

Palmetto Trails Network Plan



BUILD Grant Application

Location: Palmetto, FL 34220

Project Applicant: Manatee County
Board of Commissioners

DUNS Number: 07-759-4810

Grant Requested: \$12,238,000

Matching Funds: \$3,059,000 (20% match)

Total Project Cost: \$15,297,000

Project Type: Urban



July 2018

PROVIDING **MOBILITY** FOR ALL USERS



Project Partners

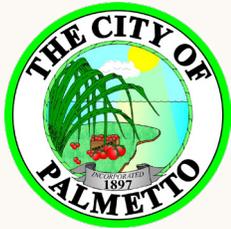


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Lincoln
Community
Park

LINCOLN
Memorial
Academy

US 41, separating Lincoln Memorial Academy and Lincoln Community Park. The reconstruction of a historic tunnel will connect the school to the programmed football fields and pool.

Executive Summary

Palmetto Trails Network Plan

Palmetto is the agriculture center of Manatee County, and is a resilient community that has worked hard to rebuild since Hurricane Irma, in addition to overcoming other transportation hardships. US 41 bisects this established community and is travelled daily by seven times Palmetto’s total population. **Palmetto’s pedestrian and bicycle fatality rates are significantly higher than the national average.** Projected traffic increases of 46% over the next 20 years underscore the urgency to address these existing health and safety issues.

More than 30% of daily motorists traveling along US 41 and Business 41 travel through Palmetto as pass-by commuters, who do not add to the community’s economic base. **Residents who can travel for work spend a quarter of their household income on transportation, with 11% zero-car households requiring public or multimodal options.** The Palmetto Trails Network Plan (PTNP) emphasizes economic stimulation to increase local business while providing an effective commuting benefit for local jobs and the neighborhood schools.

One-third of Palmetto’s 14,000 citizens live with income below the poverty line. The highest spending category for households living in the City is prescription drugs and healthcare, with the population of persons under 65 lacking health insurance 20% higher than the national average (ESRI Consumer Spending Data). **The enhanced health and quality of life components designed into PTNP positively impact six of seven health indicators assessed in a comprehensive 2017 Health Impact Assessment, with none of the indicators likely to be negatively impacted.**

Based upon thorough assessments of existing infrastructure assets and liabilities, the \$12,238,000 in requested 2018 BUILD funds will be used to:

- Construct 3.6 miles of local trail network
- Rehabilitate the historic tunnel under US 41
- Add four (4) major connectivity improvements, including one grade-separated crossing, one canal bridge and two trail underpasses
- Construct 14 transit stop improvements
- Improve nine (9) trail/pedestrian crossings
- Construct buffered bike lanes/complete street and trail connection to the existing transit station
- Introduce 65 new street lights, landscaping, intersection, and traffic calming treatments

Most importantly, the Palmetto Trails Network Plan (PTNP) will create seven (7) multimodal connections between the local schools, parks, and community activity centers.

The local contribution for this BUILD grant represents a true partnership of leveraged resources. Manatee County, the City of Palmetto, the Palmetto Community Redevelopment Agency, Manatee County Area Transit, and the Florida Department of Transportation are providing the non-federal match. The total of \$3,059,000 in unencumbered local matching funds also cover the preconstruction effort.

This project will be constructed with minimal disruption within existing right of way, or right of way that has already been secured. Since the concepts were first developed in 2015, public reaction to this project have been positive and exciting. This project is expected to receive a NEPA Categorical Exclusion for no impact to environmentally-sensitive lands or endangered species habitat disturbed. **Preconstruction activities will be finished before September 2020. The entire program of improvements will be completed prior to September 2025.**

Previously adopted transportation plans and studies document how the PTNP represents truly needed infrastructure for safe biking, walking, and transit options to access key destinations within this underserved community. The PTNP has been skillfully developed to integrate with other programmed regional non-motorized infrastructure plans. This low-risk project has already developed mitigation strategies, if needed.

The improvements presented here offer a cost-effective opportunity to preserve the useful life of existing infrastructure for many years into the future, as listed in the merit criteria summary.

“This project aligns with the Chamber’s mission to build a positive business environment while enhancing our communities quality of life.....”

Darcie Duncan, Chairman of the Board – Manatee Chamber of Commerce

Merit Criteria

- **Safety** – The proposed improvements are projected to reduce bicycle and pedestrian crashes that over the last five years alone (2013-2017) have resulted in five (5) fatalities and 36 injuries. Over the life of the project, 60 total crashes are estimated to be avoided, including 14 fatal crashes, with a total crash cost savings of \$151,696,300 in 2018 dollars.
- **State of Good Repair** – The deteriorated US 41 pedestrian tunnel will be rehabilitated. The new connections and filling of sidewalk and trail gaps will extend the reach of existing transit service. The PTNP provides a mode shift alternative that reduces vehicle demand on US 41, thus extending the capacity of the regional transportation system. Also, all project improvements will be maintained by the local and state governments that are participants in this application for the life of the project.
- **Economic Competitiveness** – PTNP reduces the commuting burden for both jobs and school travel, increases property values, creates jobs from the construction of the trail network, promotes new business creation, and bridges multimodal service gaps to the rural/agriculture economy.
- **Environmental Protection** – This project is expected to improve the local environment via reduced water pollution, brownfield redevelopment, and reduced air pollution. Manatee County has audited air and water quality monitoring programs that can demonstrate effects of environmental management actions. Our fragile coastal ecosystem will be improved with new stormwater attenuation. Current heat island impacts will be lessened via the \$300,000 of new landscaping and shade trees.
- **Quality of Life** – The PTNP is expected to create more than 329,000 new bicycle and pedestrian trips per year and divert 1.26 million vehicular trips over the life of the project. Together, the health care cost savings for newly activated persons is estimated at more than \$35.2 million. The PTNP will provide better access to nature and strengthen a sense of place and provide opportunities for personal connections through face to face interactions with others in the community.
- **Innovation** – The PTNP demonstrates innovative planning and network design by reusing existing infrastructure, implementing portions of the SUNTrail System, and improving safety by diverting cyclists and pedestrians away from at-grade intersection crossings.
- **Partnership** – Manatee County, the City of Palmetto, the Palmetto CRA, and the Florida Department of Transportation have joined together with the support of numerous other associations and interest groups to commit their resources, and to manage the design, construction and maintenance of the project after implementation.
- **Non-Federal Revenue for Transportation Infrastructure Investment** – Each of the four partners are making significant investments in the planning, pre-construction, and architectural design of the PTNP Program of Improvements. This secured local funding will continue as part of this project for pre-construction services and the long-term expansion and maintenance of an interconnected trail system.

Other Criteria

- **Demonstrated Project Readiness** – Previous commitments made by Manatee County for programmed parks and trail improvements, along with systemwide bus stop improvements, and the support shown by each of the local, regional, and state jurisdictions involved verify that the PTNP can be accomplished within the required timeframes as stipulated by the BUILD Grant criteria.
- **Project Costs and Benefits** – Using adopted methods for analysis, the benefit/cost ratio for the Program of Improvements that form the PTNP is estimated at 6.3:1. This is an outstanding result for a project of this type.

Cost Savings

The PTNP will utilize existing public right of way, which represents a significant cost savings. However, to present a conservative analysis, the value of this property was not monetized to avoid a potentially inappropriate valuation of land that is already in public ownership.

PTNP will also rehabilitate existing structures for reuse. Reusing the US 41 tunnel as an alternative for pedestrian and students to the at-grade crossing of US 41 at 17th Street will save an estimated \$272,400 in construction.

Additional Considerations

The rehabilitation and reuse of the Lincoln Tunnel under US 41, connecting the historic former Lincoln Memorial High School (now Lincoln Memorial Academy), revitalizes a cultural resource with significant value to the Palmetto minority community. The historic significance of the Lincoln Tunnel, which is presented in the award-winning documentary “Through the Tunnel,” solidifies the importance of incorporating this infrastructure element into the PTNP. This element helps preserve the history of this school, which was founded in 1949 and served as the only public school in Manatee County to allow children of color to attend until it closed in 1969.



Historic Lincoln High School Tunnel

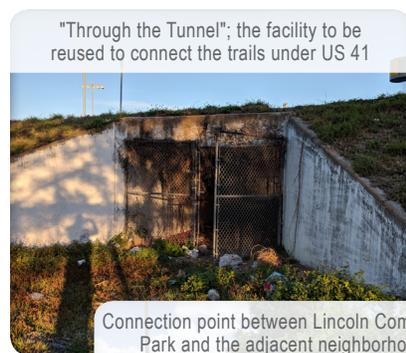


I. Project Description

Introduction

The Palmetto Trails Network Plan (PTNP) is a regional system of transportation improvements made up of six (6) programs to reestablish connections lost through the construction of US 41 through the heart of Palmetto. **The PTNP will be a network of high-quality multimodal facilities in the City of Palmetto that will restore access to public schools, a youth center, over a dozen neighborhoods, seven (7) parks, a conference center, local employment centers, and a public transit transfer station.** The 3.6 miles of multimodal improvements proposed in this grant application connect these existing destinations and preserve the longevity of existing infrastructure.

