



# 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. (Word limit 5)

- 2. Agency name of the applicant.** (Word limit 5).
- 3. Agency contact person’s name and title.** (Word limit 5).
- 4. Agency contact person’s telephone number and email address.** (Word limit 5).

## 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:** (Word limit 15).
  
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. (Word limit 5).  

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. (Word limit 5).  

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. (Word limit 5).  

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. (Word limit 5).

2. Indicate the county(ies) of the project location. (Word limit 5).

### 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)]. (Word limit 10).

5. Indicate the roadway beginning project limits (south or west termini), mile points, and crossroads at each end of each listed segment. (Word limit 10).

6. Indicate the roadway ending project limits (north or east termini), mile points, and crossroads at each end of each listed segment. (Word limit 10).

7. Indicate the total project length, in miles and linear feet. (Word limit 10).

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. (Word limit 5).

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. (Word limit 50).

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. (Word limit 5).

**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. (Word limit 5).

**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. (Word limit 5).

**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. (Word limit 5).

**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. (Word limit 5).

**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 complete street principles]. If “yes”, list any Florida Main Street communities or Florida Trail Towns within the project limits, or indicate N/A in text field. (Word limit 5).

**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. (Word limit 5).

**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. (Word limit 10).

**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. (Word limit 5).

## 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 TAP 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. (Word limit 10).

**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. (Word limit 5).

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. (Word limit 5).

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. (Word limit 5)

Yes

No

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

**6. Will the project address equity by providing benefits to traditionally underserved communities as determined by the U.S. Census?** These communities could include low-income residents, minorities, those with limited English proficiency, persons with disabilities, children, or older adults. If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and briefly explain how the project improves environmental justice (e.g., disadvantage community access point(s) and destinations the project benefits, median household income, free or reduced priced school meals and how SRTS projects benefit the students, etc.). (Word limit 10).

☒ 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. (Word limit 5).

Yes

No

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

Yes

No

**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. (Word limit 5).

Yes      No

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

**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.).

## 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. (Word limit 10).

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. (Word limit 10).

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. (Word limit 10).

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. (Word limit 10).

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. (Word limit 10).

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. (Word limit 5).  
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. (Word limit 5).  
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. (Word limit 5).  
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. (Word limit 5).  
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. (Word limit 5).  
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. (Word limit 10).
- 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”. (Word limit 5).
- 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”. (Word limit 5).
- 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. (Word limit 5).
- 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. (Word limit 5).
- 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. (Word limit 5).
- 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”. (Word limit 5).
- 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”. (Word limit 5).
- 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” (Word limit 5).
- 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. (Word limit 100).**

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

Other:

**3. Briefly describe the design status in the space provided. If design is at 100 percent, indicate the date of the plans. (Word limit 100).**

**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. (Word limit 150).**

### **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). Utilize the FDOT Basis of Estimates Manual to develop a detailed estimate with FDOT pay items for construction phase estimates.
- 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<br>Overall Project Programming (Cost Summary and Schedule) |             |                                |                    |                           |            |                          |
|--|--|---|-------------|--------------------------------|--------------------|---------------------------|------------|--------------------------|
|  |  | Schedule (Month/Year)   |             | Funding sources and costs (\$) |                    |                           |            | Total Cost Estimate (\$) |
|  |  |   |             | Federal Funds                  |                    | Non-Federal / Local Funds |            |                          |
|  |  | 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 |
|--|-----------------|
| <b>Personnel Services</b><br>(List titles and totals in first boxes below)<br>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:   |                 |
|  |                 |
| <b>Expenses</b>  |                 |
| Materials and Supplies:  |                 |
|  |                 |
|  |                 |
|  |                 |
| Educational items:   |                 |
|  |                 |
|  |                 |
|  |                 |
| Promotional Items:   |                 |
|  |                 |
|  |                 |
|  |                 |
| Other Expenses:  |                 |
|  |                 |
|  |                 |
|  |                 |
| <b>Operating Capital Outlay</b>  |                 |
| Equipment:   |                 |
|  |                 |
|  |                 |
|  |                 |
| <b>Total NI Project Cost Estimate</b>  |                 |

FDOT Transportation Alternatives Program:

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

FDOT Local Agency Program Manual:

<http://www.fdot.gov/programmanagement/LP/Default.shtm>

FDOT Office of Environmental Management PD&E Manual:

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

FDOT Basis of Estimates Manual:

<https://www.fdot.gov/programmanagement/estimates/documents/basisofestimatesmanual/boemmanual>

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).

**20. 24-20** GENERAL DANIEL "CHAPPIE" JAMES, JR. MEMORIAL PLAZA  
STEWARDSHIP AGREEMENT

**Recommendation:** That City Council approve the proposed Stewardship Agreement between the City of Pensacola and General Daniel "Chappie" James, Jr. Memorial Foundation, Inc., establishing terms and conditions for the construction, maintenance, and ongoing stewardship of General Daniel "Chappie" James, Jr. Memorial Plaza.

**Sponsors:** Mayor D.C. Reeves

**Attachments:** *Stewardship Agreement*

**21. 24-14** RESOLUTION NO. 2024-8 - SUPPORTING AN APPLICATION FOR  
TRANSPORTATION ALTERNATIVES PROGRAM FUNDING FROM THE  
FLORIDA DEPARTMENT OF TRANSPORTATION

**Recommendation:** That City Council adopt Resolution No. 2024-8:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
PENSACOLA, FLORIDA; SUPPORTING AN APPLICATION TO THE  
FLORIDA DEPARTMENT OF TRANSPORTATION ALTERNATIVES  
PROGRAM TO DESIGN AND CONSTRUCT SIDEWALKS ON NORTH  
J STREET AND EAST MAXWELL STREET; PROVIDING FOR AN  
EFFECTIVE DATE.

**Sponsors:** Mayor D.C. Reeves

**Attachments:** *Resolution No. 2024-8*  
*East Maxwell Street Location Map*  
*North J Street Location Map*

**22. 24-16** SUPPLEMENTAL BUDGET RESOLUTION NO. 2024-2 - LAW  
ENFORCEMENT TRUST FUND (LETF) PURCHASE FOR THE LIFEVIEW  
GROUP HUMAN TRAFFICKING TASK FORCE / HUMAN TRAFFICKING  
SUMMIT

**Recommendation:** That the City Council adopt Supplemental Budget Resolution No. 2024-2.

A RESOLUTION AUTHORIZING AND MAKING REVISIONS AND  
APPROPRIATIONS FOR THE FISCAL YEAR ENDING SEPTEMBER  
30, 2024; PROVIDING FOR AN EFFECTIVE DATE.

