous stretch daily without basic safety infrastructure. Residents have expressed fear and frustration with the road's condition. According to WEAR TV, residents have called the road “a death trap,” especially for pedestrians and cyclists who have no protection from vehicle traffic. The Pensacola News Journal echoed these concerns, reporting on how the bridge closure and the lack of sidewalks have exacerbated the safety risks. Despite these challenges, residents remain hopeful that infrastructure funding will provide much-needed relief. This project directly addresses these deficiencies by incorporating modern safety features to reduce crash rates, improve pedestrian and cyclist safety, and support active transportation. Enhancements will also create better access to essential destinations such as schools, healthcare facilities, and local businesses, aligning with regional goals for sustainable infrastructure development.



Town of Century

Desired Outcomes

The Freedom Road Safety Enhancement Project will transform this corridor into a safe, accessible, and welcoming environment for all users.

1. Enhanced Safety:

- a. Reduce crash risks through sidewalks, curb ramps, midblock crossings, and improved signage.
- b. Ensure better visibility and safer travel for all road users.

2. Improved Accessibility:

- a. Ensure ADA compliance to accommodate individuals with disabilities.
- b. Provide safe routes for students, families, and other vulnerable populations.

3. Environmental and Community Benefits:

- a. Landscaping improvements will beautify the corridor and promote sustainability.
- b. Enhanced infrastructure will foster a sense of pride and connection among residents.

4. Support Active Transportation:

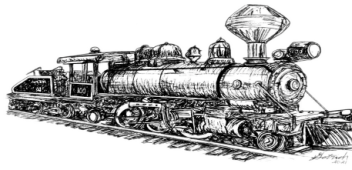
- a. Encourage walking and cycling as safe, viable transportation options.
- b. Contribute to healthier, more connected communities.

Additional Context from Supporting Sources

- Residents have described the Freedom Road Bridge closure and road conditions as unsafe, emphasizing the negative impact on daily commutes and emergency services. ([WEAR TV](#))
- The **Pensacola News Journal** identified Freedom Road as a critical infrastructure priority for rural communities, citing delays and funding gaps as barriers to progress. ([PNJ](#))
- Despite recent terminations of some state grants, Freedom Road remains a priority for the Town of Century due to its importance to community safety and connectivity. ([NorthEscambia.com](#))

Supporting Documents

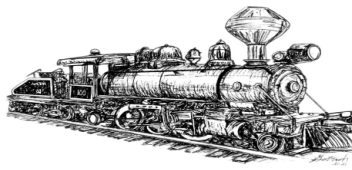
Existing Conditions:



Town of Century



Location Boundary Map:



Town of Century



2) Intent to Enter into a Cost Reimbursement Agreement

The Town of Century intends to enter into a cost reimbursement agreement to ensure compliance with financial and regulatory requirements, allowing funds to be disbursed upon achieving project milestones.

3) Project Certification

The Town of Century will provide a signed project certification confirming:

- Authorization to submit the proposal.
- Accuracy of the provided information.
- Intent to enter a Memorandum of Understanding (MOU) or Interagency Agreement for ongoing operations and maintenance.
- Compliance with all federal and state regulations, including ADA standards

913 Typical Sections

913.1 General

The primary purpose of Typical Section sheets is to provide sectional depictions of the roadway, bridge, and toll site elements that illustrate “typical” conditions between specified station or milepost limits. Typical Section sheets also provide the traffic data and pavement design associated with the typical section being displayed.

The typical section design files used to create the Typical Section Package (see **FDM 120**) should be used to prepare the Typical Section sheets.

For illustrations of various typical sections, see **Exhibits 913-1** through **913-13**.

913.2 Typical Sections

Typical sections must cover the entire project limits; i.e., omit only Project Exceptions. Include the limits of typical section transitions with the typical section that begins the transition. Conditions such as turn lanes that occur for short distances should not be shown as separate typical sections.

Include typical sections for each proposed toll site. These typical sections must represent the required 100 feet of loop pavement underneath the toll gantry, tolling equipment building, gantry, and foundation outlines.

To aid in the development of typical section depictions, the FDOT CADD Software contains templates for generic typical sections that can be modified to reflect project conditions.

Typical Section sheets should contain only one typical section. Place Typical Section sheets in the plans in the following order:

- (1) Roadway mainline
- (2) Bridges for projects with bridges (new or widened)
- (3) Toll sites
- (4) Ramps and service roads for projects which include an interchange
- (5) Intersecting roadways when significant work length is required
- (6) Sideroads or streets when significant work length is required

913.2.1 Required Information

Show the road name and station (or milepost) limits below the TYPICAL SECTION header.

Typical sections are typically not drawn to scale, but the horizontal distances and slope angles shown must be proportionate. Existing typical section elements are shown as dashed lines and proposed as solid lines. Typical sections must label and dimension the following information, as applicable:

- (1) Centerline or baseline of construction.
- (2) Natural ground.
- (3) Profile grade point.
- (4) R/W or easements, and limits of construction.
- (5) Limits of Clearing and Grubbing (Standard and Selective).
- (6) Limits of sod and turf.
- (7) Total shoulder widths and paved shoulder widths. Label shoulder treatments on RRR projects.
- (8) Travel lane widths (total and individual lanes) and limits of friction course.
- (9) Show median or roadside barriers when continuous (or mostly continuous) through the typical section limits.
- (10) Bicycle lanes.
- (11) Indicate the widths of existing pavement and proposed pavement on widening projects.
- (12) Curb locations and types (show Type E or F Curb, not the dimension).
- (13) Sidewalk locations and widths.
- (14) Cross slopes of roadway pavements, shoulder surfaces, sidewalks, and bridge decks as a decimal part of a foot vertical per foot horizontal. These cross slopes should be rounded to two decimal places, i.e., 0.02, 0.06. Three decimal places may be required for pavement cross slopes.
- (15) Bridge traffic railings and parapets.