Key neighborhood destinations in this established community built prior to the construction of US 41 were divided by limiting local access. Previous development codes and transportation design did not include pedestrian, bicycle, and trail infrastructure. Commuter, student or recreational use of the roadways by walking or biking



is limited because most of the local streets and collector roadways lack sidewalks, lighting, pedestrian crossing equipment or proper markings. Where sidewalk, bicycle lanes, and trails do exist, they often end abruptly with no connectivity. **Closing the pedestrian tunnel built under US 41 to connect the school and the park required local residents and students to cross at a hazardous at-grade intersection, or to take short vehicle trips that add to congestion.**



This project includes intersection safety enhancements, bicycle facilities, lighting, streetscape, and bus stop passenger amenities such as benches, shelters with solar lighting, and bicycle racks. **The PTNP will create grade-separated trail connections and integrate with**

the established SUNTrail alignment, creating a continuous intra-city network. Together, with the already committed initiatives, this project will stimulate this underserved neighborhood into a well-connected and thriving community with improved multimodal access to jobs, schools and community services.

The PTNP will retrofit existing shortcomings in the multimodal system to increase Palmetto's safety, state of good repair, economic competitiveness, quality of life, and environmental sustainability in a cost-effective way. The monies provided by this grant will implement a project that creates a connected transportation network that is safe, accessible, and comfortable for all ages, abilities, and backgrounds.



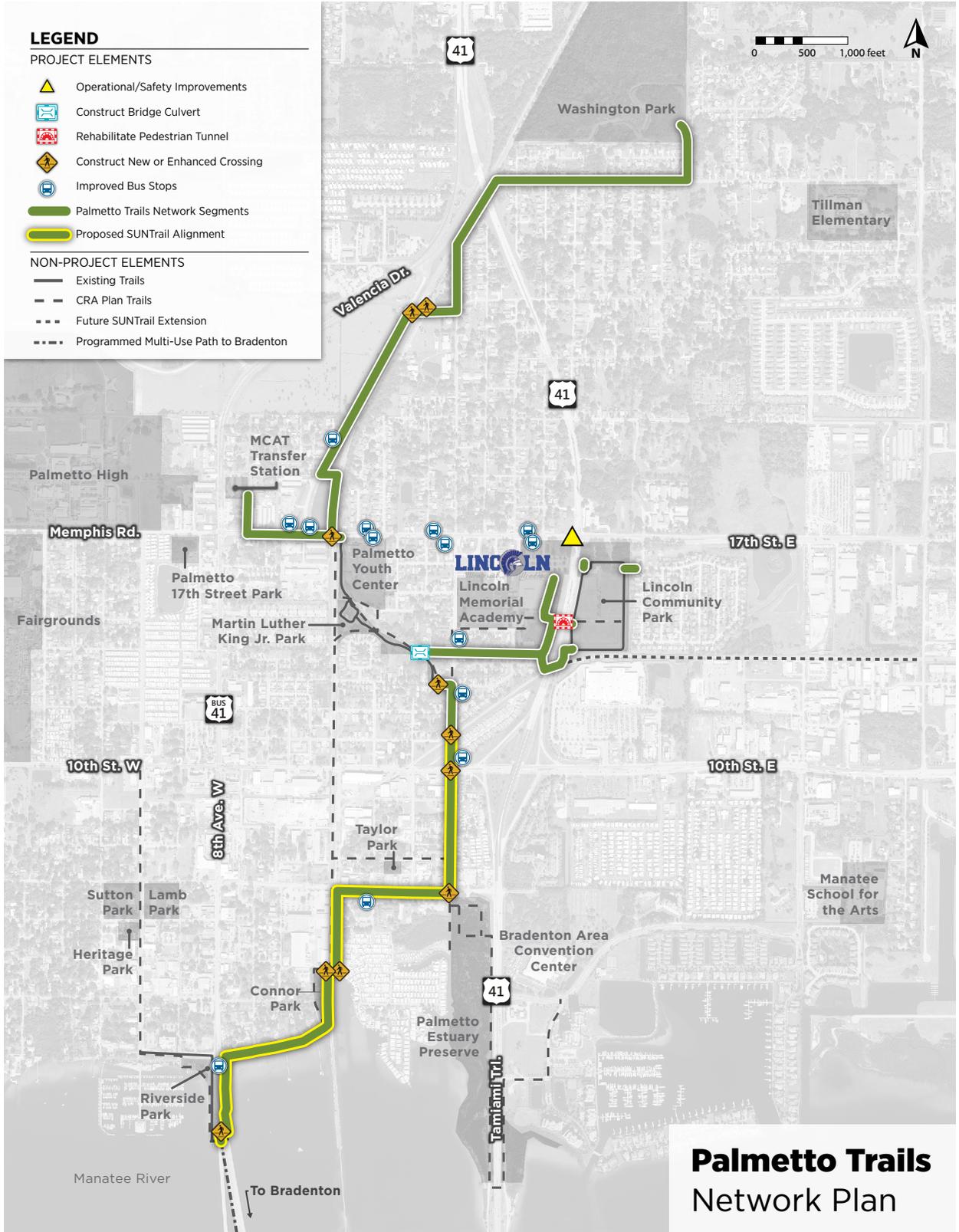
LEGEND

PROJECT ELEMENTS

-  Operational/Safety Improvements
-  Construct Bridge Culvert
-  Rehabilitate Pedestrian Tunnel
-  Construct New or Enhanced Crossing
-  Improved Bus Stops
-  Palmetto Trails Network Segments
-  Proposed SUNTrail Alignment

NON-PROJECT ELEMENTS

-  Existing Trails
-  CRA Plan Trails
-  Future SUNTrail Extension
-  Programmed Multi-Use Path to Bradenton



PROJECT DESCRIPTION

Palmetto Trails Network Plan | Improvement Programs



Program #1 – Connecting Lincoln Community Park and Lincoln Memorial Academy

These three critical trails connect Lincoln Memorial Academy, Lincoln Community Park, and the Southern Oaks neighborhood, and provide a framework upon which additional connections can be built. Program 1 provides a fully separated school route away from the adjacent roadway network, thus creating an immediate benefit for the 166 homes within the Southern Oaks neighborhood and points beyond to the east. It includes safety and capacity improvements at the US 41 & 17th Street West intersection. The historic tunnel under US 41 will be rehabilitated and reopened under this program. Outside of school hours and sports programs, this connection serves a dual purpose by connecting surface parking west of US 41 with Lincoln Community Park via the improved tunnel. This important program of trail connections also begins the challenging process of reestablishing connectivity in Palmetto, serving as a “portal” to a complete system of non-motorized trails/routes.



Program #2 – Connecting Lincoln Memorial Academy to Martin Luther King Jr. Park and Palmetto Youth Center

This program includes the connection from Lincoln Memorial Academy across 2nd Avenue West to Martin Luther King Jr. Park for improved access to the Palmetto Youth Center, which has been operating since 1957. It also includes the roadway and canal crossing, thus connecting with the existing MLK Park trail segment. The trail alignment will be located on property owned by the Manatee County School District and property dedicated to the City of Palmetto for public use.



Program #3 – Connecting Palmetto Youth Center to the MCAT Transit Station

This program includes the trail and pedestrian crossing features between the Palmetto Youth Center and the Palmetto MCAT Transfer Station. It also includes reconstruction on 7th Avenue West to a complete street with buffered bike lanes from 17th Street West to the MCAT Transfer Station.

Palmetto Trails Network Plan | Improvement Programs



Program #4 – Bus Stop Enhancements

This program will enhance the current bus stop upgrade construction program that the Manatee County Public Works/ Transit Division (MCAT) is undertaking to meet Americans With Disabilities Act (ADA) requirements. All stops will be ADA compliant with improved pedestrian access, concrete pads, and passenger bus shelters with solar lighting at key stop locations. Transit use by cyclists will also be supported.



Program #5 – Connecting Palmetto Youth Center to Washington Park

This segment includes pedestrian and bicycle roadway crossing improvements at 17th Street West coincident with the northern terminus of the existing MLK Park trail, and extending along Bayshore Road to the existing railroad crossing at 25th Street West. The trail segment follows 2nd Avenue West and provides a new segment connecting to 29th Street East, where the existing ditch system on the north side will be converted to accommodate the 8th Avenue East trail segment addition. It also includes a new connection under US 41 adjacent to the CSX railroad tracks, thus establishing trail linkage to the Washington Park destination and its currently programmed improvements.



Program #6 – SUNTrail Segments and Connectors

The program improvements associated with the planning, design, and construction of a portion of the SUNTrail system along the west coast of Florida include the segments from the Lincoln Community Park and from the Martin Luther King Jr. Park entrance toward the Manatee River, as shown on the project graphic. This phase also includes a gateway bridge for the trail over US 41B located in Riverside Park.

“The grant will assist partners at the state, regional and local level with the implementation of this project (SUNTrail)”. Katie Bernier, Regional Coordinator – Office of Greenways and Trails



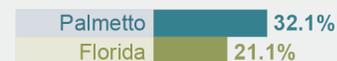
Overview of Community Needs and Hardships

The City of Palmetto is located across the Manatee River from the City of Bradenton. Like many smaller cities located directly across the river from larger cities, Palmetto is economically distressed. **Nearly one in three residents live at or below the poverty line, with 11% of households not having a car.**

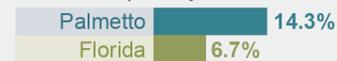
The high-speed nature of US 41 through Palmetto presents a real challenge for short and localized mobility needs. These communities have an opportunity to develop a comprehensive multimodal network with dedicated routes that service everybody. Because the population is vulnerable, providing safe bicycle and pedestrian routes is a crucial step to removing opportunity barriers for these residents.