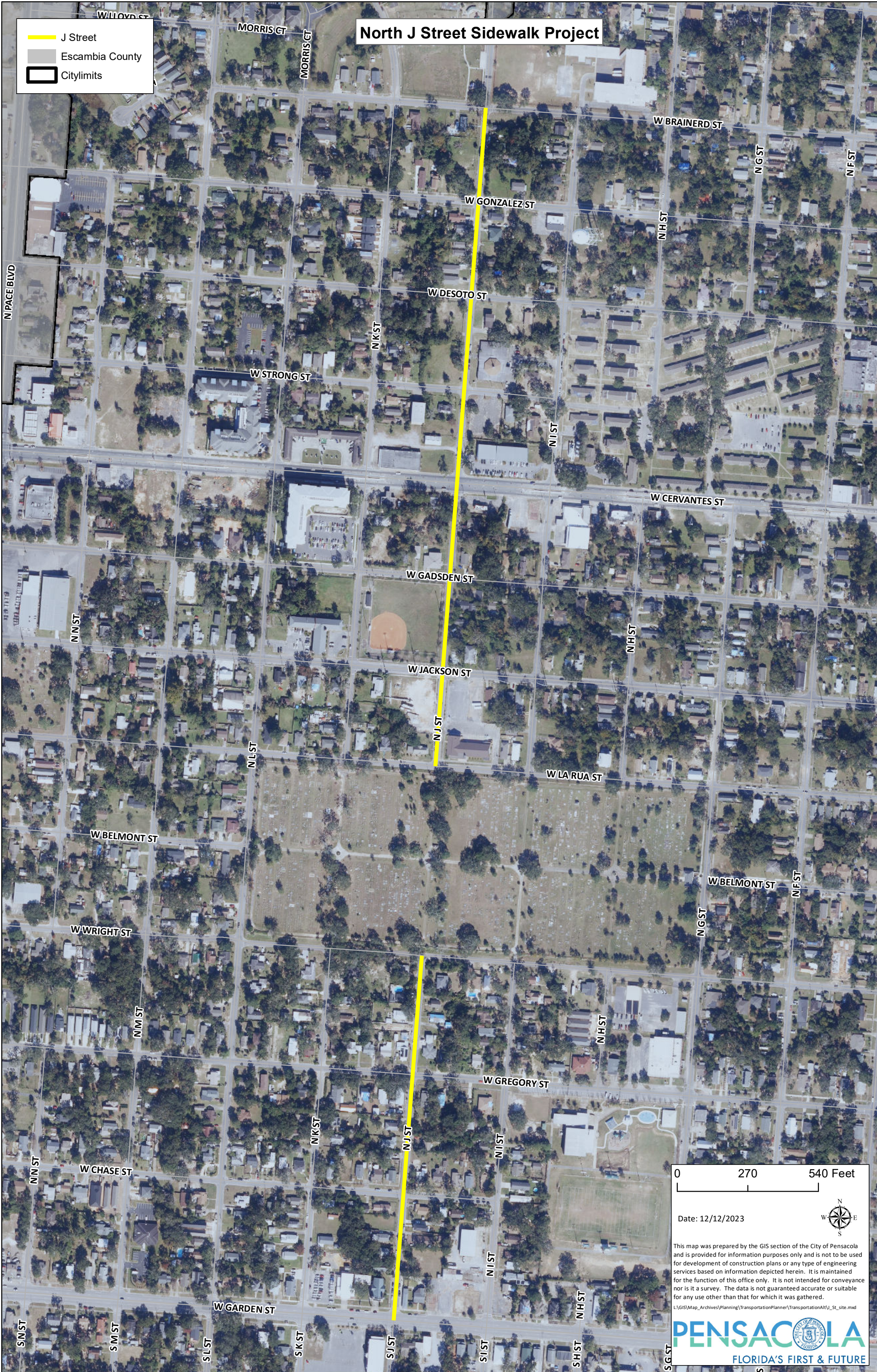
**Sponsors:** Mayor D.C. Reeves

**Attachments:** *Supplemental Budget Resolution No. 2024-2*  
*Supplemental Budget Explanation No. 2024-2*  
*Letter of Certification re LifeView Group*  
*PPD LEFT Sponsorship Application re LifeView Group*



# North J Street Sidewalk Project

- J Street
- Escambia County
- Citylimits



0 270 540 Feet

Date: 12/12/2023



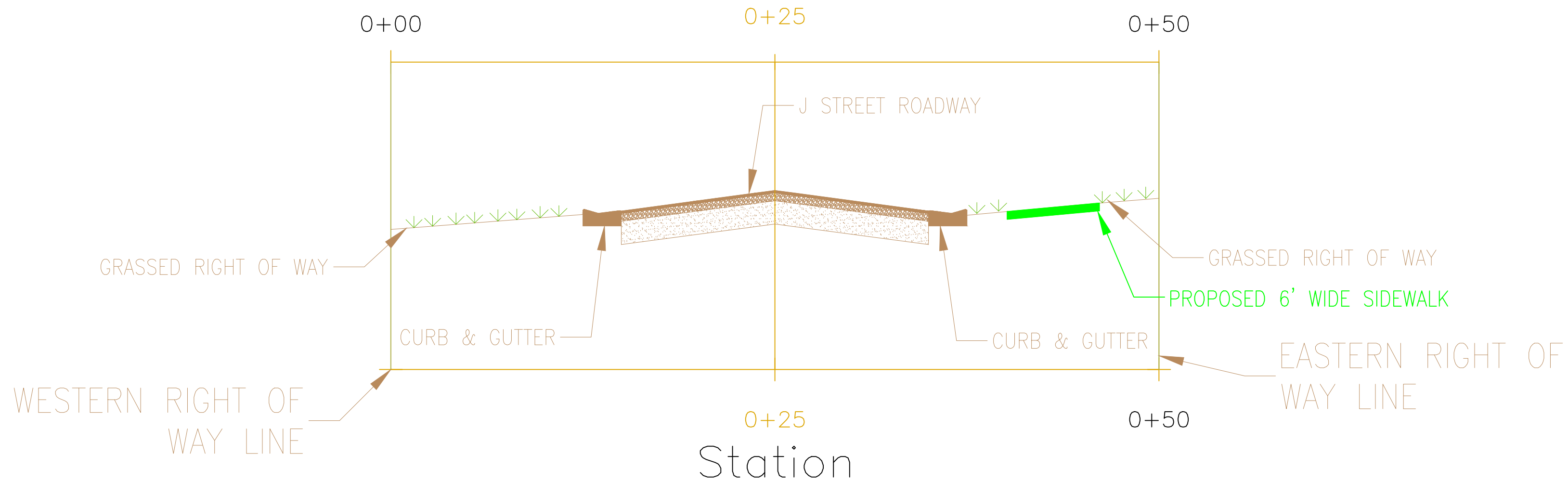
This map was prepared by the GIS section of the City of Pensacola and is provided for information purposes only and is not to be used for development of construction plans or any type of engineering services based on information depicted herein. It is maintained for the function of this office only. It is not intended for conveyance nor is it a survey. The data is not guaranteed accurate or suitable for any use other than that for which it was gathered.

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# J STREET

## PROPOSED CROSS SECTION





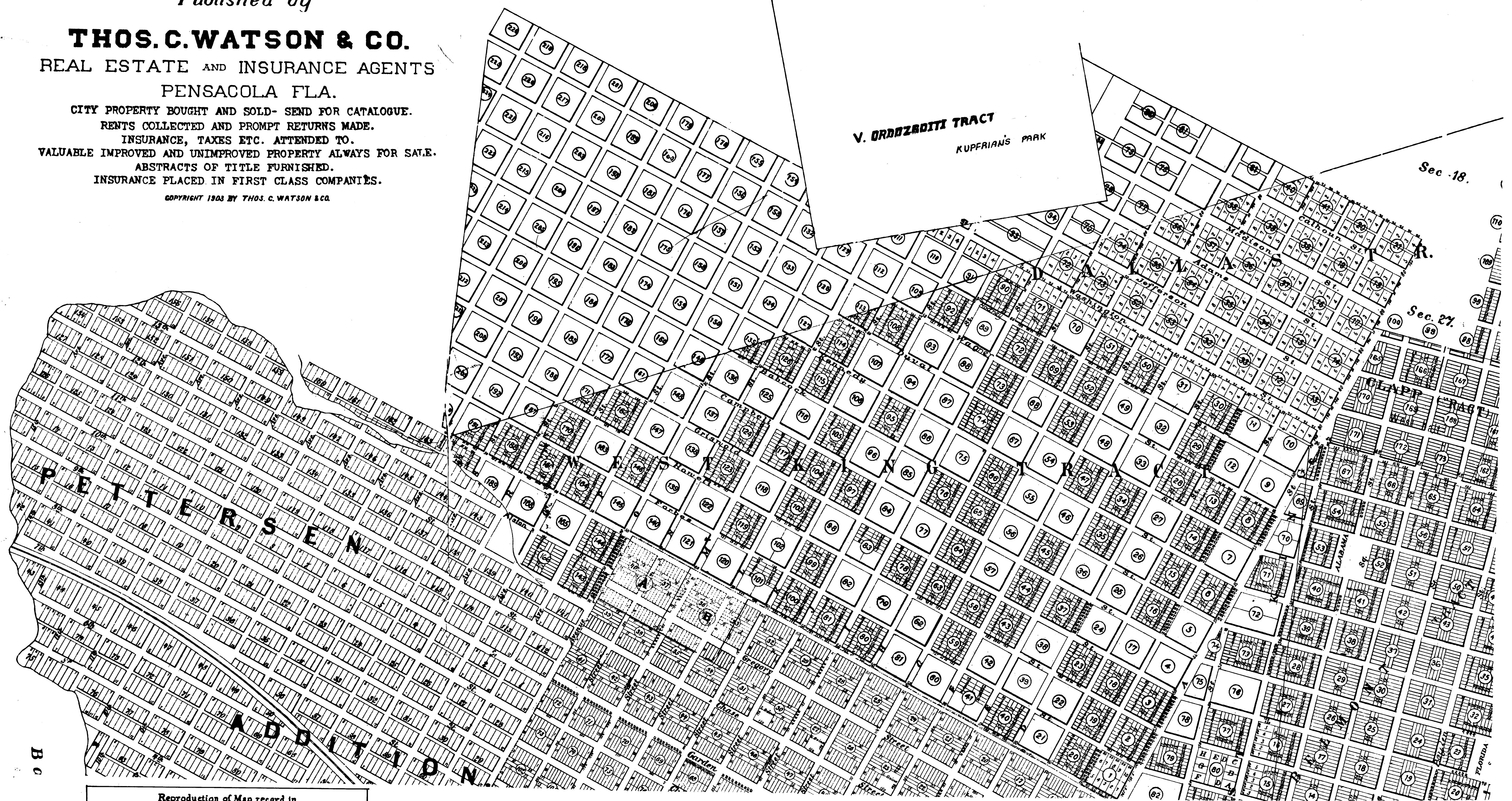
# MAP OF PENSACOLA FLA.