- (16) Median width and type, show slopes by ratio, vertical to horizontal, i.e., 1:4, 1:2.
- (17) Roadside slopes and ditches, show slopes by ratio, vertical to horizontal.
- (18) Depict pavement construction by indicating the LBR requirement and the thickness of the subgrade stabilization, subbase, or base, as well as the thickness of the structural course, friction course and shoulder pavement. Use 4 inches for both the base extension on rural sections and the stabilization extension on curbed sections. For mainline travel lanes on non-Limited Access roadways with design speeds of 55 mph and higher and project length of 0.5 miles or greater, obtain the Smoothness Class (associated with **Standard Specification 330**) from the State Materials Office (SM-LaserAcceptance@dot.state.fl.us). Include the Smoothness Class on the applicable Typical Section sheet (see **Exhibit 913-1** for an example).
- (19) Toll equipment building, gantry and foundation outlines.
- (20) For Turnpike projects only, show and label Florida Gas Transmission (FGT) facilities. Dimension the location to the center of the utility from the construction centerline or baseline.

913.2.2 Required Notes and Details

Show the following notes and details on Typical Section sheets as applicable:

- (1) For projects using Selective Clearing and Grubbing, include the following note:
See the Selective Clearing and Grubbing sheets for details and limits of selective clearing and grubbing.
- (2) For new construction flush shoulder projects, include a shoulder pavement detail (shown on **Exhibit 913-1**) with the following note:
This area may be constructed of base material (granular only) at no additional compensation.
- (3) For widening projects, include the following note:
Actual width of base widening may vary due to actual existing pavement width. A uniform width base widening strip may be constructed at no additional compensation.
- (4) For projects constructing ditches, include the following note:

Depth and bottom width of ditch may vary.

- (5) For new construction curbed roadway projects with asphalt base course Type B-12.5 only, indicate the asphalt curb pad on the typical section and include an asphalt base curb pad detail.
- (6) For resurfacing projects on curbed roadways where the milling depth is less than the overlay thickness, include a feathering detail with notes.

913.2.3 Partial Sections

Partial sections are used to illustrate a changed condition (e.g., ditch or drainage features, bicycle or pedestrian features, longitudinal barriers) that occur for significant limits with the typical section being shown. **Exhibit 913-4** demonstrates the use of a partial section.

Place partial sections on the same sheet as the typical section to which they apply.

913.3 Traffic Data

Traffic data is required only for mainline roadways and bridges and for ramps. Show the following traffic data (consistent with the data used for the pavement design) below and to the left of the typical section:

- (1) Current Year and AADT
- (2) Estimated Opening Year and AADT (not required for skid hazard projects)
- (3) Estimated Design Year and AADT (not required for skid hazard projects)
- (4) K, D, T (24 hour) and T (Design Hour) factors
- (5) Design Speed (do not show Posted Speed or Target Speed)
- (6) Context Classification

913.4 Pavement Design

Show the approved pavement design directly below the typical section, in the order of construction as follows:

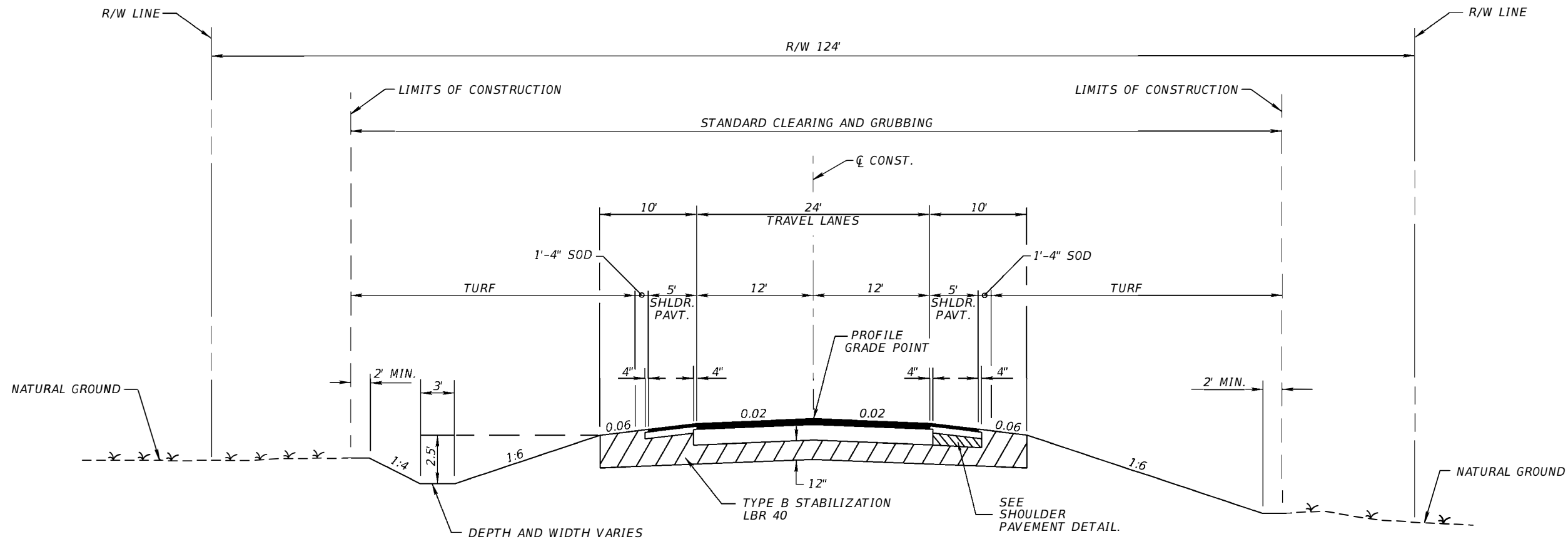
- For new construction, start with the optional base group and end with the friction course.

- For resurfacing projects, start with the milling depth, then list the structural courses and end with the friction course.

913.5 Cross Slope Correction Details

When cross slope correction is necessary, include special milling and layering details showing the method of correction in the plans.

Exhibit 913-13 provides an example of overbuild details.