Poverty Rates in Palmetto

Residents with income below the poverty line in 2015:



Residents with income below 50% of the poverty line in 2015:

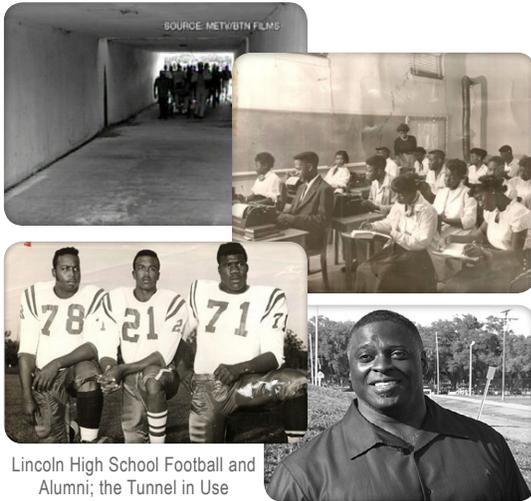


The Memphis, Washington Park, and East Palmetto neighborhoods have rich history and culture, but more recently have experienced their share of social and economic challenges. Originally developed as farm land, most of the families are directly related to farm labor. Lincoln Memorial High School was the pride of the community. Merab Michal Favorite writes in her Images across America Book-Palmetto that, “The story of Lincoln Memorial High School in Palmetto -- Manatee



Neighborhood businesses struggle to survive due to poor infrastructure

County's only all-black high school -- may not sound familiar to you now because it's no longer there. But during the 60's, “Lincoln was legendary...all because of its football team... whose winning percentage is still unofficially the best in Florida's history.” Lincoln also produced doctors, high ranking state officials, and artists. The school was physically divided by the construction of US 41 Bypass in the 1950's.



Lincoln High School Football and Alumni; the Tunnel in Use

The documentary “Through the Tunnel,” produced by BTN Films and METV; and hosted by Lincoln High School alumnus and two-time NFL All-Pro and Super Bowl Champion Henry Lawrence, highlights segregation and disparity between Bradenton and Palmetto. The former Lincoln Memorial High School (currently Lincoln Memorial Academy) was the only high school facility for African-Americans until 1969 in Manatee County. The historic tunnel underneath US 41 provided access between the school and its football field serving as a legendary symbol of the school and the team’s strong reputation.



The same tunnel previously closed off to control homelessness around an eroding infrastructure will be reopened through the PTNP to reestablish strong connections and better access for everyone.
[Click here to watch full video.](#)

Roughly 80% of the population in Palmetto is classified as minority. Transportation currently consumes about 25% of the average household income in Palmetto, whereas spending 15% or less of household income on transportation is considered affordable. This figure could be reduced by about \$4,200 annually if commuting to work or school becomes multimodal. **The Palmetto Trails Network Plan connects three (3) school/educational facilities, thirty (30) churches, and the central bus transfer station, thus significantly improving access for people looking to reduce their current transportation costs and offer a quality alternative mode of travel.**

Many commodities originating from rural areas are traded and sold in Palmetto, particularly produce, building materials, and citrus. Tropicana, the famous international producer of citrus-related goods, is headquartered in Bradenton, Florida with a very large factory a short distance across the river from Palmetto. The transportation improvements proposed in the PTNP will support the rural economy through better access to agriculture business centers and reduced business costs.

Palmetto has been working hard to overcome the most recent hardship created by Hurricane Irma last year. Fortunately, this is a proud community with the supplies and labor force to rebuild. However, the pre-existing hardships, many of which are related to transportation, need external support to see this project through toward a better quality of life.

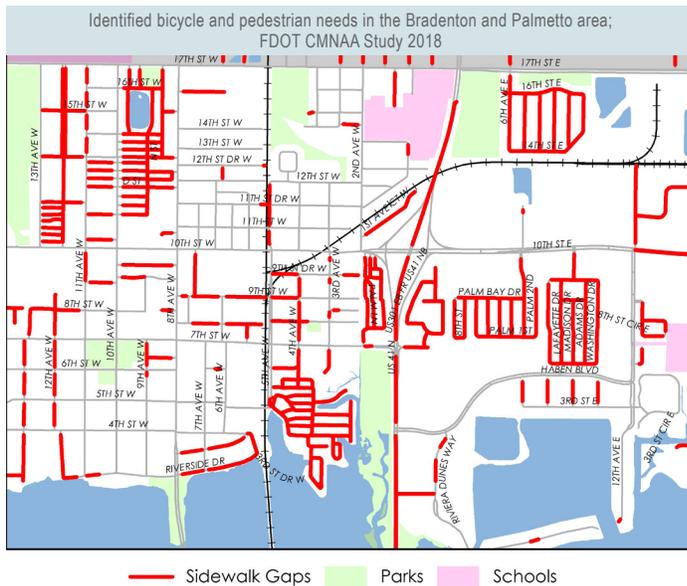


The City of Palmetto celebrates any new business in the community

PROJECT DESCRIPTION

Existing Conditions

The neighborhoods located in or near much of the PTNP need improved public infrastructure so that people of all ages, means, and abilities can safely utilize the transportation system. Significant gaps in the infrastructure were identified by recent studies conducted by FDOT, (see figure below) and the need for these facilities is demonstrated by the crash statistics. **Between**



January 2013 and December 2017 alone, there were 28 pedestrian and 19 bicycle-involved collisions on the roadways along the trail segments included in the PTNP (Signal Four Analytics).

Of these reported crashes, there were five (5) fatalities, which could have been avoided with proper pedestrian and bicycle infrastructure. One tragic pedestrian accident occurred last year when 15-year old Myquarios Kelly, on his way to school, was struck while attempting to cross US 41 immediately north of the 17th Street intersection.

Within the Palmetto and Bradenton urban area, studies have shown the pedestrian and bicycle fatalities to be 28% and 17% of all vehicle-related fatalities, respectively. This is substantially higher than the statewide averages of 20% and 5.5%, and the national averages of 14% and 2.3%. These statistics alone support the need for public investment in improved non-motorized transportation infrastructure. Palmetto is part of a metro area that ranks 10th out of 104 in the nation on the Pedestrian Danger Index (Dangerous by Design 2016).

Most of the roadways served by the PTNP have substandard two-lane designs and limited right of way to improve drainage or to provide bicycle/pedestrian amenities. A significant portion of facilities under consideration have no sidewalks, or exhibit substantial gaps, or lack proper crossing features at intersections. Based on Census data, 2.3% of the population in these areas walk or use public transportation as the only means of travel to their places of work. People routinely walk in the roadway travel lanes as there are no alternatives. In certain locations, worn footpaths indicate where the proper bicycle/pedestrian infrastructure or alternative routes are lacking or non-existent.

Within the neighborhoods that will be primarily served by the PTNP, 54% of the residents are in a minority group, 11% do not own a personal automobile, 25% live below the poverty level and 23% did not graduate from high school (ACS 5-Year, 2016). Unemployment rates have historically been well above the state and national averages. These statistics are a strong indicator of the need for transportation mobility alternatives to the single-occupancy vehicle (SOV).

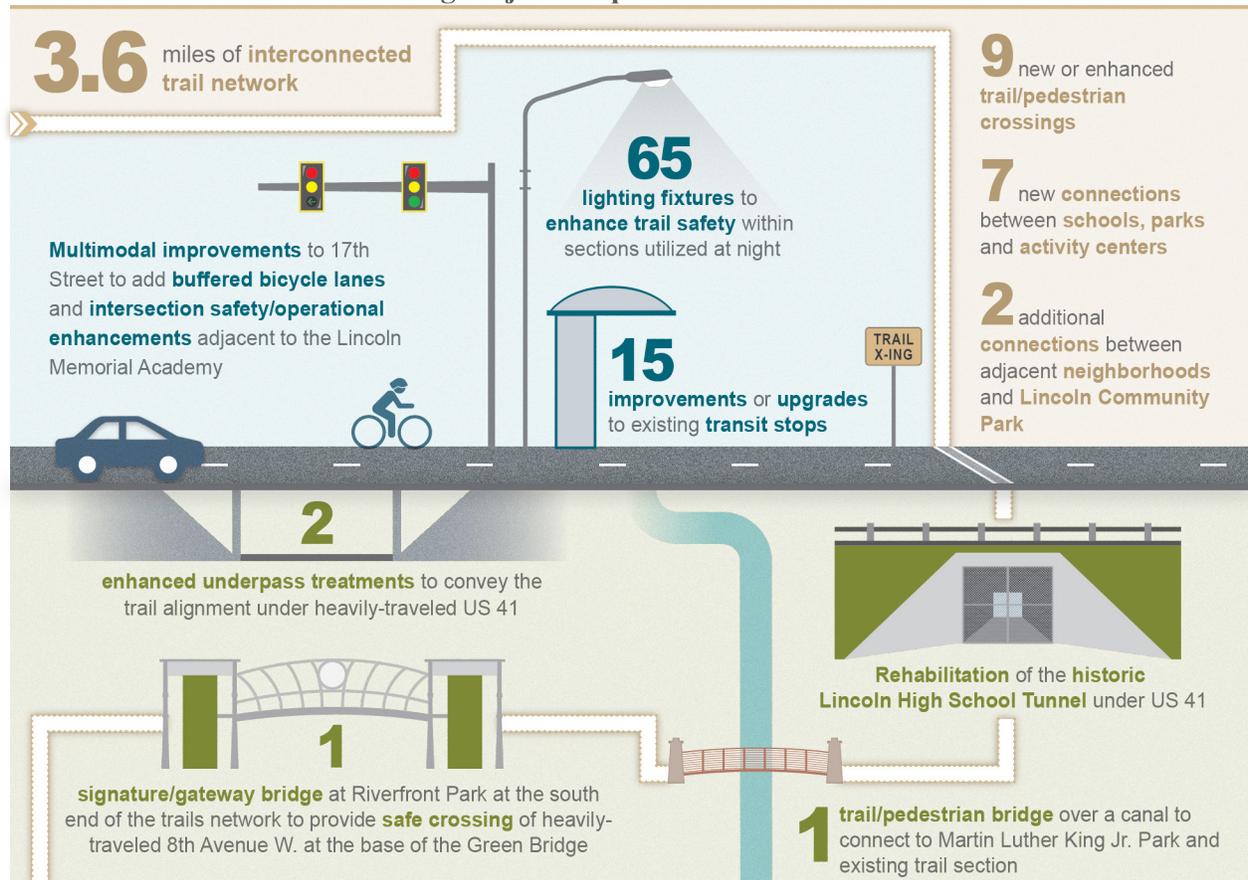
Proposed Improvements

This BUILD application leverages previous investments committed at the local level. Manatee County, the City of Palmetto, the Palmetto Community Redevelopment Agency (CRA) and the Office of Greenways and Trails (as part of the Florida Department of Environmental Protection [FDEP]) have each developed plans and programs that reflect the elements or portions thereof included in the PTNP. The Manatee County Parks and Natural Resources Department and the Palmetto CRA have already advanced the projects below that will be connected by the PTNP.