Published by

**THOS. C. WATSON & CO.**  
REAL ESTATE AND INSURANCE AGENTS  
PENSACOLA FLA.

CITY PROPERTY BOUGHT AND SOLD- SEND FOR CATALOGUE.  
RENTS COLLECTED AND PROMPT RETURNS MADE.  
INSURANCE, TAXES ETC. ATTENDED TO.  
VALUABLE IMPROVED AND UNIMPROVED PROPERTY ALWAYS FOR SALE.  
ABSTRACTS OF TITLE FURNISHED.  
INSURANCE PLACED IN FIRST CLASS COMPANIES.

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*Joe A. Flowers*  
Clerk Circuit Court  
Date: March 15, 1968

Scale:

SHEET 79



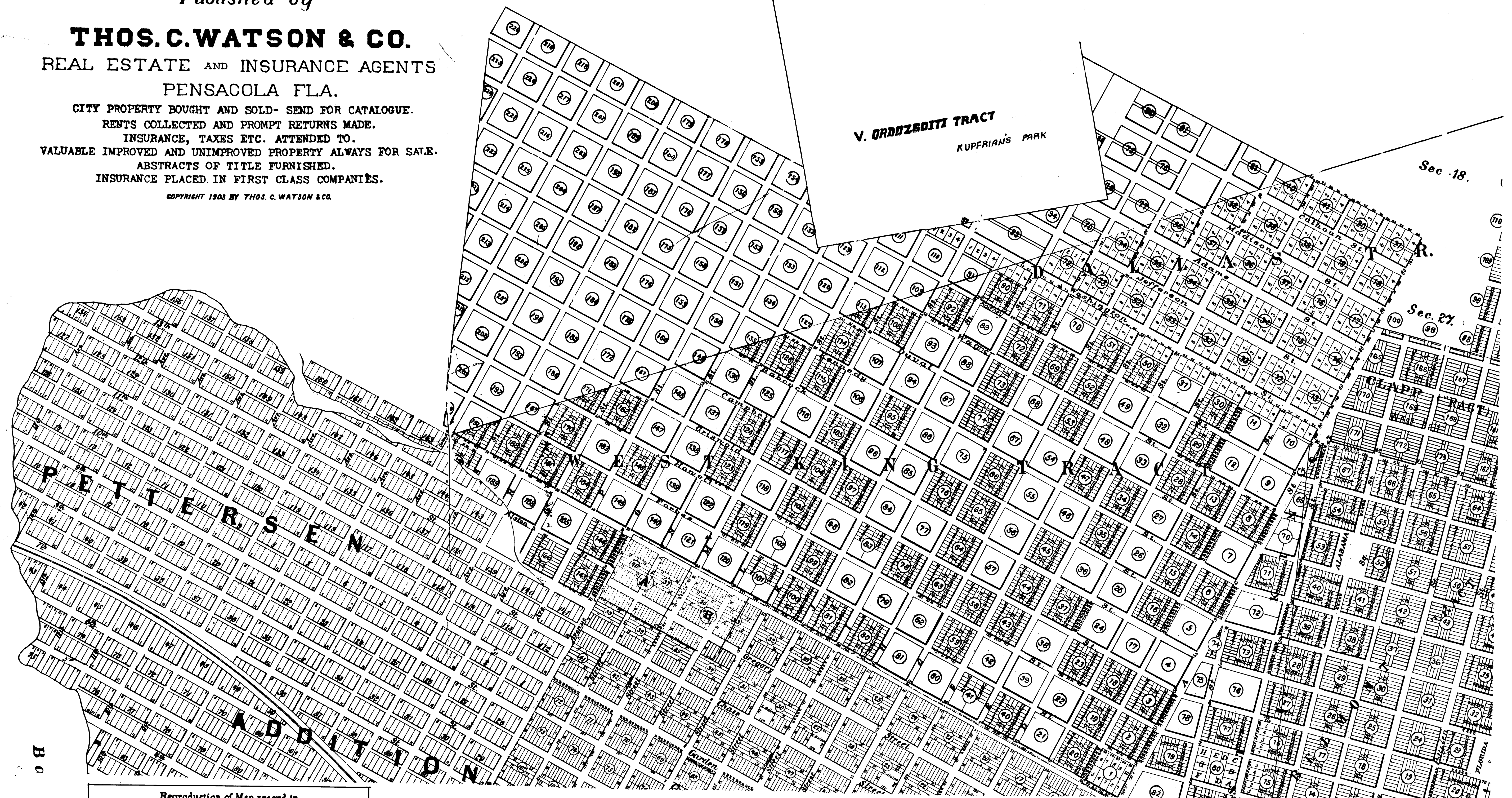
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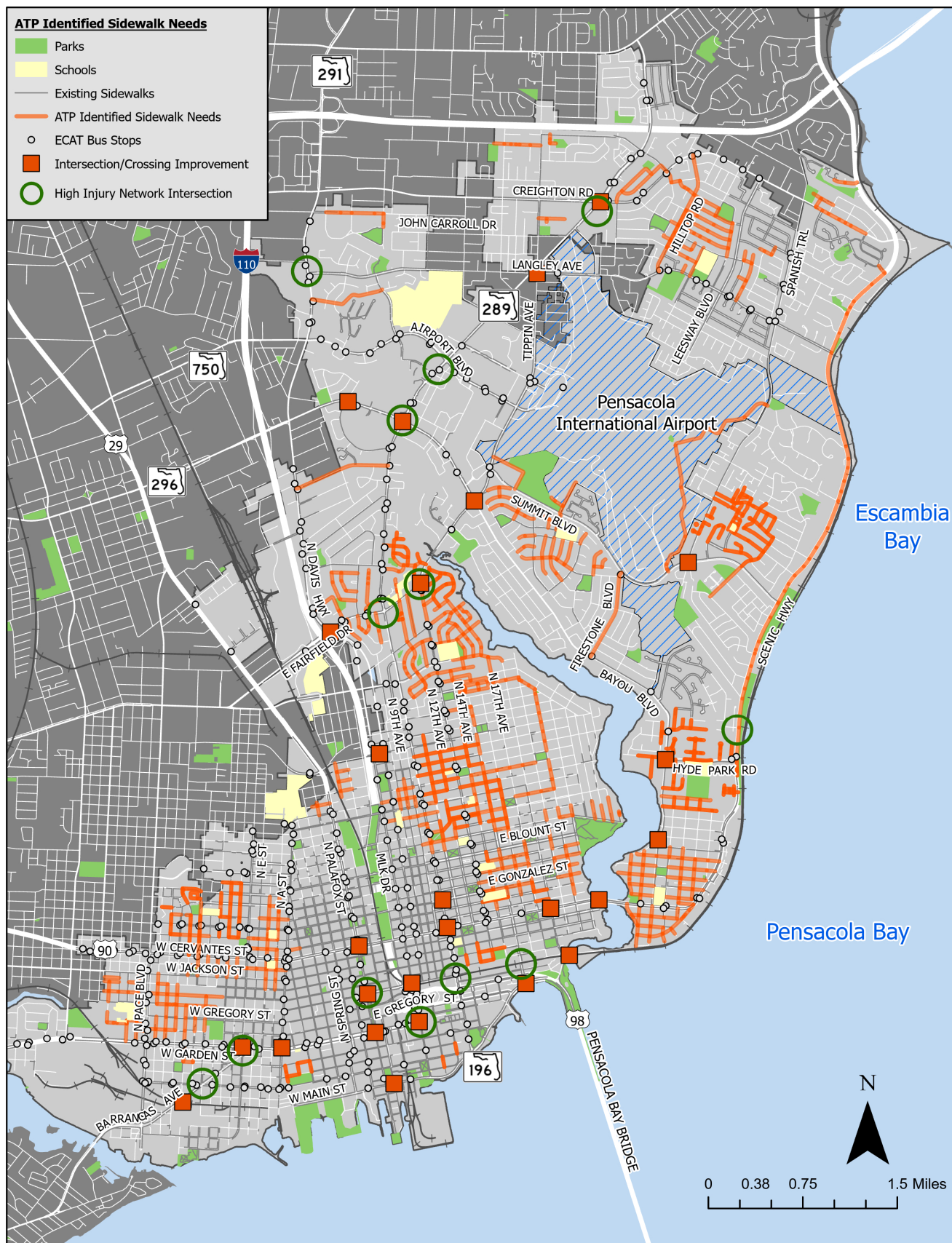
Scale:



**Project Description: North J Street Sidewalk**

23 of 48

### Figure 15. Sidewalk Connections Map





January 16, 2024  
Maria Showalter  
Florida Department of Transportation  
D3 Local Programs Administrator  
1074 US-90  
Chipley, FL 32428

Dear Ms. Showalter,

Ciclovía Pensacola would like to offer strong support for the two FDOT Transportation Alternatives (TA) applications submitted by the City of Pensacola to construct sidewalks in areas where there are current gaps in our transportation network. One segment is an ADA accessible sidewalk on North J Street from Garden Street to W Brainerd Street. It will help connect residents to recreational amenities and provide north/south connectivity across Cervantes St., which is a highly travelled corridor. Another segment is an ADA accessible sidewalk on East Maxwell Street from North 12th Avenue to North Hayne Street. This is a collector street with residential homes and religious institutions with no current sidewalk infrastructure to keep pedestrians safe.