**TYPICAL SECTION
SR 22
STA. 10+00.00 TO STA. 98+40.00
SMOOTHNESS CLASS 3**

TRAFFIC DATA

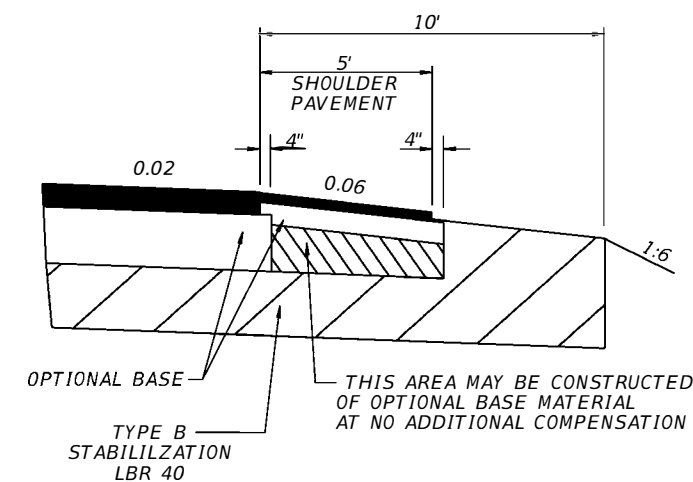
CURRENT YEAR = 2018 AADT = 6800
ESTIMATED OPENING YEAR = 2020 AADT = 7600
ESTIMATED DESIGN YEAR = 2040 AADT = 12000
K = 6% D = 55% T = 2% (24 HOUR)
DESIGN HOUR T = 1%
DESIGN SPEED = 55 MPH
CONTEXT CLASSIFICATION = C2

TRAVEL LANES

OPTIONAL BASE GROUP 8
TYPE SP STRUCTURAL COURSE (TRAFFIC C) (2")
FRICTION COURSE FC-12.5 (TRAFFIC C) (1 1/2") (PG 76-22)

SHOULDER PAVEMENT

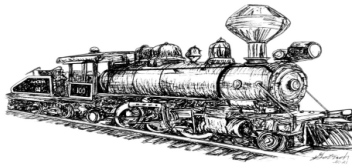
OPTIONAL BASE GROUP 1
FRICTION COURSE FC-12.5 (TRAFFIC C) (1 1/2") (PG 76-22)



SHOULDER PAVEMENT DETAIL

Exhibit 913-1
2-Lane Flush Shoulder
Date: 1/1/2025

REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TYPICAL SECTION	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	LUKE S. WALKER LICENSE NUMBER: 12345 ROADWAY ENGINEERS, INC. 123 MAIN ST TALLAHASSEE, FL 32301	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4
					SR 22	LEON	123456-1-52-01		



Town of Century

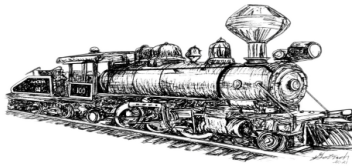
REQUIRED UPLOAD for Infrastructure (not applicable for NI): ENVIRONMENTAL CONDITIONS SUPPORTING DOCUMENTATION (e.g., labeled photographs on maps depicting conditions, permits, copy of the entire study or environmental assessment, excerpt pages from adopted plans, etc.).

Freedom Road in Century, Florida, faces pressing environmental and infrastructure challenges, exacerbated by the 2020 closure of the Freedom Road Bridge due to severe structural deterioration. This closure has disrupted local traffic patterns, increased vehicle emissions due to longer detours, and significantly limited mobility for residents, transforming the area into a cul-de-sac. The lack of sidewalks, adequate signage, and safe crossings poses critical risks to pedestrians and cyclists, particularly schoolchildren and residents with limited access to vehicles. These deficiencies highlight the need for infrastructure investments to improve safety, accessibility, and environmental resilience in this rural area.

State and local initiatives have begun to address these issues. In June 2023, Governor Ron DeSantis approved \$1.257 million in state funding to replace the Freedom Road Bridge, aiming to restore safe and reliable access for residents. Despite funding challenges, Freedom Road remains a top infrastructure priority due to its importance as a vital transportation corridor. News reports, such as those from Pensacola News Journal and WEAR TV, have underscored the urgency, citing concerns about delayed emergency response times, unsafe conditions for pedestrians and cyclists, and community frustrations with the lack of progress.

The project scope includes:

1. **Sidewalk Accessibility:** The installation of ADA-compliant sidewalks will provide continuous pedestrian pathways, reducing environmental hazards associated with pedestrians walking on road shoulders or unpaved areas.
2. **Signage and Pavement Markings:** Reflective signage and pavement markings will enhance roadway visibility, especially in low-light conditions, reducing accidents and fostering safer traffic flow.
3. **Bike Lanes or Sharrows:** Dedicated bike lanes or shared lane markings will encourage environmentally friendly modes of transportation and reduce vehicle dependency.
4. **Curb Ramps:** ADA-compliant curb ramps at non-signalized intersections will improve accessibility for individuals with mobility challenges.



Town of Century

5. **Midblock Crossings:** Strategically placed crossings will enhance pedestrian safety in high-traffic areas, particularly for schoolchildren and elderly residents.
6. **Landscaping and Irrigation:** Beautification efforts, including landscaping and irrigation, will contribute to environmental sustainability, reduce stormwater runoff, and enhance the corridor's visual appeal.

DeSantis Signs State Budget With \$1.257 Million To Replace Century's Freedom Road Bridge; \$628K Toward Failed Prison Water Well

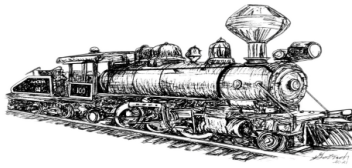
June 16, 2023



Gov. Ron DeSantis signed the state's \$117 billion budget Thursday that included funds for replacement of the Freedom Road Bridge in Century and half the money needed to replace a failed town water well serving the Century Correctional Institution.

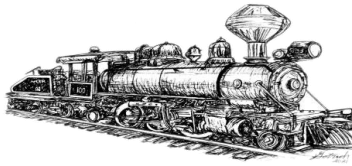
The spending plan included \$1.257 million for the bridge and over \$628,000 for the water well.