- Lincoln Community Park Infrastructure
- Martin Luther King Jr. Park and Trail
- Palmetto’s Riverside Park and Trails
- Washington Park (planned and programmed development)
- Taylor Park
- Connor Park
- Palmetto Estuary Park

The PTNP would leverage the significant investments that have already been made, using available local resources for the preconstruction phases that are necessary. The project will also use the BUILD Grant funding to construct segments of the regional and local trail plans that will provide neighborhoods with connections to vital community resources that could improve opportunities for success.

The PTNP includes the following major components

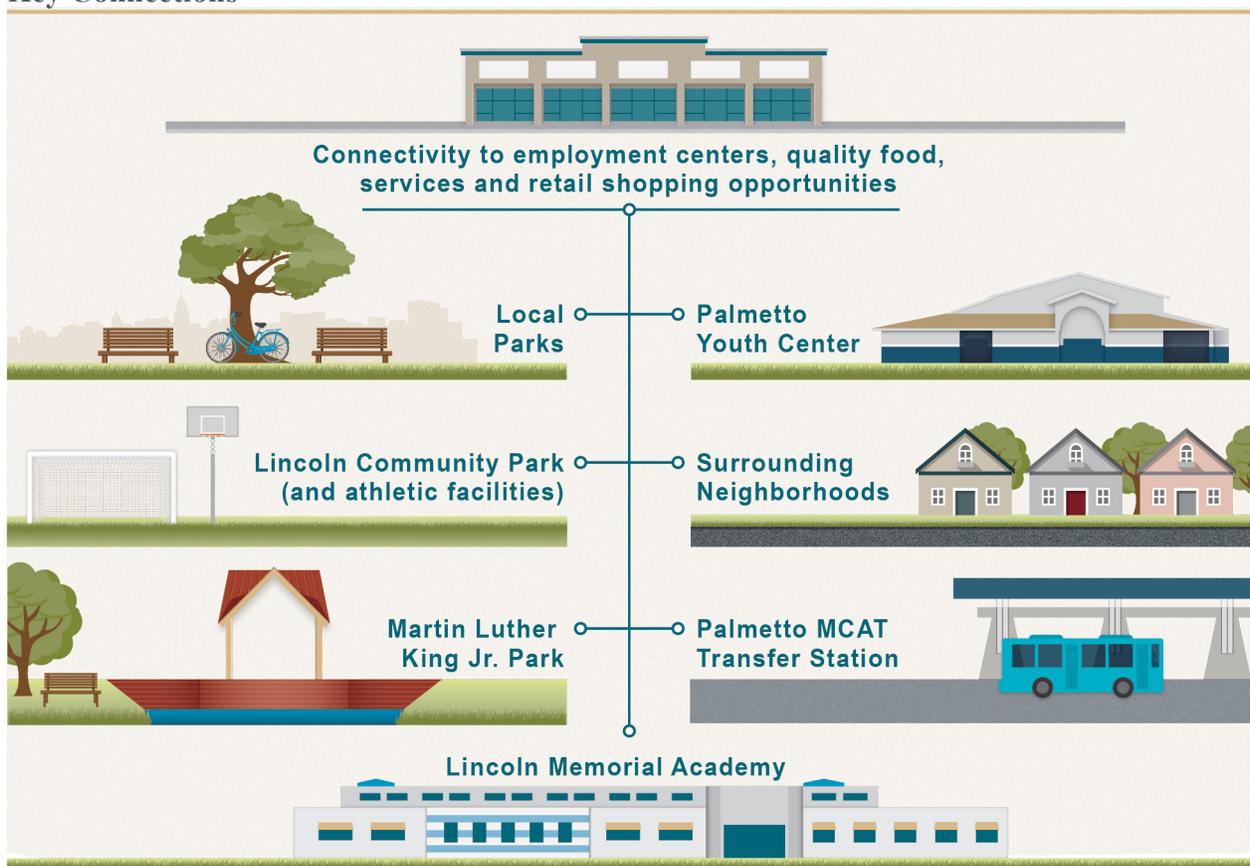


PROJECT DESCRIPTION

Constructing a significant network of trails and bicycle/pedestrian safety improvements will improve public transit ridership by eliminating gaps in the sidewalk or trail system to/from the Palmetto Transfer Station. Today, only 1.1% of the surrounding population commutes to work by public transit, only 0.2% bike to work and 1.2% walk to work. **Further, 11% of households have no vehicle available.** With 35% of households earning an income below \$25,000, the PTNP presents an opportunity to provide new commute options to a population that either has no vehicle or may be burdened by the high costs of car ownership. The PTNP will create connections for non-motorized travel between underserved neighborhoods in north Palmetto, to programmed/funded facilities that will cross the Manatee River (a SUNTrail Segment), connecting to the existing Riverwalk Recreational Trail, and the employment opportunities offered in downtown Bradenton.

The matrix below reflects the connectivity provided by the project between key community facilities and neighborhoods.

Key Connections



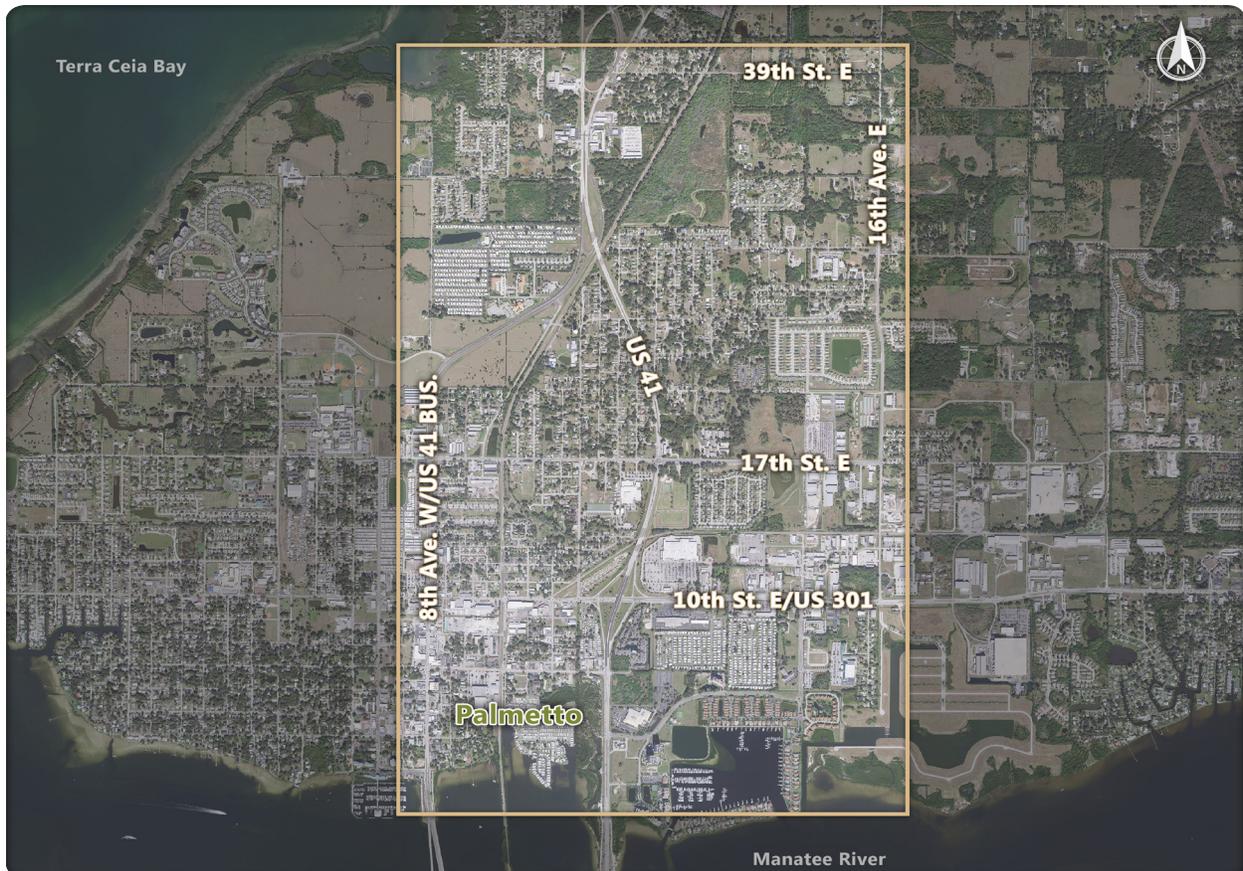
The proposed PTNP will provide improvements to reduce the potential for crashes and congestion at the US 41 & 17th Street intersection that has long been a source of concern for the students, parents, and leaders in the neighborhoods surrounding the Lincoln Memorial Academy. The student population alone at the Academy is planned to reach 600 with an estimated 90% of the student population being registered when the school opens in the fall of 2018. **Approximately 40-50% of the students are expected to walk or bike to school every day.**

II. Project Location

The cities of Palmetto and Bradenton are located on the west coast of the Florida Peninsula along the southern edges of Tampa Bay. The Palmetto Trails Network Plan is located entirely within the city limits of Palmetto but certain parts of the network are under the jurisdiction of Manatee County, FDOT, or the FDEP. The City of Palmetto is in the North Port – Sarasota - Bradenton Metropolitan Statistical Area (MSA) and is classified as Urban for the BUILD Grant Application.