Both sidewalk gaps are currently identified in the City Council accepted Active Transportation Plan, which is the City's long term visioning document for improving transportation mobility and it included robust community involvement. We believe this project strongly aligns with FDOT's guidance on a successful project's ability to fill in gaps and create a safe, off-road transportation facility. We support the City's request for TA funds and encourage your favorable consideration.

Sincerely,

A handwritten signature in black ink that reads "Brittany Ellers". The script is fluid and cursive.

Brittany Ellers  
President, Ciclovía Pensacola



1/17/204

Tanya Branton  
Planning Specialist  
1074 US-90  
Chipley, FL 32428

Dear Ms. Branton,

The Parks & Recreation Department would like to offer strong support for the two FDOT Transportation Alternatives (TA) applications submitted by the City of Pensacola to construct sidewalks in areas where there are current gaps in our transportation network. One segment is an ADA accessible sidewalk on North J Street from Garden Street to W Brainerd Street. Another segment is an ADA accessible sidewalk on East Maxwell Street from North 12<sup>th</sup> Avenue to North Hayne Street. Both projects will improve connectivity to City parks such as Terry Wayne Park and Hollice T. Williams Park. Access to parks is critical for the health and wellbeing of our community.

Both sidewalk gaps are currently identified in the City Council accepted Active Transportation Plan, which is the City's long term visioning document for improving transportation mobility and it included robust community involvement. We believe this project strongly aligns with FDOT's guidance on a successful project's ability to fill in gaps and create a safe, off-road transportation facility. We support the City's request for TA funds and encourage your favorable consideration.

Sincerely,

Ben Heistein  
Parks & Recreation Director  
222 W. Main Street  
Pensacola, FL 32502  
850-436-4679  
[bheistein@cityofpensacola.com](mailto:bheistein@cityofpensacola.com)



January 16, 2024

Maria Showalter  
Florida Department of  
Transportation  
D3 Planning Specialist  
1074 US-90  
Chipley, FL 32428

Dear Ms. Showalter,

The Center for Independent Living of Northwest Florida (CILNWF) is a cross disability non-profit organization that provides services to those of all ages and backgrounds in Escambia, Santa Rosa, Okaloosa, and Walton Counties. The purpose of the CILNWF is to enhance and facilitate the independence of all people with disabilities in Northwest Florida. The organization functions as an advocate for the development, dissemination and provision of needed services. Our goal is to assist the individual to attain the most fulfilling, productive and self-sufficient lifestyle possible. For this to occur people with disabilities need access and inclusion throughout the community.

The CILNWF offers strong support for the two FDOT Transportation Alternatives (TA) applications submitted by the City of Pensacola to construct sidewalks in areas where there are current gaps in our transportation network. One segment is an ADA accessible sidewalk on North J Street from Garden Street to W Brainerd Street. It will help connect residents to recreational amenities and provide north/south connectivity across Cervantes St., which is a highly travelled corridor. Another segment is an ADA accessible sidewalk on East Maxwell Street from North 12<sup>th</sup> Avenue to North Hayne Street. This is a collector street with residential homes and religious institutions with no current sidewalk infrastructure to keep pedestrians safe.

Both sidewalk gaps are currently identified in the City Council accepted Active Transportation Plan, which is the City's long term visioning document for improving transportation mobility and it included robust community involvement (including support and engagement by the CILNWF). We believe this project strongly aligns with FDOT's guidance on a successful project's ability to fill in gaps and create a safe, off-road transportation facility.

We support the City's request for TA funds and encourage your favorable consideration to increase access and inclusion in Pensacola for our citizens.

Sincerely,

A handwritten signature in blue ink, reading "Carolyn L. Grawi", with the professional credentials "MWN, LCSW, LMSW, ACSW, ADAC" written below it.

Carolyn L. Grawi, MSW, LCSW, LMSW, ACSW, ADAC  
Executive Director

CIL of Northwest Florida  
3600 North Pace Boulevard, Pensacola, FL 32505  
850-595-5566 phone ~ 850-595-5560 fax ~ 850-208-3160 video relay  
Website: [www.cilnwf.org](http://www.cilnwf.org) Email: [info@cil-nwf.org](mailto:info@cil-nwf.org)





Office of the Chief

# PENSACOLA POLICE DEPARTMENT

January 8, 2024

Tanya Branton  
Planning Specialist  
1074 US-90  
Chipley, FL 32428

Dear Ms. Branton,

The Pensacola Police Department would like to offer strong support for the two FDOT Transportation Alternatives (TA) applications submitted by the City of Pensacola to construct sidewalks in areas where there are current gaps in our transportation network. One segment is an ADA accessible sidewalk on North J Street from Garden Street to W Brainerd Street. It will help connect residents to recreational amenities and provide north/south connectivity across Cervantes St., which is a highly travelled corridor. Another segment is an ADA accessible sidewalk on East Maxwell Street from North 12<sup>th</sup> Avenue to North Hayne Street. This is a collector street with residential homes and religious institutions with no current sidewalk infrastructure to keep pedestrians safe.

Both sidewalk gaps are currently identified in the City Council accepted Active Transportation Plan, which is the City's long term visioning document for improving transportation mobility and it included robust community involvement. We believe this project strongly aligns with FDOT's guidance on a successful project's ability to fill in gaps and create a safe, off-road transportation facility. We support the City's request for TA funds and encourage your favorable consideration.

Sincerely,

Eric Randall  
Chief of Police



January 17, 2024

Maria Showalter  
Florida Department of Transportation  
D3 Local Programs Administrator  
1074 US-90  
Chipley, FL 32428

Dear Ms. Showalter,

The Last Mile would like to offer strong support for the two FDOT Transportation Alternatives (TA) applications submitted by the City of Pensacola to construct sidewalks in areas where there are current gaps in our transportation network. One segment is an ADA accessible sidewalk on North J Street from Garden Street to W Brainerd Street. It will help connect residents to recreational amenities and provide north/south connectivity across Cervantes St., which is a highly travelled corridor. Another segment is an ADA accessible sidewalk on East Maxwell Street from North 12<sup>th</sup> Avenue to North Hayne Street. This is a collector street with residential homes and religious institutions with no current sidewalk infrastructure to keep pedestrians safe.

Both sidewalk gaps are currently identified in the City Council accepted Active Transportation Plan, which is the City's long term visioning document for improving transportation mobility and it included robust community involvement. We believe this project strongly aligns with FDOT's guidance on a successful project's ability to fill in gaps and create a safe, off-road transportation facility. We support the City's request for TA funds and encourage your favorable consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Frank Pesce III', with a stylized flourish at the end.

Frank Pesce III

---

# Transportation Alternatives

**City of Pensacola - North J Street Sidewalk Project**

|              | <b>Evaluation Category</b>                                     | <b>Scoring<br/>(Maximum Points<br/>Possible)</b> | <b>Project<br/>Score</b> |
|--------------|--|--|--------------------------|
| Criterion 1  | Safety   | 25   | 15                       |
| Criterion 2  | Connectivity   | 15   | 15                       |
| Criterion 3  | Location Efficiency  | 15   | 15                       |
| Criterion 4  | Proximity to School  | 15   | 15                       |
| Criterion 5  | Design Quality   | 15   | 8                        |
| Criterion 6  | Environmental/Archeological<br>Projects/ Historic Preservation | 15   | 4                        |
|              | Total  | 100  |                          |
| Bonus Points | Local Contribution and Public<br>Support                       | 5  | 5                        |
|              |  |  |                          |
|              | Total Points Possible  | 105  | 77                       |
|              |  |  |                          |

**Criterion 1: Safety** - The project is scored for making significant safety improvements to the existing and proposed transportation network. Please submit crash data to verify your selection for crashes within the project area.