Supporting Documents



Town of Century

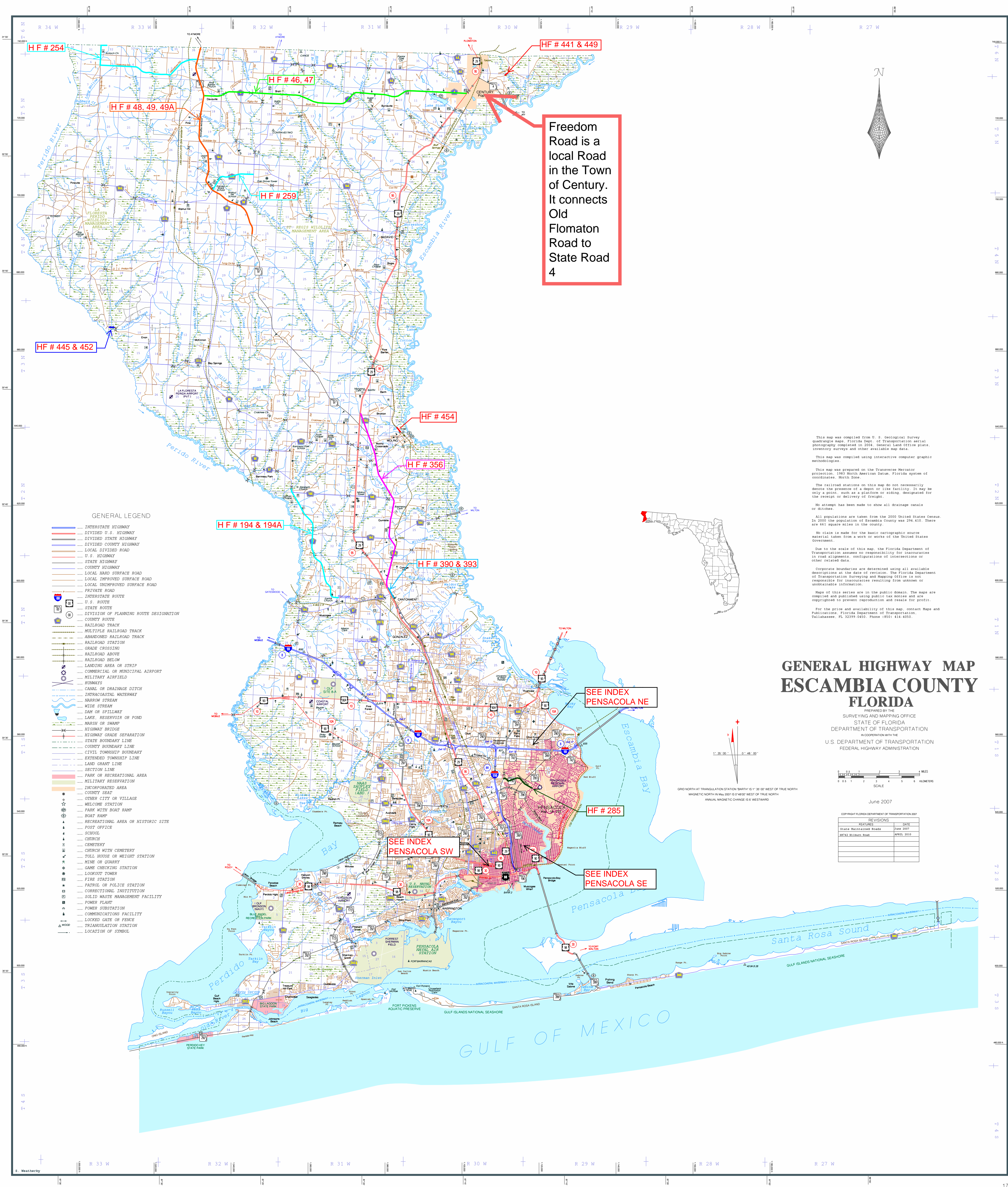




Town of Century

REQUIRED UPLOAD for Infrastructure (not applicable for NI): OWNERSHIP / ROW STATUS SUPPORTING DOCUMENTATION including applicable ROW Certification including ownership verification documenting site control and related landowner supporting documentation. Site control documents must include an adequate legal description of the parcel(s) comprising the project site, such that staff can compare it to the boundary map submitted with the application and evaluate whether there is control of the project site (e.g., ROW Certification, ROW maps, plats, warranty deeds, prescriptions, certified surveys, easements, use agreement, etc.). Maps should clearly show the location of each ownership in relation to the project boundary and / or limits. NOTE: provide map documentation on 8.5" x 11" scale. DO NOT provide reduced copies of original plats and or maps that cannot be read at scale. If applicable, an exhibit visually depicting the new ROW anticipated for the project, together with a spreadsheet providing the tax identification number(s) of each impacted parcel and the approximate size of the new acquisition area for each impacted parcel.

- Freedom Road is a local road connecting Old Flomaton Road and State Road 4. See attached Escambia County Right-of-Way Map and the City's land use map.



Freedom Road is a local Road in the Town of Century. It connects Old Flomaton Road to State Road 4

GENERAL HIGHWAY MAP ESCAMBIA COUNTY FLORIDA

PREPARED BY THE
SURVEYING AND MAPPING OFFICE
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

June 2007

REVISIONS	
FEATURES	DATE
State Maintenance Roads	June 2007
State Highway Route	April 2010

Alabama

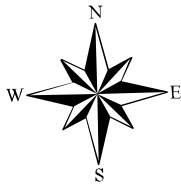
Florida

W State Line Rd

TOWN OF CENTURY, FLORIDA

FUTURE LAND USE MAP 2025

ADOPTED MARCH 19, 2012
ORDINANCE #06-11



4A

Pleasant Hill Rd

Industrial Blvd

McCall Rd

29

Salter's Lake Rd

4

Shady Ln

Cottage St

29

Century Blvd

Hilltop Rd

Alger Rd

Old Flomaton Rd

Fannie Rd/Cemetery Rd

4

Hecker Rd

Freedom Rd

1st St

2nd St

Pond St

Jefferson Ave

0 0.25 0.5 1 Miles

LEGEND

	Conservation		HDR (6-10 du/ac)		Town Limits
	Agriculture		Parks & Recreation		Historic District
	Environmentally Sensitive		Public/Institutional		CSX Railroad
	Rural Residential (1 du/ac)		Mixed Use		
	LDR (1-4 du/ac)		Commercial		
	MDR (4-6 du/ac)		Industrial		

This map was compiled from Escambia County GIS data and does not reflect an actual survey. The Town of Century does not assume responsibility for errors or omissions contained hereon.