This system of new, repurposed, or reconstructed trails and multimodal improvements will expand connectivity between the cities of Palmetto and Bradenton, and ultimately to the west coast areas of Florida between Tampa and Naples with the connections to the future SUNTrail facilities. The network of improvements also connects people to important public and private facilities, such as parks, schools, and businesses within the project area. With minimal additional improvements, the connections can be expanded in the future to reach the Bradenton Area Convention Center, the Palmetto Estuary Preserve, the Manatee County Fairgrounds, Manatee High School, as well as other major shopping, recreational, and employment districts in the immediate area.

The Project Area is bounded by the roadway network as follows, and as shown in the figure below: 39th Street East to the north, 8th Avenue/US 41 B to the west, 16th Avenue East to the east and the Manatee River to the south.



PROJECT LOCATION

III. Grant Funds, Sources, and Uses of Project Funds

In total, Manatee County is seeking \$12.238 million to implement the project as described. The 20% local match will be \$3.059 million, creating a total project value of \$15.297 million. **The County has committed resources to the project from the County’s general fund, impact fees, local gas taxes, and the stormwater enterprise.** No previously incurred expenses are being requested.

Additionally, the City of Palmetto, the CRA, the FDOT, and MCAT have made funding commitments toward the “local match” of the grant application. Documentation of the funding commitments/letters is provided in the Appendix.

The table included under Detailed Project Budget describes the funding distribution for each of the Program of Improvement elements. Each source of local funds has flexibility and control by each local agency for expenditure within the required BUILD time schedules.

Detailed Project Budget

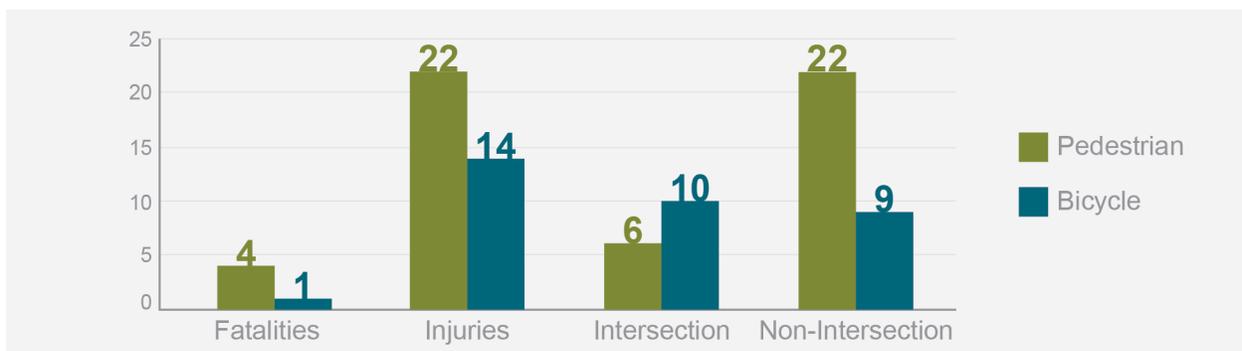
Total Program: Construction Cost Allocation by Program and Agency Responsibility					
	Palmetto	Manatee Co.	FDOT	MCAT	Total
Program 1	\$0	\$224,200	\$552,600	\$0	\$776,800
Program 2	\$575,000	\$97,200	\$0	\$0	\$672,200
Program 3	\$616,700	\$0	\$0	\$0	\$616,700
Program 4	\$0	\$0	\$0	\$160,400	\$160,400
Program 5	\$0	\$2,669,000	\$341,400	\$0	\$3,010,400
Program 6	\$5,162,700	\$49,900	\$2,656,700	\$0	\$7,869,600
Project Construction Cost	\$6,354,400	\$3,040,300	\$3,550,700	\$160,400	\$13,105,800
Permitting (1%)	\$63,500	\$30,400	\$35,500	\$1,600	\$131,100
NEPA Cat Ex/PD&E Study			\$750,000		\$750,000
Final Design Services (10%)	\$635,400	\$304,000	\$355,100	\$16,000	\$1,310,600
Pre-Construction Costs	\$698,900	\$334,400	\$1,140,600	\$17,600	\$2,191,700
Total Project Cost (nearest \$1,000)	\$7,053,000	\$3,375,000	\$4,691,000	\$178,000	\$15,297,000
	Palmetto	Manatee Co.	FDOT	MCAT	Total
Non-Federal Commitment (20% match, nearest \$1,000)	\$1,410,000	\$675,000	\$938,000	\$36,000	\$3,059,000
% of Non-Federal Commitment	46%	22%	31%	1%	
BUILD Grant Program Funding					\$12,238,000

IV. Criteria

This section demonstrates how the PTNP aligns with the criteria from the BUILD application guidelines.

Safety

During a five-year period (January 2013 through December 2017) there were a total of 47 reported crashes in the surrounding areas that involved a pedestrian (28) or bicyclist (19). These crashes resulted in five (5) fatalities, 36 injuries and associated economic damage (vehicle and property damage). Of these crashes, 66% (31) were reported to occur along stretches of roadway (non-intersection related), which emphasizes the need for connected pedestrian and bicycle infrastructure (Signal Four Analytics). The figure below breaks down pedestrian and bicycle crashes during the analysis period.



The PTNP is expected to alleviate the bicycle and pedestrian crashes along parallel roadways. During the same recent five-year period, there were 13 reported crashes (8 pedestrian and 5 bicycle crashes) that would have been mitigated with the proposed trail alignment. According to the Benefit-Cost Analysis, 60 total crashes are estimated to be avoided over the life of the project including 14 fatal crashes. This results in a total crash cost savings of \$151,696,300 in 2018 dollars. The figure below illustrates the reported pedestrian and bicycle crashes according to the Florida KABCO scale, preferred by FHWA.

Crash Severity	5 Year Crashes	Annual Crashes	FDOT KABCO Crash Cost (1)	Annual Benefit
K	3	0.6	\$10,230,000	\$6,138,000
A	2	0.4	\$580,320	\$232,128
B	2	0.4	\$157,170	\$62,868
C	5	1.0	\$97,650	\$97,650
O	1	0.2	\$7,600	\$1,520
			Total	\$6,532,166

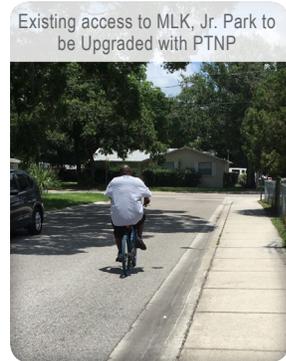
(1) FDOT 2017 Plans and Preparation Manual

State of Good Repair

The existing US 41 tunnel underpass is in a deteriorated condition and needs to be rehabilitated. Reconstruction will bring a more resilient and durable design that preserves a culturally relevant and utilitarian component of non-motorized transportation infrastructure. **The rehabilitation of the tunnel for reuse is estimated at only \$177,600, a construction cost savings of \$272,400 when compared to replacement with a new tunnel structure.**



The PTNP is anticipated to bring a mode shift that reduces local trips on US 41 in Palmetto to extend the facility's useful life and to reduce the need for costly capacity improvements. The reduction of vehicle miles travelled (VMT) from the estimated 329,000 new pedestrian and bike trips per year created also preserves the useful life of the local roadway system, and improves the life-cycle costs of existing structures.



The new lighting, signage, and pavement markings will improve existing visibility for non-motorized travel. Many existing sidewalk/trail gaps will be filled. New passenger shelters and solar lighting will be constructed to withstand hurricane force winds, reducing the risk of damage and replacement costs for the facilities over their lifespan.

“These are exciting opportunities for our city and neighboring communities”.
Shirley Groover Bryant, Mayor, City of Palmetto

Manatee County, FDOT, the City of Palmetto, and Manatee County Transit (MCAT) will be responsible for the long-term maintenance needs of the PTNP, and have each confirmed agreement to maintain the portions of the PTNP within their jurisdictions or public rights of way, as demonstrated in their letters of support (located in the Appendix). Manatee County will be responsible for maintenance of the PTNP segments within unincorporated Manatee County, as well as any segment within and exiting Lincoln Community Park on the east side of US 41.

As previously mentioned, this project is consistent and has been adopted by all related transportation plans, both locally and regionally. If left unimproved, the local connections and US 41 will continue to deteriorate. **The PTNP is needed to support economic growth and long-term investment in the Palmetto neighborhoods.** The necessary multi-agency commitments are already established for capital expenditures and maintenance. Therefore, the request for additional funds in the future is unlikely.