*Crash data reports must use the Signal Four Analytics data. Please contact TPO staff if your application claims accidents that are not reported in the Signal Four database.*

| <b>Crash Data for Project</b> - Scored crashes are car accidents that involve pedestrians and/or cyclists. | <b>Pts</b> |   |
|--|------------|---|
| Low crash corridor = < 3 car/pedestrian/cyclist incidents from the past 5 years                            | 1          | 1 |
| Moderate crash corridor = 3-10 car/pedestrian/cyclist incidents from the past 5 years                      | 2          |   |
| High crash corridor = >10 car/pedestrian/cyclist incidents from the past 5 years                           | 3          |   |

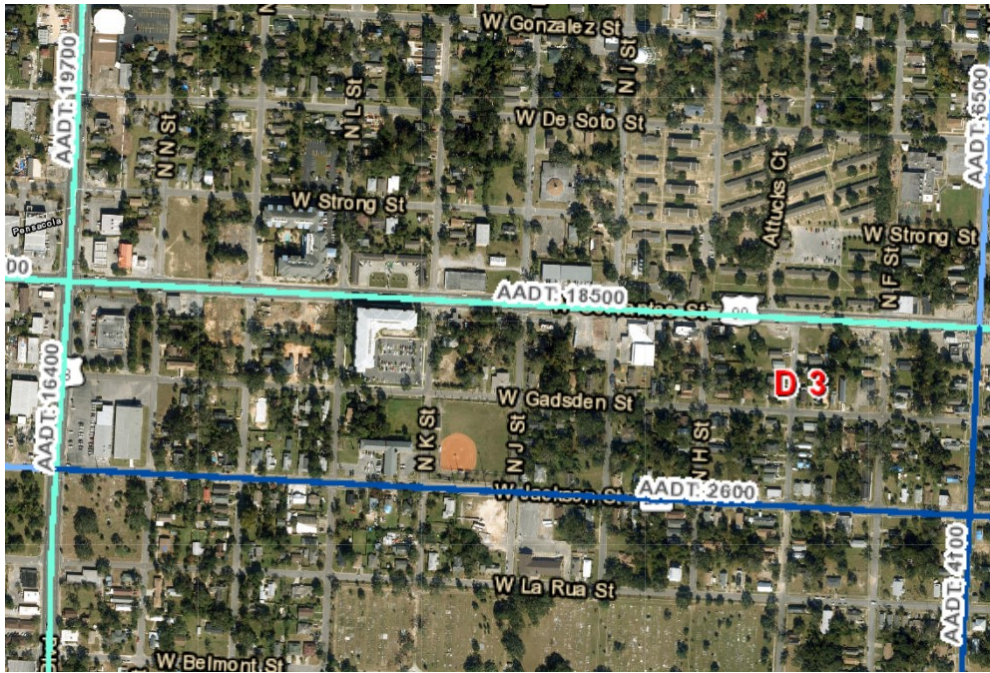
| <b>Project is Designed to Avoid Moderate and High Crash Corridors</b><br>The maximum radius for exposure is ¼ mile. Scored crashes are car accidents that involve pedestrians and/or cyclists. | <b>Pts</b> |   |
|--|------------|---|
| Moderate crash corridor = 3-10 car/pedestrian/cyclist incidents from past 5 years<br><a href="#">8 ped/bike crashes within ¼ mile in last 5 years.</a>   | 2          | 2 |
| High crash corridor = >10 car/pedestrian/cyclist incidents from past 5 years   | 3          |   |

| <b>Safety Issue</b><br><b><u>Provide brief descriptions for each claimed criterion</u></b>  | <b>Pts</b> |   |
|---|------------|---|
| Posted speed limit over 30 mph in project area  | 1          |   |
| Improves mobility for disabled, elderly or youth populations – <i>(Please provide an address and note location on map for the affected facility)</i><br><a href="#">Provides access for youth population to access Terry Wayne Parke where youth baseball occurs.</a> | 1          | 1 |
| Improves access to areas within or adjacent to an area/zone with 50% of households below poverty rate- as defined by the Census   | 1          | 1 |

|  |   |   |
|--|---|---|
| EJ Screening Tool shows 95% low income in one census tract that the project is within. |   |   |
| Project design encourages traffic calming or vehicle lane narrowing (road diet)        | 1 |   |
| Reduces traffic volume in tourist/commercial areas                                     | 1 | 1 |
| Project intersects with Cervantes Street which is a commercial corridor.               |   |   |

|  |            |   |
|--|------------|---|
| <b>Reduce Human Exposure</b> – Project reduces exposure between motor vehicles and vulnerable pedestrians and bicyclists by employing a “physical barrier” or “defined space” into the project design.<br><br><u><b>Provide a brief description for each claimed criterion – notate on map where applicable.</b></u> | <b>Pts</b> |   |
| <b>Physical Separation Barrier</b><br>A physical barrier includes but is not limited to a pedestrian island, buffered sidewalk, protected bike lane, buffered curb, landscaping divide, or green way between road and proposed facility.<br><br>Sidewalk will be buffered from street.                               | 1          | 1 |
| <b>Defined Space</b><br>A “defined space” includes but is not limited to crosswalks, green lanes, striped bike lanes and a minimum 4 foot wide shoulder.<br><br>Project will include crosswalks.   | 1          | 1 |

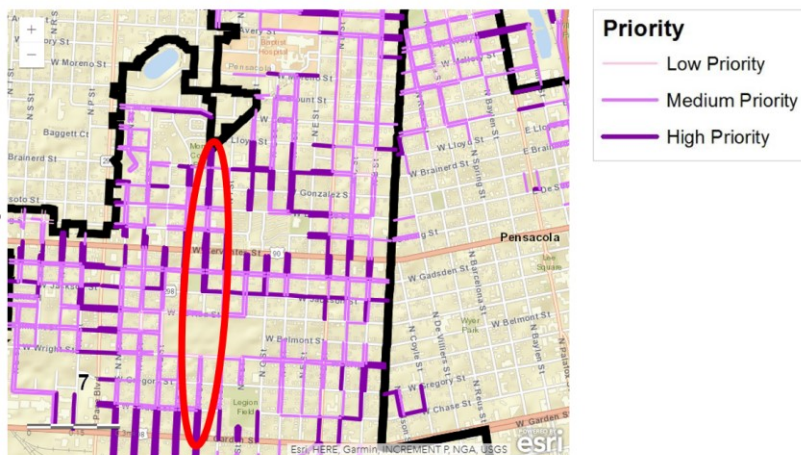
| <b>Vehicle Traffic</b>   |                                |                                   |                               |                               |                                |
|--|--------------------------------|-----------------------------------|-------------------------------|-------------------------------|--------------------------------|
| The current AADT for the affected roadway facilities within the project area – from which exposure would be reduced by the project. The maximum radius for exposure is ¼ mile. Documented traffic counts at the county and city level will be accepted once the source and methodology is verified by TPO staff. |                                |                                   |                               |                               |                                |
| 40,001+<br><b>12 pts</b>   | 35,001-40,000<br><b>11 pts</b> | 30,001 to 35,000<br><b>10 pts</b> | 25,001-30,000<br><b>9 pts</b> | 20,001-25,000<br><b>8 pts</b> | 15,001-20,000<br><b>7 pts</b>  |
| 10,001-15,000<br><b>6 pts</b>  | 5,001-10,000<br><b>5 pts</b>   | 4,001-5,000<br><b>4 pts</b>       | 3,001-4,000<br><b>3 pts</b>   | 2,001 – 3,000<br><b>2 pts</b> | Less than 2,000<br><b>1 pt</b> |
| <b>Total Points for Safety Criteria</b>  |                                |                                   |                               |                               | <b>15</b>                      |



**Criterion 2: Connectivity** - Project improves the existing transportation network. This may include but is not limited to filling existing gaps in the current multi-modal network and/or creating new access points to public transit and pedestrian/cyclist amenities.

| General Connectivity<br><br><u><i>Provide a brief description for each claimed criterion – notate on map where applicable</i></u>  | Pts |   |
|--|-----|---|
| Improves access to commercial areas<br><br>Improves access to commercial businesses like Peoples Beauty Supply at the intersection of Cervantes St.  | 2   | 2 |
| Improves access to parks and recreational areas<br><br>Project connects to Terry Wayne Park and Morris Court Park.   | 2   | 2 |
| Provides pedestrian/bicycle facilities where none exist<br><br>Segments of project currently have no sidewalks.  | 2   | 2 |
| Project conforms to any TPO, Local Government, Regional or State Plan for current or future connectivity<br><br>Project identified in sidewalk connectivity map in City Active Transportation Plan and City Sidewalk Priority Model. | 2   | 2 |
| Fills a documented gap in an existing transportation network<br><br>Documented Gap in sidewalk connectivity map in City Active Transportation Plan.  | 3   | 3 |

**Sidewalk Priority Model**



| <b>Transit Connectivity (select one)</b><br><b><u>Transit stops must be noted on an attached project map</u></b>   | <b>Pts</b> |   |
|--|------------|---|
| Connects to existing bike/ped facility & does not connect to a transit stop  | 2          |   |
| Connects to existing bike/ped facility & <1/2 mile from transit stop   | 3          |   |
| Connects to existing bike/ped facility & <1/4 mile from transit stop<br><br>Project connects to existing sidewalks on Cervantes, Garden, and further north on J Street next to Morris Court. There are transit stops on Cervantes St/N J St and W Gonzalez/N J St. | 4          | 4 |
| <b>Total Points for Connectivity Criteria</b>  | 15         |   |



**Criterion 3: Location Efficiency** - Project makes significant improvements to a facility in proximity to a medium-to-high density or intensity land use; project is in a municipal city center, historic pedestrian-scaled neighborhood, or otherwise important commercial corridor; project serves multiple destinations, allowing residents and/or tourists to access essential and leisure goods and services without using an automobile. Destinations can include retail stores, restaurants, pharmacies, churches, community centers, libraries, bars, employment centers, or any establishment where commercial or social activity occurs.

Please provide brief description of proximity location in relationship to destination of interest.