REQUIRED UPLOAD: CONCURRENCY / CONSISTENCY SUPPORTING DOCUMENTATION (e.g., supporting resolution(s), excerpt from comprehensive plan(s), transportation plan(s), capital improvement plan(s), management plan(s), prioritization list, etc.).

Below you will find an excerpt from the Town of Century's 2025 Comprehensive Plan – Transportation section that supports consistency with the proposed project.

VOLUME I: PROPOSED POLICY DOCUMENT

ADOPTION PUBLIC HEARING DECEMBER 21,2020

(Goals, Objectives and Policies)

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Goal 1: Promote the development of a financially feasible, safe, convenient, and energy-efficient multi-modal transportation system that is integrated functionally and aesthetically into the surrounding land use framework and enhances the mobility needs of the Town of Century.

Objective 1.1: Provide for a safe, convenient, and energy-efficient multi-modal transportation system.

Policy 1.1.1: Require that new development and infill redevelopment in Century provide the minimum vehicular parking spaces adequate to meet the needs of the specific land use, keeping in mind the possibility of sharing parking with adjoining uses if appropriate, and further the pedestrian-friendly character of the redevelopment area by:

- Where appropriate, locating parking to the side or behind the development to provide pedestrian accessibility to building entrances and walkways to the street, rather than separating the building from the street with parking areas.
- Providing clearly delineated pedestrian routes through parking lots to safely accommodate pedestrian and bicycle circulation and to minimize potential bicycle/pedestrian and automobile interaction.

Policy 1.1.2: When existing Town roads are resurfaced or reconstructed or during the design of new Town roads, pedestrian and bicycle facilities may be incorporated by providing for wide outside lanes, bicycle lanes, sidewalks, and/or other facilities when the available right-of-way is not physically constrained and when cost and design considerations are not prohibitive. The Town shall coordinate with FDOT on improvements to US 29 or SR 95 to ensure that transit, bicycle and pedestrian facilities are incorporated to the maximum extent possible.

Policy 1.1.3: Control driveway and road connections through enforcement of regulations in the Land Development Code, such as the requirement for minimum distances between connections, design standards for driveways, minimum spacing and design standards for median cuts, and provisions for joint driveways. These

regulations shall be consistent with FDOT's access management policies.

Policy 1.1.4: Require the provision of pedestrian and vehicular access to all parts of new development projects, including crosswalks at intersections, pedestrian actuated features at signalized intersections and curb cut sidewalk ramps.

Objective 1.2: Coordinate the transportation system with the Future Land Use Map (FLUM) and ensure that proposed population densities, housing and employment patterns, and land uses are consistent with the transportation modes and services proposed to serve these areas.

Policy 1.2.1: Review roadway improvements and new construction for consistency with the FLUM.

Policy 1.2.2: Prepare a Local Roadway Master Plan that will identify potential voluntary local roadway rights-of-way dedication and includes:

- Preparation of a map of all existing vehicular access routes that have not been dedicated to the Town as public rights-of-way;
- Analysis and evaluation of all of these existing vehicular access routes, as well as other potential routes, that would best serve adjacent parcels and potential development opportunities;
- Coordination with all adjacent property owners to explain the need for this type of formal roadway system and to develop procedures for voluntary dedication of the routes;
- Prepare a conceptual Local Roadway Map that depicts the routes that would most effectively be dedicated as public rights-of-way; and
- Opportunities for bicycle paths and lanes.

Policy 1.2.3: Applications for future more intense land use amendments or re-zonings to more intensive designations shall be accompanied by a transportation impact study analyzing the impacts of the development allowed by the new category on the town-wide transportation system.

Objective 1.3: Protect existing rights-of-way from building encroachment and require the reservation of future rights-of-way to provide for transportation needs within the Town.

Policy 1.3.1: Protect existing rights-of-way from building encroachment by continuing to enforce provisions established in the Land Development Code that require:

- Developers to provide for required rights-of-way;
- Building setbacks appropriate to the functional classification of the road; and
- Right-of-way standards appropriate to the functional classification of the road.

Policy 1.3.2: Develop and maintain a listing of roadways requiring additional right-of-way to conform to the standards for the different functionally classified roads in the Town.

Objective 1.4: Coordinate the transportation system with the plans of adjacent jurisdictions and the Florida-Alabama Transportation Planning Organization (TPO), the Northwest Florida Transportation Corridor Authority (NFTCA) and the Florida Department of Transportation (FDOT).

Policy 1.4.1: Continue active membership in the Florida-Alabama TPO to participate in the development of the long-range plan and the transit improvement plan to address regional transportation issues that impact the Town of Century.

Policy 1.4.2: Review the FDOT Five-year Work Program on an annual basis when updating the Capital Improvements Element to monitor completion of improvements to state roadways in the Town or roadways that could potentially impact the Town.

Policy 1.4.3: Continue to participate in the activities of the NFTCA as it implements projects

identified in Phase I of the Master Plan adopted in July 2008 to ensure fair representation of the Town's views on regional transportation concerns.

Policy 1.4.4: Establish strategies, agreements and other mechanisms with adjacent jurisdictions and appropriate agencies to implement transportation provisions of this element.

Objective 1.5: Develop strategies through transportation decisions and planning to address the reduction of greenhouse gas emissions, energy conservation and energy-efficient design.

Policy 1.5.1: Require new and infill development and redevelopment when feasible to provide interconnections and access to existing and planned multi-modal transportation facilities, including sidewalks, bicycling and transit facilities.