Cost Savings

The right investments will create additional opportunities for the local workforce, bringing more consumer choices and generating fiscal benefits for the County toward a state of good repair. Manatee County aims to encourage residents and long-term visitors to spend their time and money locally and focus the prosperity on small business owners within the community. Feasible multimodal alternatives are needed to remain competitive in the 21st Century. Multimodal alternatives result in less wear and tear on existing vehicles, which helps improve the longevity of vehicles to help save consumer's money. The reduced VMT expected by the shift in mode split has been reported to provide \$586 per person per year. (NCHRP Report 552, Transportation Research Board, 2016) Cost savings will also occur for visitors and commuters as an available option to traffic congestion, and economic opportunities for small businesses/construction companies. Since this project does not require large, outsourced construction supplies or specialized labor, most construction spending can occur within the area. **This will directly support approximately 100 person-years in construction jobs, and another 99 person-years in indirect/induced jobs.**

The expected growth is not just from construction employment, but also from food service, retail, education, health services, and ecotourism. These much-needed infrastructure improvements provide Palmetto residents with the ability to live, work, play, and to learn in better quality of life neighborhoods with multimodal infrastructure. The relatively low-cost infrastructure for the PTNP creates a cost savings by improving the long-term efficiency of the transportation system.

Economic Competitiveness

According to a 2018 demographic and market study, the highest spending category for residents in Palmetto is prescription drugs and healthcare. A 2016 study entitled 'Economic Development in Palmetto: Current Conditions and Future Recommendations' found that the population of persons under 65 without health insurance in the city is 20% higher than the national average. Case studies explored in a 2005 Health Promotion Practice study entitled 'A Cost-Benefit Analysis of Physical Activity Using Bike/Pedestrian Trails' looked at Lincoln, Nebraska and Miami, Florida to demonstrate how a trail system can ease this burden: the benefit-cost ratio in Lincoln, NE was measured at 2.94, using per capita costs for use and maintenance in comparison with direct health care costs for inactive people and their active counterparts. In Miami, a 2011 AECOM analysis of the Ludlam Trail measured impact in terms of pounds lost (up to 109,939), calories burned (2.19-7.39 million), and new exercisers created (between 4,931 and 6,579 area residents). This trail was also estimated to save between \$1.68 million and \$2.25 million in direct medical costs.

'Economic Development in Palmetto: Current Conditions and Future Recommendations' showed Palmetto's educational rate is 10% below the national average for persons 25 years and older that hold bachelor's degrees. This "brain drain" could be viewed as an economic barrier, but the information should be used to increase availability and access to jobs suitable for existing residents. **The Center for Neighborhood Technology shows that Palmetto has a Job Access Score of 0.9 out of 10, but that there are 46,653 jobs available to only 28,903 employees within 30 minutes of transit** (Center for Neighborhood Technology,

Housing and Transportation Affordability Index). These jobs are closely aligned to the current population by industry type and education, and two-thirds of those 46,653 jobs pay a living wage. These employees are also living in neighborhoods with a Compact Neighborhood Score of 8+, a measure of density along the proposed trail route that ranges from 1-10 (Housing and Transportation Affordability Index). Residents currently spend 25% of their income on transportation, a figure that is much greater than what is considered affordable (15%). Increasing their mobility around the city and reducing their dependence on motor vehicle travel can reduce the burden of commuting for available jobs.

The public cost of building and maintaining the PTNP can be offset by increases in property values and business growth. A market study by the University of South Florida demonstrates that Palmetto has gaps in the following categories relevant to outdoor activities: sporting goods, shoe stores, clothing and clothing accessory stores, hobby stores, and garden supplies (Economic Development in Palmetto Report). Local residents have expressed concern that they do not have adequate access to a grocery store.

Potential revenue streams generated by this project could include benefit runs, festivals, a bike share program, and, most importantly, tourism. Many trail studies show how the multiplier effect can apply to this project and its surroundings, bringing increased revenue and employment opportunities as complementary businesses and services arise from added traffic along the trail route. In central Florida, the East Central Florida Regional Planning Council found (in a report entitled ‘Natural Resources, Scenic Byways, and Greenways and Trails’) that three trails in Orange County had an impact of \$42.6 million in 2010, supporting 516 jobs. Increases in property values have also been demonstrated along trails and greenways, at a consistent rate of about 3%, with variation depending on neighborhood type (Economic Development in Palmetto Report). Therefore, the PTNP is the type of investment that promotes private economic development.

This kind of growth would help Palmetto to sustain a lasting rise in its median household income, which falls \$15,506 below the national figure and \$9,236 below statewide median household income. With 32.1% of persons reported as living in poverty, and a diversity index of 82 and higher in the area of the proposed trail route, there is significant opportunity to increase quality of life through economic development in this area.

Environmental Protection

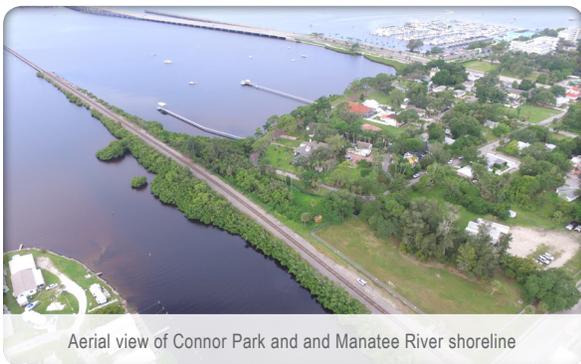
The PTNP is expected to improve the state of the environment compared to the baseline condition by 1) reduced water pollution, 2) brownfield redevelopment, and 3) reduced air pollution. A tourist-based economy like Manatee County’s is sensitive to water quality along the waterfront shores. Reduced motor vehicle travel will reduce the amount of pollution runoff into the waterways, and reduce the amount of toxins seeping into the soil, preserves, sewers, and ultimately the runoff into the Manatee River and the Gulf of Mexico.



Drainage canal/water quality to be improved with the addition of a parallel PTNP segment

Along the 3.6 miles of new trail alignment, construction will entail improved stormwater attenuation. This will help conserve the fragile coastal ecosystem by reducing pollution, sediment, and other unnecessary runoff reaching the mangroves, protecting both land and marine endangered species, such as (among others) water dependent fowl, manatees, and clams that depend upon water quality for population growth. The applicant has the internal capacity to address and to monitor all aspects of air and water quality. Manatee County has established relationships with the three national estuary programs to monitor coastal ecosystem restoration. This is the only location in the country where three estuaries intersect in one county. The county also has 16 active RESTORE Act projects spanning eight eligibility categories.

The PTNP would also increase the longevity of coastal soils, minimize flooding, and reduce the need for repairs and reconstruction of the roads. The City of Palmetto has several vacant brownfields from old industry. These brownfields have stunted economic growth within the



Aerial view of Connor Park and Manatee River shoreline

City. However, with improved multimodal access convenient to the center of Manatee County along the waterfront, long-term brownfield redevelopment can be expected to occur over the next 5-15 years.

This project will mitigate the heat island impacts in the City of Palmetto by planting shade trees and landscaping along the project limits. Over \$300,000 will be spent on street trees and

associated landscape elements as part of the PTNP. The excessive heat and humidity that is well-documented in Florida amplifies surface temperatures, hindering outdoor activities. The mature trees and landscaping during the life of this project will provide additional shade along the surface to help reduce high surface temperatures. Through these measures, the PTNP will improve energy efficiency, reduce the dependence on oil, reduce congestion related emissions, and help improve water quality.

Quality of Life

Health

One of the greatest community benefits that trails provide is the promotion of physical activity. A 2015 community health survey listed obesity and a lack of physical activity as areas of concern regarding health in Manatee County. It also highlighted the lack of a trail system promoting active transportation as an area of concern (Manatee Health Care Alliance, 2015). Projects such as urban trails are one of the most effective ways by which policymakers and planners can promote health in their communities. A 2013 survey of Urban Land



The PTNP will leverage prior public investment by connecting existing trails; MLK Jr. Park and Palmetto Youth Center

Institute members, found that respondents ranked active transportation as the best way to link health and the built environment (Shreeve, 2014).

Urban trails are particularly beneficial to the health of those in low-income communities. Many of the physical conditions attributed to obesity, such as heart diseases are overrepresented in



low-income and minority communities. Furthermore, studies have shown that recreational and exercise facilities are disproportionately found in more affluent communities, and that those in low-income neighborhoods are less likely to exercise outside due to fear of crime and traffic (Bennett et al, 2007). Trails such as the PTNP in Palmetto encourage exercise in low-income communities by providing a free and safe place to exercise within neighborhoods.

A study found that the percentage of green space in neighborhoods has a positive correlation with the perceived general health of residents (Mass et al, 2009). This is particularly true in lower socioeconomic neighborhoods where access to parks and green space may be limited. According to a 2015 community health survey, adults in Manatee County ranked their own mental health more positively than the statewide average; however, rates of suicide and depressive disorders were higher than state averages. These numbers were even higher among lower-income respondents (Manatee Health Care Alliance, 2015). Studies showed that people with higher exposure to green spaces and nature have lower levels of stress than those who spend their time exclusively in urban environments (Roe et al, 2013). **By connecting many of the City's parks, the PTNP will enhance the accessibility of existing green space, and provide an opportunity to create more.**

Senior citizens gain many mental health benefits from multimodal trails that allow for both walking and bicycling. Through the use of the PTNP, seniors in Palmetto will likely gain the health benefits of socialization, lowered risk of depression, anxiety, and isolation, as well as an improved sense of self-worth/purpose, similar to the outcomes found in research on other trails (Smith, 2017). These many significant health outcomes would improve the quality of life for the over 3,600 residents over 65 living in Palmetto.