**Maximum Points Allowed: 15**

**Does the project provide access to destinations of interest?**

| <b>High Interest<br/>Select One<br/>(7 pts total )</b>  | <b>Moderate Interest<br/>Select One<br/>(5 pts total )</b>                | <b>Low Interest<br/>Select One<br/>( 3pts total)</b>                  |
|---|---|---|
| Town Center – Square  | Multi-Family Development  | Low Density Single Family<br>(detached single family<br>developments) |
| Mixed Use Center  | Park n Ride Lot   | Post Office   |
| Major Employment Center<br>(Office Park, Big Box Retail)  | Park  | Bank  |
| Transit Center/Station<br>(hub that serves as central location for<br>multiple routes and network ) | Greenway  | Bus Stop<br>( a bench or 5-15 person<br>shelter)                      |
| School (within 2 miles)   | Retail Center   |   |
| University/College (direct connection)  | Religious/Civic Center  |   |
| Hospital  | Unique Destination<br>(Tourist Destinations)                              |   |
| Entertainment Center<br>Combination of Restaurants/<br>Theaters/Music Venues                        | Health Care Clinic<br>(multiple doctors on staff < 10)                    |   |
| Marinas   | Libraries   |   |
| Recreation Facility<br>(sport fields, gymnasium, etc)   | Grocery Store/Farmers Market/<br>Stationary Food<br>Providers/Restaurants |   |
|   | Hotels  |   |
|   | Rural Road Bike Routes  |   |

|  |           |
|--|-----------|
| <b>Total Points for Location Efficiency Criteria</b> | <b>15</b> |
|--|-----------|

**Criterion 4: Proximity to School** - Projects within 0-2 mile radius of a school receive special preference, as they combine safety goals with connectivity and educational goals. Projects that focus on the pedestrian/cyclist access to schools are strongly encouraged to submit an application through the Safe Routes to Schools program. Schools are defined as a K-12 facility; or a public or private university, college or community college.

| <b>Proximity to School (select one)</b><br><br><b><u>List the name and address of schools within the 2-mile project radius</u></b> | <b>Pts</b> |    |
|--|------------|----|
| Project >2 Mile from a school  | 0          |    |
| Project within 1-2 mile of a school  | 5          |    |
| Project within 1 mile of a school  | 15         | 15 |

|  |           |
|--|-----------|
| <b>Total Points for Proximity to School Criteria</b> | <b>15</b> |
|--|-----------|

**Criterion 5: Design Quality** - Points awarded based on the quality of the facility, and based on non-motorized transportation facility design standards as follows:

| General Design<br><br><u><i>Provide a brief description for each claimed criterion – notate on map where applicable</i></u>  | Pts |   |
|--|-----|---|
| Addresses both walking and biking<br><br>There are currently no bike lanes on J Street so the sidewalk may be used by bicyclists as it's legal to ride on sidewalk in the City. The analysis from "Four Types of Cyclists: Examination of Typology for Better Understanding of Bicycling Behavior and Potential" indicated that a reduction in traffic speed and an increase in the separation between bicycles and motor vehicles might increase levels of comfort and cycling rates. | 1   | 1 |
| Buffered/Protected bicycle lane, separated multiuse path > 5', or sidewalk > 5'<br><br>Sidewalk will be 6 feet.  | 3   | 3 |
| Provides bike parking or seating for pedestrian areas  | 2   |   |
| Provides trailheads, staging areas and parking   | 1   |   |
| Provides desirable amenities such as fitness stations, public art, pedestrian scale lighting, unique way finding, repair stands, etc.<br><br>Streets will be planted in furniture zone for shade.  | 3   | 3 |
| Prior Phases of this project are under construction or have been completed.<br><i>Provide documentation for the prior phases.</i>  | 4   |   |
| All Right of Way has been secured or none is needed  | 1   | 1 |

|   |          |
|---|----------|
| <b>Total Points Design Quality Criteria</b> | <b>8</b> |
|---|----------|

## **Criterion 6: Environmental/Archaeological Projects/**

### **Historic Preservation**

| <b>Environmental/Archaeological Projects/Historic Preservation</b><br><br><b><u>Provide a brief description for each claimed criterion – notate on map where applicable</u></b>   | <b>Pts</b> |   |
|---|------------|---|
| Project includes elements that use renewable energy sources, semi permeable materials, recycled materials or other green technologies and LEED standards  | 1          |   |
| Restores or preserves environmentally sensitive lands, cultural resources or agricultural lands; or conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users  | 2          |   |
| Includes an environmental mitigation plan - project is in proximity to environmentally sensitive lands, cultural resources or agricultural lands and there is a plan to <b>avoid, minimize or mitigate impacts</b>  | 2          |   |
| Includes community partnership between governmental and non-governmental organizations  | 1          |   |
| Relieves a threat to an existing historic resource; or historic preservation and rehabilitation of historic transportation facilities   | 1          |   |
| Construction of turnouts, overlooks, and viewing areas  | 1          |   |
| Project enhances access to an existing or planned activity center. <i>(Planned activity centers must be defined in a Capital Improvement Plan or similar document. Please reference and attach information in addendum. )</i>   | 1          |   |
| Removes existing visual blighting influence; or substantially enhances visual environment; inventory, control, or removal of outdoor advertising<br><br><i>Project will remove and replace some sidewalks in disrepair that currently create a visual blighted influence and are identified as ADA non-compliant.</i> | 2          | 2 |
| Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control<br><br><i>Buffer will be sodded and planted with trees.</i>  | 2          | 2 |
| Provides bike-ped access to deter automobile access to environmentally sensitive areas; or other pollution abatement activities as described in 23 U.S.C. 133 (h) (3) (FAST Act § 1109)   | 2          |   |

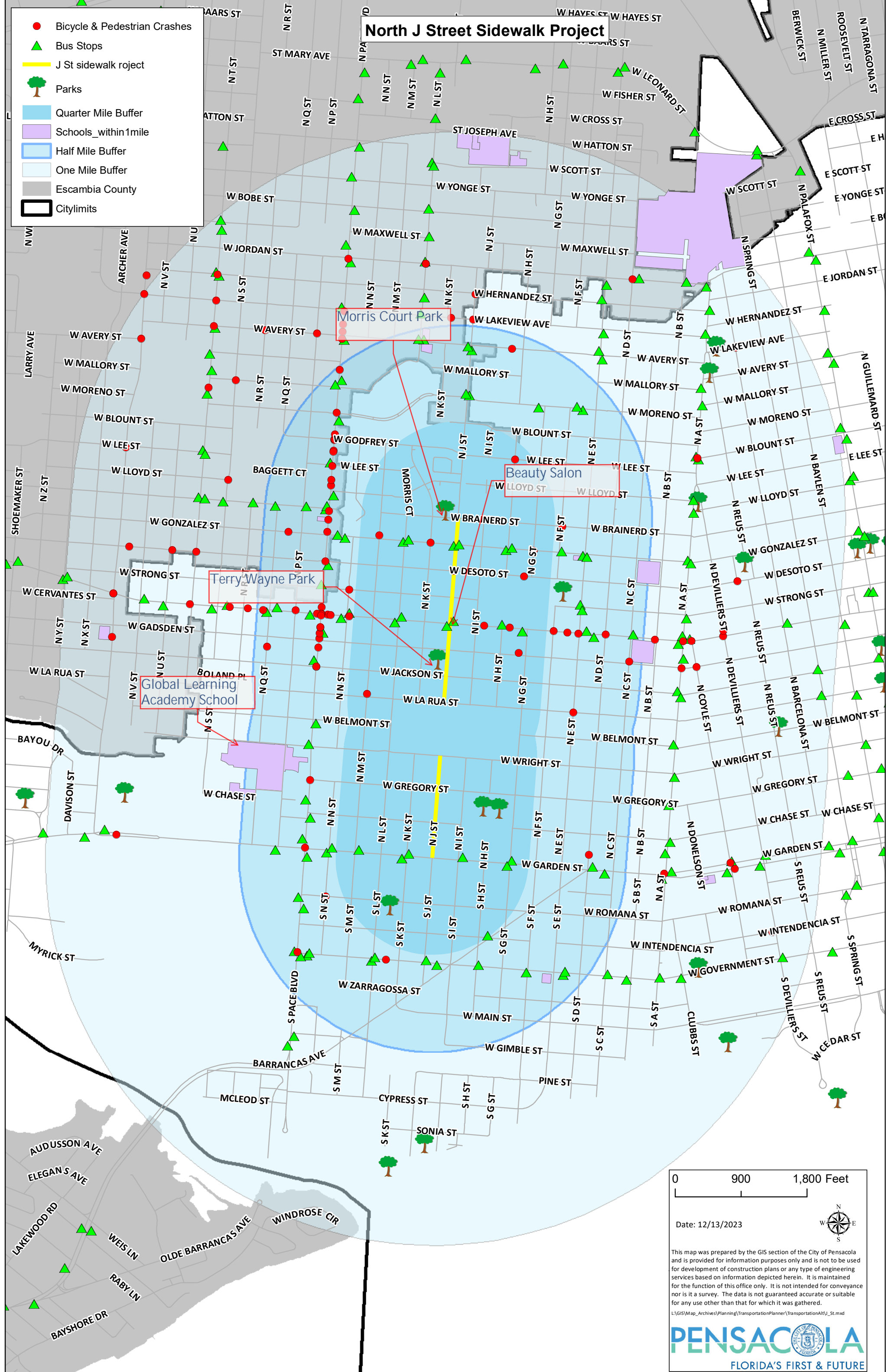
|   |   |
|---|---|
| <b>Total Points for Environmental/Archaeological Projects/<br/>Historic Preservation Criteria</b> | 4 |
|---|---|