Policy 1.5.2: Coordinate with Escambia County Area Transit (ECAT), when possible, to:

- Address the provision of efficient public transit services based upon existing and proposed major trip generators and attractors;
- Consider a fixed-route service to address transit needs between north Escambia County and south Escambia County;
- Upgrade existing and provide new transit facilities as warranted such as park and ride lots, bus stops, bus shelters and signage.

Policy 1.5.3: Coordinate with the Emerald Coast Regional Council, Escambia County, City of Pensacola, Town of Jay, and the Town of Flomaton, Alabama to:

- Promote car-pooling opportunities for commuters with the same destination;
- Facilitate bicycle, pedestrian and other non-motorized transportation options; and
- Develop transportation demand management programs to possibly modify peak hour travel demand and reduce the number of vehicle miles traveled per capita within the region.

Policy 1.5.4: Develop transportation system management strategies as appropriate to improve system efficiency and enhance safety.

Objective 1.6: The Town of Century shall use Quality/Level of Service (Q/LOS) for monitoring purposes in order to identify where multimodal improvements are needed, for guiding capital improvements facility/operations planning to achieve and maintain mobility, to reduce greenhouse gases, and to assist in determining a fair share that a development should contribute to the achievement of these mobility standards.

Policy 1.6.1: The Town shall establish the following minimum Roadway Q/LOS standards for monitoring intersection capacity based on annual average daily trips (AADT), as follows:

- Arterials (4-lane and 6-lane) - E+10%
- Arterials (2-lane) - E + 30%
- Collectors - D
- Local Roads - D

Policy 1.6.2: The Town shall annually monitor the Q/LOS status of arterials, collectors and state roadways within the Town by obtaining from the State and County their most recent traffic counts at points along all roadways that would be affected by development in the Town.

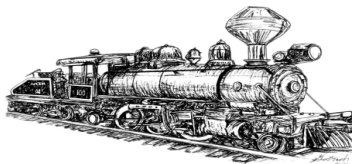
Policy 1.6.3: The Town shall continue to use standards and guidelines for permitting the payment of proportionate fair-share contributions to mitigate locally and regionally significant transportation impacts consistent with section 163.3180(5), F.S.

Policy 1.6.4: If a development requires roadway improvements, emphasis shall be upon intersection improvements to improve safety and reduce modal conflicts; signalization and Transportation Demand Management improvements (especially those providing transit or pedestrian priority signalization); bicycle facility improvements; and pedestrian crosswalk and median improvements.

Policy 1.6.5: By December 2025, the Town of Century shall adopt mobility measures and identify numerical indicators for measuring the achievement of Town mobility goals, including, but not limited to: modal splits, annual transit trips per capita, and automobile occupancy rates.

Policy 1.6.6: The Town shall amend the Concurrency Management System and any other relevant sections of the Land Development Code to reflect the adoption of the mobility standards and include any possible funding sources that will be used for alternative transportation improvements in the Five-year Schedule of Capital Improvements as updated annually.

Policy 1.6.7: Developments approved prior to the adoption of the mobility standards shall be required to provide any transportation improvements, modifications or mitigation required as part of the original development plan.



Town of Century

REQUIRED UPLOAD: AREA CONDITIONS SUPPORTING DOCUMENTATION (e.g., excerpt pages from adopted plans or studies, maps illustrating transit facilities and connectivity to the improvement, short statement of support with a signature of the school official and their contact information for SRTS projects, median household income by census tract for community benefiting, collision heat maps / crash data for area surrounding project limits, etc.).

Alignment With Adopted Plans or Studies

The Town of Century, located in northern Escambia County, Florida, is an integral part of regional transportation planning initiatives designed to address the unique needs of rural communities. The Regional Rural Transportation Plan (RRTP), adopted on February 8, 2023, by the Emerald Coast Regional Council (ECRC), provides a 20-year blueprint for improving rural transportation systems. This plan highlights the importance of safety, connectivity, and economic development, all of which directly relate to the critical infrastructure deficiencies along Freedom Road. The RRTP prioritizes projects that align with the Florida Transportation Plan's goals, ensuring the inclusion of underserved communities like Century, where infrastructure improvements are vital for local mobility and access.

The Florida-Alabama Transportation Planning Organization (TPO), also staffed by the ECRC, furthers this mission through its 2045 Long Range Transportation Plan (LRTP), which outlines investments in both urban and rural areas. Freedom Road's unsafe conditions, including the lack of sidewalks, poor signage, and the closure of its bridge, reflect the type of challenges that the RRTP and LRTP aim to address. These plans guide policy decisions and infrastructure development to improve mobility and safety in rural regions, making Freedom Road an ideal candidate for prioritized investment.

Town of Century

On page 10 of the Regional Rural Transportation Plan (RRTP) Final Report, the document outlines the study area, which includes the rural portions of Escambia, Santa Rosa, Okaloosa, and Walton Counties, as well as the entirety of Holmes and Washington Counties. This delineation ensures that the transportation needs of these rural areas are specifically addressed within the planning process. The inclusion of these counties highlights the plan's comprehensive approach to enhancing rural transportation infrastructure across the region.

2.0 State Planning Emphasis Areas and Federal Performance Measures

Florida Planning Emphasis Area guidance from FDOT in 2018 stated TPOs are encouraged to plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside the current boundaries that are impacted by transportation movements between regions.

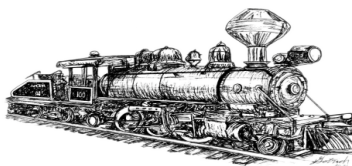
As stated in the Scope of Services, The Regional Rural Transportation Plan must at a minimum address the topics outlined in the 2020 Florida Planning Emphasis Areas publication. (The 2021 Florida Planning Emphasis Areas were identified and published by FDOT after the Scope of Services was finalized.)

2.1 Safety (2020 and 2021)

Safety has been a federal planning priority over numerous iterations of the transportation legislation. As stated within the FAST Act planning factors, metropolitan areas should “increase safety for motorized and non-motorized users.” The state of Florida has expanded on this concept further by becoming a Vision Zero area, with a stated goal within the Florida Transportation Plan of zero fatalities across the state’s transportation system. FDOT’s Strategic Highway Safety Plan provides more information about how the state intends to address transportation safety in future years. The Florida Transportation Plan and the State’s Strategic Highway Safety Plan place top priority on safety, with a state target of zero traffic fatalities and serious injuries. In addition to adopting safety targets, the MPOs must show how their Long-Range Transportation Plan (LRTP) and priority projects in their Transportation Improvement Program (TIP) support progress toward those targets. The UPWP should consider enhancements to data analyses and community involvement to better inform the identification and prioritization of safety projects.