Recreation

One of the most direct benefits of community trails and greenways is the close to home, accessible recreation choices they provide. Trails make communities better places to live by preserving and creating open spaces for recreation. Trails also provide a unique facility to serve a diverse population of a community that may otherwise have limited opportunities to access natural areas due to financial or transportation constraints.



Transportation

The PTNP serves not just for recreation, but also as an effective commuter route. One-fourth of all trips made are one mile or less, but three-fourths of these short trips are made by car (Centers for Disease Control and Prevention, 2000). Trails and greenways link neighborhoods with shopping and entertainment districts, and provide pleasant transportation alternatives for commuting to work and school.



Economics and Property Appreciation

Trails are becoming common in residential neighborhoods for attracting buyers and to sell property. Development plans for homes, apartments, and townhouses often include footpaths to enhance recreational opportunities and property values. Studies in many communities across the country have consistently found that that proximity to trails increases the value of homes from 1.0-6.5%. Retail and values adjacent to trails have been found to increase by up to 50%, sometimes reaching out to ¼ to ½ mile from the trail (Headwater Economics).



"This project aligns with the school's safety goals as well as the health and well-being goals for the students and this community". Eddie Hundley, Principal – Lincoln Memorial Academy

Community Benefits

Trails can provide a sense of ownership to help protect the built environment. They can provide a sense of place - an area to go to meet friends and family and develop interactions with the community. Trails can encourage neighborhood watch programs which can reduce crime through vigilance and can also provide a mechanism to create “defensible” space that promotes safe and livable communities. Defensible Space can help people preserve those areas in which they can realize their commonly held values and lifestyles. For residents of low-income communities, Defensible Space provides an opportunity to see how their actions can better the world around them and lead to upward mobility.



The combined health, recreation, transportation, economic, and community benefits of the PTNP collectively can contribute to an overall enhanced quality of life in communities like Palmetto.

CRITERIA

Innovation

The PTNP has several innovative elements and methods to advance the vision for transportation in the project area. The PTNP includes innovative design solutions, repurposes infrastructure, and retools roadways to create “complete streets.” Each innovation emphasizes multimodal transportation, public safety, and economic development as the underlying theme of the project. The following sections highlight some of the primary attributes of the PTNP as they pertain to innovation.

Tunnel Rehabilitation & Safety

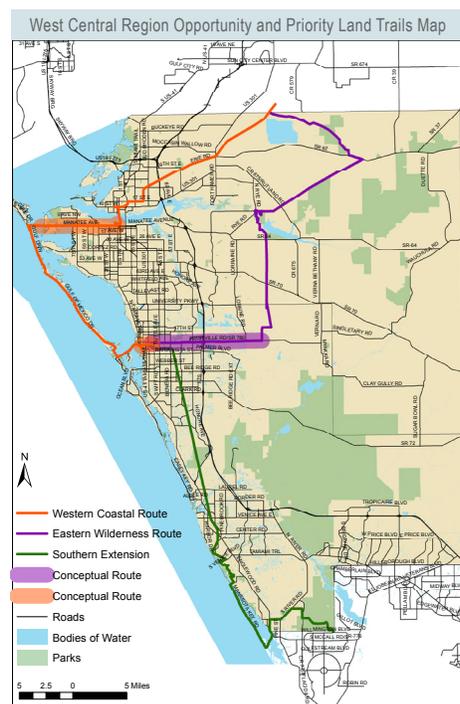
One of the hallmarks of the Palmetto area, and a distinguishing innovation in the PTNP, is the rehabilitation and repurposing of the tunnel that bridges the divide under US 41. The tunnel was



identified by FDOT as a cost-effective opportunity to reconnect the neighborhoods, reduce congestion and improve safety. Repurposing this tunnel will also provide a “Safe Route to School”, providing an alternative to the US 41 and 17th Street intersection. Rehabilitating the tunnel is supported by the Manatee School District and the Principal and CEO at Lincoln Memorial Academy.

Catalyst for SUNTrail

The PTNP will not only include segments of the Palmetto Linear Trails Master Plan, and new trail segments, but also leverages the opportunity to complete a portion of the Florida SUNTrail system, a statewide network planned and partially completed in Florida (see West Central Region Opportunity and Priority Land Trails Map - FGTS Priority and Opportunity Land Trails). The segment that is part of the PTNP would serve to connect the City of Palmetto



Adopted Regional Trail Alignment for Gulf Coast Trail Sarasota and Manatee Counties, April 24, 2017

to the Green Bridge, which crosses the Manatee River. Ultimately this creates the linkage of the SUNTrail from areas of the State north of Tampa through Manatee County, out to the barrier islands, and then south to Sarasota and beyond.

Economic Development

Connection to SUNTrail provides Palmetto access to the billions of dollars generated by visitors to the Florida State Park System. As indicated in a report by the Outdoor Industries Association in 2017, the Cross Florida Greenway had a local economic impact of \$277 million while the West Orange, Little Econ and Cady Way trails in Orange County supported 516 jobs and provided an economic benefit of over \$42 million in 2010 alone. Additionally, as indicated in this report, for every dollar spent on walking paths, approximately \$3 dollars are saved in medical expenses and every dollar spent on trails yields 9.6 jobs (UMASS, 2011). These all indicate that the

development of a trail system is an innovative way to generate economic benefits and have a meaningful impact on the health of the communities where they are constructed.

Partnerships

The PTNP embraces a culture of collaboration through a joint effort by diverse local, county, and state transportation agencies. **The PTNP and the SUNTrail project is a partnership that, when complete, will better link Palmetto, Ellenton, Bradenton, and other neighboring jurisdictions near and far.** This combination of resources symbolizes the support this project has from the community, and the elected/appointed officials in the region. The Appendix includes letters documenting the broad support that this project has from the community.

Entities Providing Letters of Support for the PTNP	
City of Palmetto	Manatee Chamber of Commerce
Manatee County Government Public Works Division	Manatee Chamber of Commerce - Natural Resource Division
Sarasota Manatee MPO	Florida Department of Environmental Protection
Lincoln Memorial Academy	Florida Department of Health - Manatee County
Manatee County Board of County Commissioners	Eternity Temple Washington Park CDC, Inc.
University of South Florida	Manatee County Community Pastors Association

The incorporated trail segments of the PTNP inside Palmetto’s city limits will be the responsibility of the City of Palmetto and/or their affiliated CRA. Manatee County will maintain the infrastructure located within County assets. FDOT will maintain the segments and intersection improvements associated with the refurbished tunnel and at US 41/17th Street West. MCAAT will continue to maintain the bus stops and other public transit system elements associated with the BUILD Grant and the existing Palmetto Transfer Station.

“The Sarasota/Manatee MPO supports this application based on the proven partnerships, state-to-local plan consistency, the addressing of safety and mobility needs, and the provision of facilities for alternative modes of travel otherwise limited in a historically African-American Community”.

Vanessa Baugh, Chair, Sarasota/Manatee MPO

Non-Federal Revenue for Transportation Infrastructure Investment

Expected redevelopment will increase the tax base within the CRA by improving access to county parks, schools, public transit facilities and more. The anticipated additional sales tax revenue generated through growing eco-tourism and from other local service industries located in Palmetto and along the Manatee River will result in new non-Federal revenue that will be used to provide future and expanded transportation infrastructure. Importantly, there are no fiscal or legal constraints that affect the applicant's ability to generate this type of non-Federal revenue.

V. Demonstrated Project Readiness

When considered together with the project budget, the PTNP is expected to begin and complete construction in a timely manner. This expectation is based on the project’s technical feasibility, project schedule, project approvals, and mitigated project risks. The agreements between the project partners create an innovative project delivery that will achieve timely and consistent environmental review and permit decisions.

Technical Feasibility

The preliminary design cross-sections have been prepared. The components of this project build upon existing infrastructure in existing alignments, or located within the existing public right of way. Therefore, any environmental permits from the Department of Environmental Protection and the Southwest Florida Water Management District should be relatively straightforward. On-site coordination meetings with the local government and Florida DOT staff have already occurred.