## **Bonus Points:**

| <b>Local Contributions and Public Support</b>   | <b>Pts</b> |   |
|---|------------|---|
| <p>Local Contribution: monetary and non-monetary, to include drainage, right-of-way, and professional services.</p> <p>Previous projects have claimed ROW as a contribution and project is using City owned ROW.</p>  | 3          | 3 |
| <p>Public Support: submit 4 or more letters of support. This must include 2 letters from a private source and 2 from a public source. *</p> <p><i>Supporting letters can be gathered from public officials, municipalities, neighborhood associations, homeowners associations, non-profit agencies, or other community-based organizations; businesses and residents located within the project limits.</i></p> <p><i>Letters of support must be dated within the past 3 years</i></p> <p>Have letter of support from:</p> <ul style="list-style-type: none"> <li>• Pensacola Police Department</li> <li>• Pensacola Parks and Recreation</li> <li>• The Last Mile</li> <li>• Center for Independent Living</li> <li>• Ciclovía</li> </ul> | 2          | 2 |
| <b>Total Bonus Points</b>   | 5          |   |

The information below will aid the TPO in ranking projects for the TPO TAP Priority List.

| Information Only — The following answers are for the TPO project review and will not be scored  |                                     |                            |                                     |
|---|-------------------------------------|----------------------------|-------------------------------------|
| Total project cost:   | \$672,530.20 (includes contingency) |                            |                                     |
| Does the submitted budget include contributions from the sponsor and involved municipalities? Define the amount of local contributions, which may include in-kind services or ROW donation. | No                                  |                            |                                     |
| Total length of the project (miles)?  | 0.75                                |                            |                                     |
| How many intersections are located within the project boundaries?   | 11                                  |                            |                                     |
| Does the project address a unique safety issue not detailed in the Safety Criteria?   |                                     |                            |                                     |
| Project Readiness – Project Phase as submitted:   | Conceptual Only                     | Preliminary Plans Complete | Final Plans Complete (shovel ready) |



Bicycle & Pedestrian Crashes

Bus Stops

J St sidewalk roject

Parks

Quarter Mile Buffer

Schools\_within1mile

Half Mile Buffer

One Mile Buffer

Escambia County

Citylimits

North J Street Sidewalk Project

0

900

1,800 Feet

Date: 12/13/2023

N

E

S

W

PENSACOLA

FLORIDA'S FIRST & FUTURE

UNIVERSITY OF FLORIDA

This map was prepared by the GIS section of the City of Pensacola and is provided for information purposes only and is not to be used for development of construction plans or any type of engineering services based on information depicted herein. It is maintained for the function of this office only. It is not intended for conveyance nor is it a survey. The data is not guaranteed accurate or suitable for any use other than that for which it was gathered.

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# EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

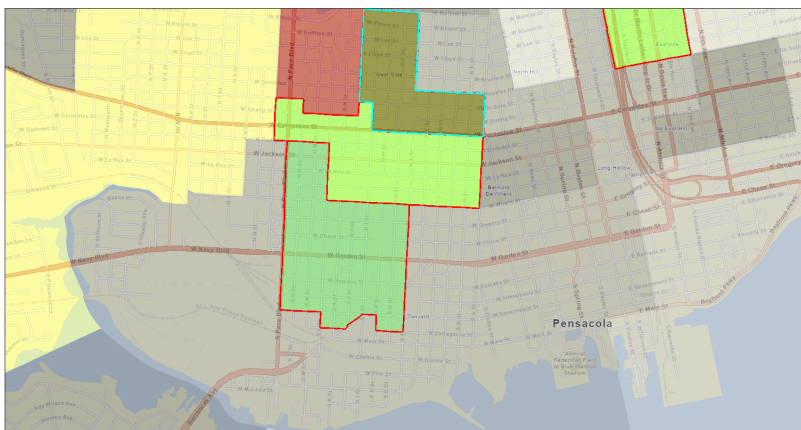
## Pensacola, FL

Blockgroup: 120330004002

Population: 1,411

Area in square miles: 0.21

A3 Landscape



January 12, 2024

Legend:

- North J Street 2
- E Maxwell St
- E Maxwell St 2
- North J Street
- Demographic Index (National Percentiles)
- 50 - 60 percentile
- 60 - 70 percentile
- 70 - 80 percentile
- 80 - 90 percentile
- 90 - 100 percentile
- Less than 50 percentile

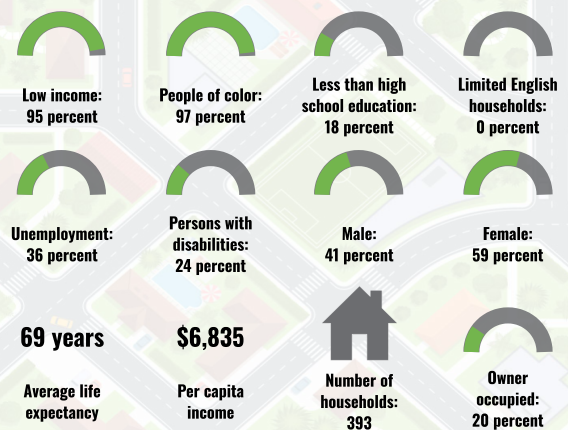
Scale: 0 0.17 0.35 0.7 mi / 0 0.3 0.6 1.2 km

Map Community Data Contributors: FDEE, CONRAD, ERI, SHERIDAN, GARRIS, LEBLANC, GARCIA, MONTAGNA, USGS, EPA, NPS, US Census Bureau, USGS, USFWS

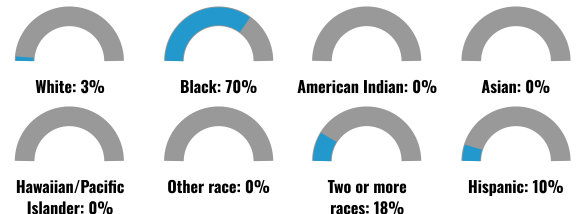
### LANGUAGES SPOKEN AT HOME

| LANGUAGE          | PERCENT |
|-------------------|---------|
| English           | 98%     |
| Spanish           | 2%      |
| Total Non-English | 2%      |

### COMMUNITY INFORMATION



### BREAKDOWN BY RACE



### BREAKDOWN BY AGE



### LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

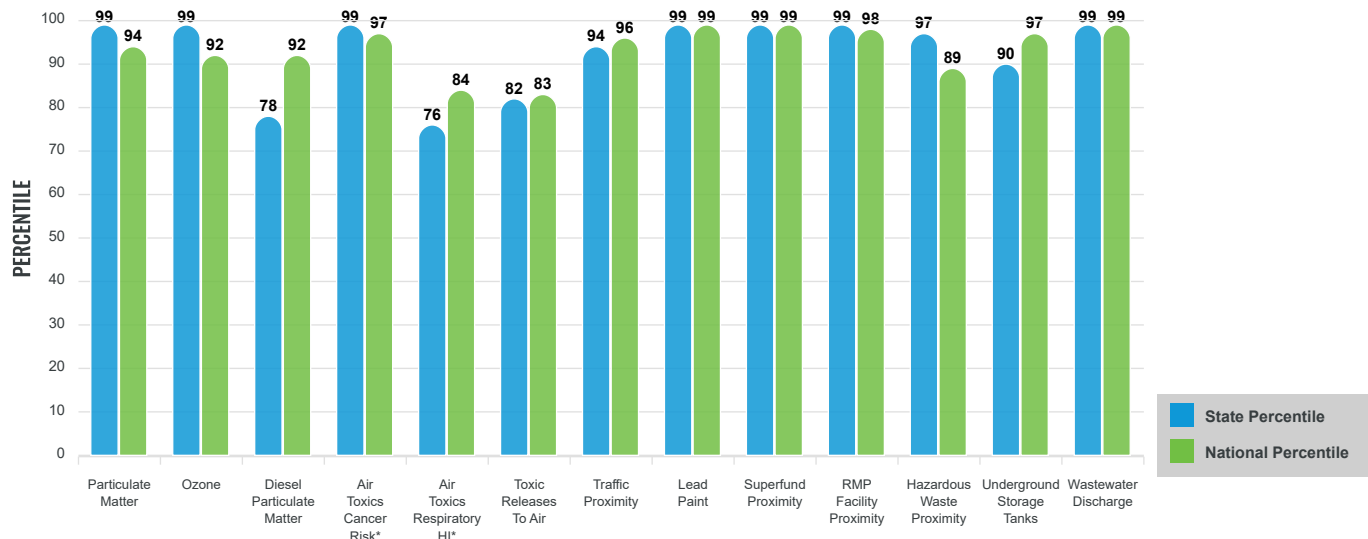
## Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

### EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

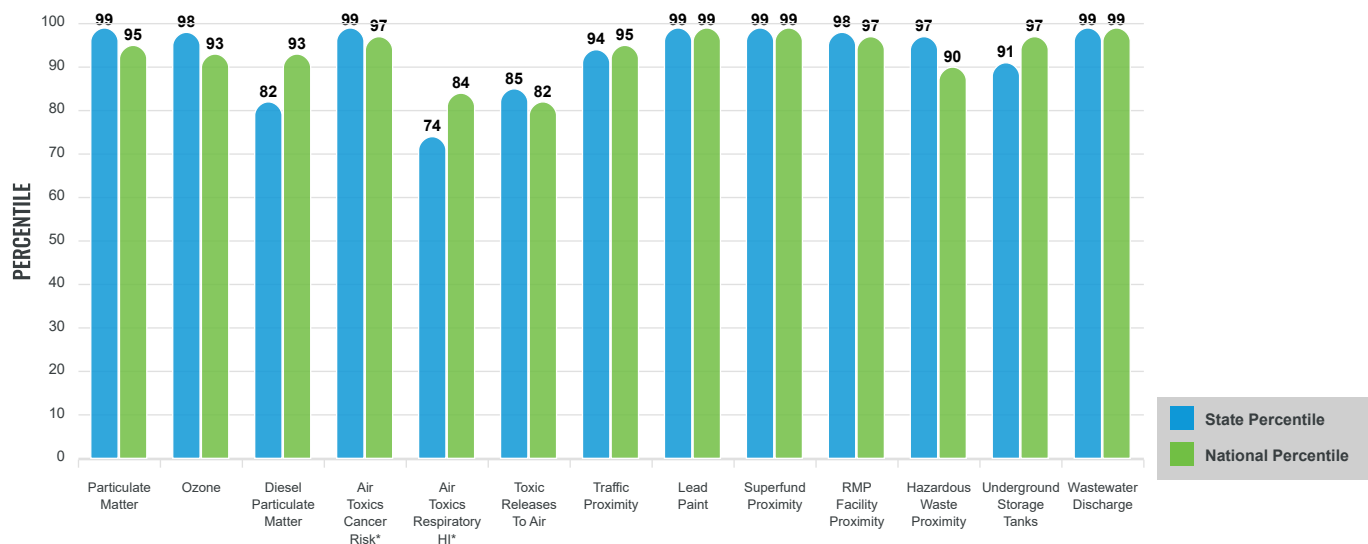
#### EJ INDEXES FOR THE SELECTED LOCATION



### SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

#### SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for Blockgroup: 120330004002

# EJScreen Environmental and Socioeconomic Indicators Data

| SELECTED VARIABLES  | VALUE | STATE AVERAGE | PERCENTILE IN STATE | USA AVERAGE | PERCENTILE IN USA |
|---|-------|---------------|---------------------|-------------|-------------------|
| <b>POLLUTION AND SOURCES</b>                                      |       |               |                     |             |                   |
| Particulate Matter ( $\mu\text{g}/\text{m}^3$ )                   | 8.55  | 7.52          | 96                  | 8.08        | 60                |
| Ozone (ppb)   | 61.7  | 59.4          | 74                  | 61.6        | 54                |
| Diesel Particulate Matter ( $\mu\text{g}/\text{m}^3$ )            | 0.241 | 0.293         | 41                  | 0.261       | 56                |
| Air Toxics Cancer Risk* (lifetime risk per million)               | 30    | 25            | 55                  | 25          | 52                |
| Air Toxics Respiratory HI*  | 0.3   | 0.32          | 11                  | 0.31        | 31                |
| Toxic Releases to Air   | 240   | 1,900         | 41                  | 4,600       | 35                |
| Traffic Proximity (daily traffic count/distance to road)          | 140   | 160           | 64                  | 210         | 65                |
| Lead Paint (% Pre-1960 Housing)                                   | 0.74  | 0.14          | 97                  | 0.3         | 88                |
| Superfund Proximity (site count/km distance)                      | 1.1   | 0.13          | 99                  | 0.13        | 98                |
| RMP Facility Proximity (facility count/km distance)               | 0.53  | 0.31          | 84                  | 0.43        | 77                |
| Hazardous Waste Proximity (facility count/km distance)            | 0.53  | 0.52          | 76                  | 1.9         | 50                |
| Underground Storage Tanks (count/km <sup>2</sup> )                | 4.1   | 7             | 57                  | 3.9         | 73                |
| Wastewater Discharge (toxicity-weighted concentration/m distance) | 0.34  | 0.52          | 88                  | 22          | 88                |
| <b>SOCIOECONOMIC INDICATORS</b>                                   |       |               |                     |             |                   |
| Demographic Index   | 96%   | 39%           | 99                  | 35%         | 99                |
| Supplemental Demographic Index                                    | 35%   | 15%           | 98                  | 14%         | 97                |
| People of Color   | 97%   | 45%           | 95                  | 39%         | 94                |
| Low Income  | 95%   | 33%           | 99                  | 31%         | 99                |
| Unemployment Rate   | 36%   | 5%            | 99                  | 6%          | 99                |
| Limited English Speaking Households                               | 0%    | 7%            | 0                   | 5%          | 0                 |
| Less Than High School Education                                   | 18%   | 11%           | 78                  | 12%         | 77                |
| Under Age 5   | 7%    | 5%            | 70                  | 6%          | 65                |
| Over Age 64   | 11%   | 23%           | 25                  | 17%         | 30                |
| Low Life Expectancy   | 29%   | 19%           | 98                  | 20%         | 98                |

\*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

## Sites reporting to EPA within defined area:

|  |   |
|--|---|
| Superfund .....  | 0 |
| Hazardous Waste, Treatment, Storage, and Disposal Facilities ..... | 0 |
| Water Dischargers .....  | 5 |
| Air Pollution .....  | 0 |
| Brownfields .....  | 1 |
| Toxic Release Inventory .....                                      | 0 |

## Other community features within defined area:

|                         |   |
|-------------------------|---|
| Schools .....           | 0 |
| Hospitals .....         | 0 |
| Places of Worship ..... | 2 |

## Other environmental data:

|                          |     |
|--------------------------|-----|
| Air Non-attainment ..... | No  |
| Impaired Waters .....    | Yes |

|  |     |
|--|-----|
| Selected location contains American Indian Reservation Lands* .....            | No  |
| Selected location contains a "Justice40 (CEJST)" disadvantaged community ..... | Yes |
| Selected location contains an EPA IRA disadvantaged community .....            | Yes |

Report for Blockgroup: 120330004002

## EJScreen Environmental and Socioeconomic Indicators Data

| HEALTH INDICATORS         |       |               |                  |            |               |
|---------------------------|-------|---------------|------------------|------------|---------------|
| INDICATOR                 | VALUE | STATE AVERAGE | STATE PERCENTILE | US AVERAGE | US PERCENTILE |
| Low Life Expectancy       | 29%   | 19%           | 98               | 20%        | 98            |
| Heart Disease             | 11.7  | 7.2           | 94               | 6.1        | 99            |
| Asthma                    | 13    | 8.7           | 99               | 10         | 96            |
| Cancer                    | 7.4   | 6.9           | 67               | 6.1        | 78            |
| Persons with Disabilities | 26.3% | 13.9%         | 95               | 13.4%      | 96            |

| CLIMATE INDICATORS |       |               |                  |            |               |
|--------------------|-------|---------------|------------------|------------|---------------|
| INDICATOR          | VALUE | STATE AVERAGE | STATE PERCENTILE | US AVERAGE | US PERCENTILE |
| Flood Risk         | 23%   | 26%           | 66               | 12%        | 87            |
| Wildfire Risk      | 0%    | 32%           | 0                | 14%        | 0             |

| CRITICAL SERVICE GAPS    |       |               |                  |            |               |
|--------------------------|-------|---------------|------------------|------------|---------------|
| INDICATOR                | VALUE | STATE AVERAGE | STATE PERCENTILE | US AVERAGE | US PERCENTILE |
| Broadband Internet       | 54%   | 13%           | 98               | 14%        | 98            |
| Lack of Health Insurance | 8%    | 13%           | 31               | 9%         | 59            |
| Housing Burden           | Yes   | N/A           | N/A              | N/A        | N/A           |
| Transportation Access    | No    | N/A           | N/A              | N/A        | N/A           |
| Food Desert              | No    | N/A           | N/A              | N/A        | N/A           |

Footnotes

Report for Blockgroup: 120330004002