Since the TPOs are being asked to report on and monitor their progress against their adopted safety performance measures, TPOs need to account in their UPWP for the effort necessary to satisfy these federal requirements. Additionally, TPOs are encouraged to consider how to expand upon the level of analysis and reporting required by the performance measurement process to further study their unique safety challenges. This approach may include the identification of safety needs in the TPO’s LRTP or TIP, stand-alone safety studies for areas or corridors, or safety considerations within modal planning elements. Safety needs were considered in this Regional Rural Transportation Plan.

https://files.ecrc.org/document_center/Programs/Regional%20Rural%20Transportation%20Plan/Plans%20and%20Documents/RRTP%20Final%20Report%20-%20Adopted%20020823%20web%20updated%2020230424.pdf



Town of Century

Median Household Income for Town of Century (United States Census Bureau)

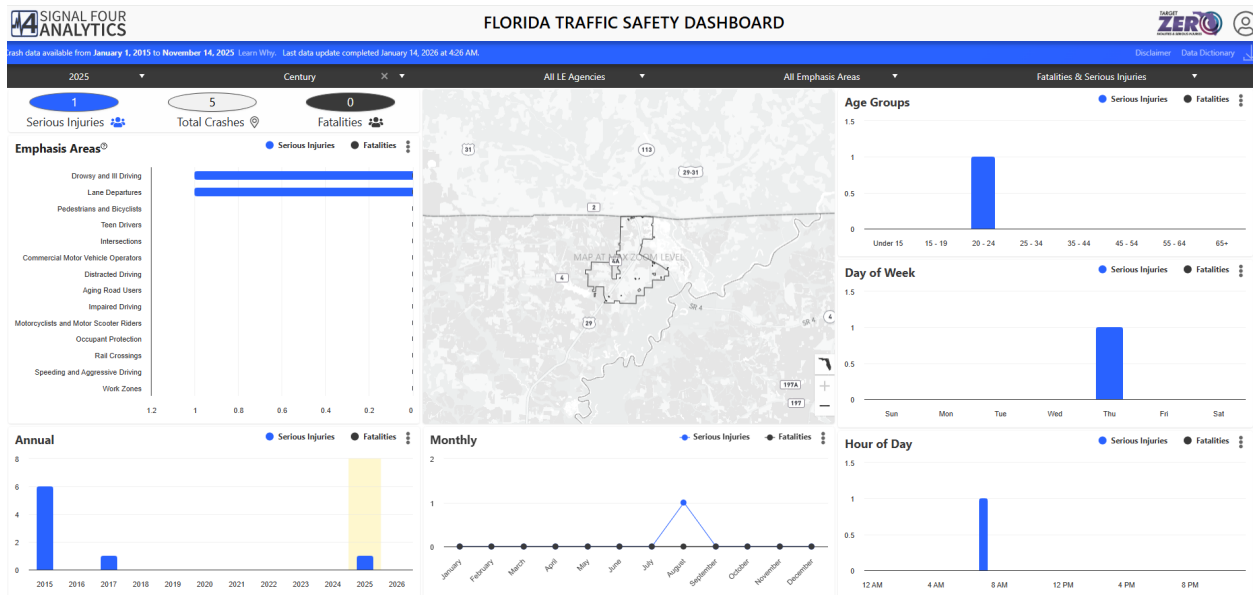
Income Data	Town of Century	Escambia County
Median Household income (in 2023 dollars), 2019-2023	\$26,716	\$72,037
Per capita income in past 12 months (in 2023 dollars), 2019-2023	\$17,690	\$35,745
Person in poverty, percent	\$29.71%	14.2%

Furthermore, the project falls within Tract 12033004000 and is identified as a Transportation Disadvantaged census tract by the US Department of Transportation. Traffic fatalities in this tract are estimated to be 26.31 per 100k people annual average between 2016-2020.

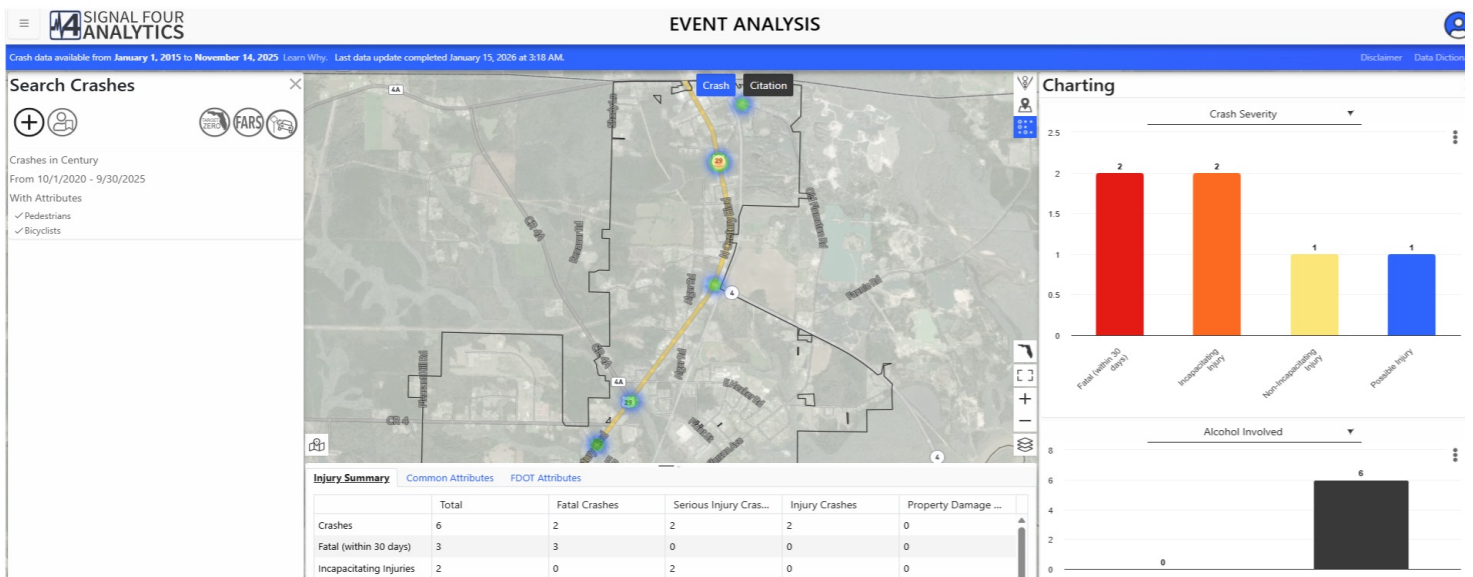
Poverty Level	29.71%
Transportation Cost Burden	25.96%
Number of Households with no Personal Vehicle	12.30%
Social Vulnerability	60%
Transportation Insecurity	96%

2025 Collision Heat Map/Crash Data

Below is a screenshot of the Signal Four Analytics heat map. Signal Four (Signal4) Analytics estimates in the Town of Century there have been 6 total crashes (1 with serious injuries) (January – November 2025). This frequency highlights significant safety concerns for such a small residential area. These incidents underscore the pressing need for infrastructure improvements.



The Event Analysis below shows Century pedestrian crashes (January -November 2025). There were a total of 6 crashes, 2 with serious injuries and 2 with fatalities, underscoring the need for safety improvements.



Town of Century
P.O. Box 790
Century, FL 32535-0790

January 14, 2026

Ms. Tanya Sanders Branton
FOOT 03 TRIP/TA Coordinator
1074 Highway 90 East
Chipley, FL 32428-0607

RE: Florida Department of Transportation District 3 FY2026 Transportation Alternatives Set-Aside Grant Freedom Road Infrastructure Improvements

Dear Review Committee:

On behalf of the Town of Century, I am writing to express my strong support for the proposed Freedom Road Infrastructure Improvements under the Florida Department of Transportation District 3 FY2026 Transportation Alternatives Set-Aside Grant Program.

Freedom Road is a critical transportation corridor for the Town of Century and has long served as an essential link for residents, businesses, and emergency services. However, the deteriorated condition of the roadway—most notably the closure of the Freedom Road Bridge—has created significant challenges for our community. The loss of this connection has disrupted daily travel patterns and placed additional strain on already limited alternative routes.

The bridge closure has raised serious safety and accessibility concerns, particularly for emergency response vehicles, school transportation, pedestrians, and residents who depend on this route for access to essential services. These impacts are especially acute in a small, rural community like Century, where redundancy in the transportation network is limited. The proposed project, which includes bridge replacement, roadway paving, and drainage improvements, represents a comprehensive solution to restore safe and reliable access along this vital corridor.

In addition to improving mobility and safety, the Freedom Road Infrastructure Improvements will strengthen the Town's overall resilience. This project directly supports recovery and long-term infrastructure stability following damage sustained during Hurricane Sally and aligns with broader state and regional goals to enhance transportation reliability, safety, and disaster preparedness in rural communities.

I strongly urge your favorable consideration of this important project and the allocation of Transportation Alternatives funding to support the restoration of Freedom Road. This investment is essential to ensuring safe travel, reliable emergency access, and improved quality of life for the residents of Century.

Thank you for your time and consideration, and for FDOT District 3's continued support of infrastructure improvements in Northwest Florida.

Sincerely,



Benjamin Boutwell
Mayor
Town of Century, Florida

ECRC Rural Area TA (Transportation Alternatives) Ranking Criteria

Project Sponsor Agency: Town of Century	
Project Sponsor Contact Name: Dave Murzin	
Contact Title: Town Administrator	
Contact Email: dmurzin@centuryflorida.us	Contact Phone: 850-256-3208
Project Title: Freedom Road Safety Enhancement Project	
Starting Location: 700 Freedom Road	
Ending Location: 742 Freedom Road	
Project Length: 0.6 mile	Total Project Cost: \$1,350,000
Brief Project Description: The Freedom Road Safety Enhancement Project aims to improve connectivity and ensure safe access along Freedom Road in Century, Florida, an area lacking critical pedestrian and cyclist infrastructure.	

Criteria	Source Data*	Criteria Rating Scale			Score
5-Year Crash Rate <i>How many bike/ped crashes have occurred along or at the project location within the past 5 years?</i>	Signal Four Analytics	0 Zero	0.5 One to Three	1 More than Three	0
Fatalities <i>How many bike/ped crash fatalities have occurred along or at the project location within the past 5 years?</i>		0 Zero	0.5 One	1 More than One	0
Connectivity <i>Does the project connect to an existing bike/ped or trail facility?</i>	ECRC Regional Multi-Use Trail Network; FL Greenways & Trails System	0 No	- -	1 Yes	0
Proximity to Parks, Recreational Facilities, Schools, and Emergency Services <i>How close is the project to a park, recreation facility, school, or Emergency Services (Fire, Police, EMS/Ambulance Services, Hospitals)?</i>	FGDL Parks & Recreational Facilities, School Facilities, Emergency Facilities	0 >2 miles	0.5 >1-2 miles	1 0-1 mile	1
Rural Areas of Opportunity <i>Is the project within a Rural Area of Opportunity?</i>	FDEO Rural Areas of Opportunity	0 No	- -	1 Yes	1
Rural Plan <i>Is the project included in the ECRC Rural Plan?</i>	ECRC Rural Plan	0 No	- -	1 Yes	1
Local Transportation Plan <i>Is the project included in a Local Government Transportation Plan?</i>	Local Government Transportation Plan	0 No	- -	1 Yes	1

Total Score: 4

Tie Breaker
Project Cost <i>In the event of a tied score, lower cost projects will take priority.</i>

*The source data as listed was used in the Regional Rural Transportation Plan, but local governments may use their own data if applicable.