The multi-use trail is completely consistent with local, regional, and statewide transportation plans. The PTNP is a significant part of the planned surface transportation improvements as previously identified in the following documents:

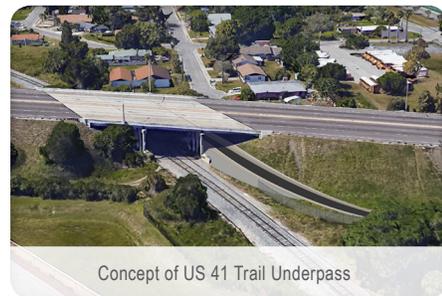
[Manatee County Greenway Trail System](#)

[City of Palmetto CRA Linear Park Trail Project](#)

[Florida Greenways and Trails System Plan](#)

[MPO 2040 Long Range Transportation Plan](#)

[FDOT Central Manatee Network Alternatives Analysis Study](#)



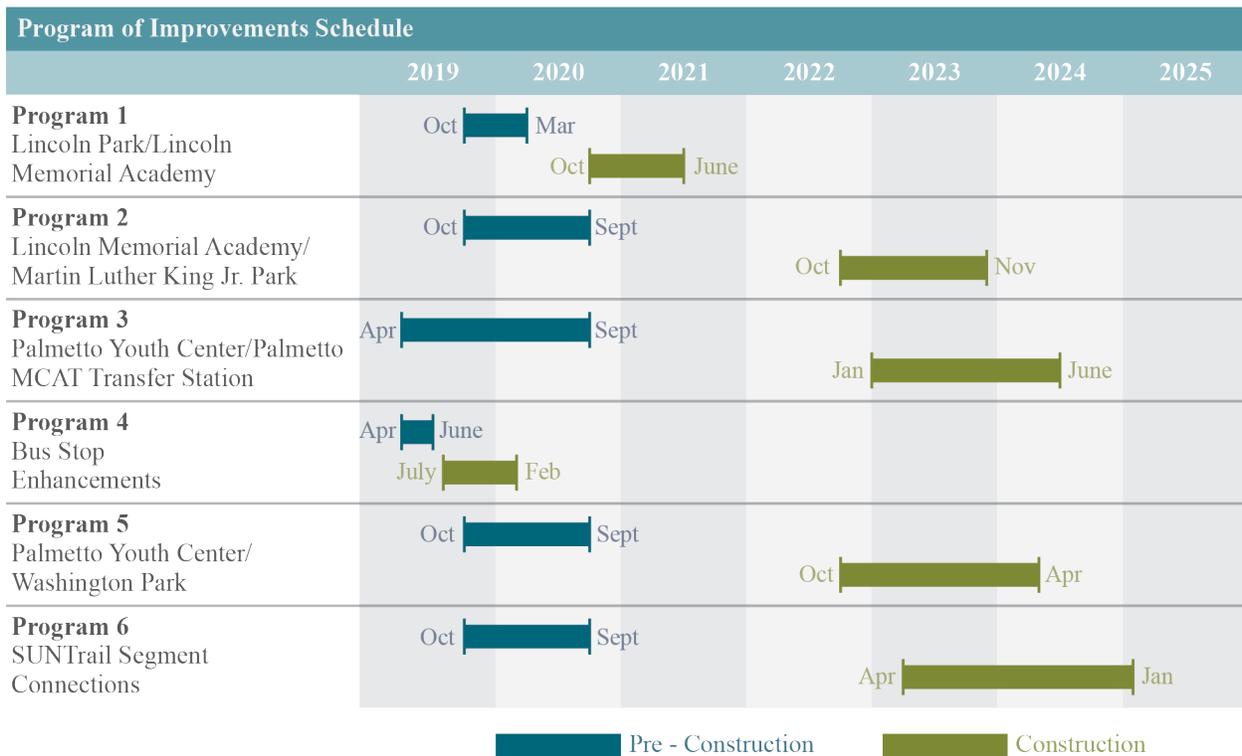
The design will be consistent with federal, state, local, and current ADA standards. All current modes of travel and routes can be preserved for maintenance of traffic during construction. Best management practices for erosion control will also be applied during construction.

Manatee County, FDOT, and the City of Palmetto have experience implementing this type of project. **No aspects of the project are expected to bring engineering or construction concerns.** All legislative approvals have been obtained. Detailed cost estimates with contingency levels have been completed for each project program. The Program of Improvements can be “shovel-ready” within a very limited time following all pre-construction phases.

Project Schedule

There are two key considerations that make the schedule requirement feasible. The first consideration is that the PTNP does not require property acquisition. Second, the PTNP has been adopted by the local communities and stakeholders with strong public support.

The project schedule begins with the project award anticipated in December 2018 and continues through the project completion in 2022/2023. As stated, the NEPA documentation for a Categorical Exclusion will proceed together with data collection, permitting, and design. **This will ensure construction begins quickly toward a smooth completion well-ahead of the grant deadlines.** The project schedule is shown below.



Required Approvals

A unique component of this proposal is the level of autonomy that Manatee County, FDOT and the City of Palmetto have to efficiently implement the requested funds. This proposed project has already been approved by Manatee County and the City of Palmetto. SUNTrail has confirmed approval of the preliminary alignment for the segments within that trail system. Finally, the PTNP has been included in the recommendations for FDOT’s Central Manatee Network Alternatives Analysis. The Sarasota-Manatee MPO has committed to add BUILD-funded programs into the Transportation Improvement Program within one month of the project being awarded.

This project is located within an area that requires no outside legislative approval not already achieved. The only outstanding approvals needed involve CSX Railway and the Manatee County School Board, and are considered to be viable. The maintaining agencies are responsible for implementation. Each component of this project is considered an enhancement of the existing facility. Each project component is located along or within existing public property with the exception of the US 41 underpasses that are within railroad right of way. Therefore, the entirety of the PTNP will have a de minimis impact to environmentally-sensitive lands or endangered species habitat. The project merits Categorical Exclusion (CE) status according to NEPA regulations, for which funding has been identified by FDOT.

Prior Public Engagement and Planning

The City of Palmetto has worked to develop a trails plan for many years, and has engaged with residents and public officials throughout the process. A presentation was held on October 30, 2016 to obtain the Council’s preliminary ideas. A following presentation was held at the Palmetto Library on November 14, 2016 to obtain input from the general public on a linear trail for the city. Input from the Mayor, City Council and other local residents was received, and



Public Alternatives Meeting

then factored into the final three trail scenarios. A final public presentation was held on December 8, 2016 at the historic Carnegie Library. Residents were in favor of the idea of creating a trail system in Palmetto.

As part of the Central Manatee Network Alternatives Analysis, the Palmetto Trails Working Group was established in 2017-18 to identify pedestrian and bicycle needs to connect Lincoln Memorial Academy with the football fields, the soon to be constructed public swimming pool, Washington Park, and the SUNTrail. The group consists of City of Palmetto officials and staff, the City of Palmetto Community Redevelopment Agency, Manatee County, Lincoln Memorial Academy staff, and members of the local community including several pastors from area churches.

“Restroation of the Tunnel will answer current needs for pedestrians crossing from East to West of Highway 41; from Sylvian Oaks Subdivision; and Palmetto Trace Subdivision; south of 10th Avenue East, Palmetto”

Rev. MacArthur Sellers, President - Eternity Temple Washington Park CDC, Inc.

The Working Group held two meetings to draft and review trail connections, and toured the area to identify the various elements needed to complete the trail network. The BUILD application here represents the culmination of these public engagements. The concepts were approved by both the City and County Councils.



Public Engagement on the Manatee County Trail Master Plan

DEMONSTRATED PROJECT READINESS

Project Risks and Mitigation Strategies

The PTNP demonstrates minimal risk due 1) to the fact that the PTNP is located within existing right of way and 2) project partners have already committed their local match/approvals. There are no environmental uncertainties or hazardous material components related to this project. There are no historic artifacts anticipated. There has been no objection documented from previous public meetings. This project is supported by previously adopted transportation plans and policies.

It is expected that construction will not disrupt existing Maintenance of Traffic (MOT) service since this project is located away from existing business and resident access. In summary, the combination of these considerations affords this proposal “construction-ready” status for smooth implementation with no risks of being unable to meet Federal requirements. Provided below is a summary of how potential risks will be mitigated.

Procurement Delays – Manatee County and FDOT routinely manage projects of this scale, and the procurement process is typical for this project. Construction will be awarded to a design-build team prequalified with FDOT. No delays anticipated.

Grant Management Delays – Manatee County has a Grants Coordinator (GC) assigned who is responsible for tracking and reporting. Tracking is consistent with project progress, work performed, funds spent, jobs created/sustained, and anticipated work for next period. Reporting schedule is consistent with BUILD Grant. The evaluation team is organized by the GC. Currently, Manatee County effectively manages a number of state and federal grants, in full compliance with applicable implementation regulations

Environmental Risks – The PTNP is within existing right of way and no wetlands are impacted. The project is a typical Categorical Exclusion that will be documented to comply with NEPA.

Right of Way Acquisition Costs – No acquisition costs needed. CSX Railway may have the potential to delay their public easement agreement. Only the north connection to Washington Park and the SUNTrail segment connection south of Lincoln Community Park, both involving US 41 underpasses would be at risk of not meeting the proposed schedule. However, this potential risk is limited and would not disrupt the other portions of the project connecting the bus transfer station, youth center, school, SUNTrail, and Lincoln Park.

Utility Conflicts – Prior to design and construction a detailed utility survey will be performed to identify potential risk and to mitigate beforehand. Avoiding identified utilities is feasible, and will be the primary mitigation technique instead of more costly relocation.

VI. Benefit-Cost Analysis

The 20-year benefit-cost analysis estimate for the Palmetto Trails Network reflects an estimated 45.9% internal rate of return (IRR) for the project and a net present value of over \$71 million, meaning that the estimated benefit to Palmetto is over six (6) times the initial investment. The table below summarizes the benefits and costs of the project over the appraisal period.

The following economic benefits of the scheme have been estimated:

- Significant benefits from reducing the number of pedestrian and bicycle crashes in the roadway network due to the PTNP providing segregated sidewalk and bicycle routes
- Quality of life improvements, including health care cost savings and bike and pedestrian trips diverted from automobile trips
- Cost savings in bike and pedestrian diversion from automobile trips

This estimate is supported by extensive local demographic data and has been developed using FDOT’s TransValU tool. The PTNP will cost \$15.297m (2018 dollars), of which \$12.238m or 80% is being requested as a BUILD grant with the remainder being provided through local agency funds. This project’s benefit-cost analysis considers different impact areas for bicycling and walking activity. The calculation also considers local travel patterns, trip distances, and public health data to create a more complete picture of the impacts of mode shift towards bicycling and walking that will result from the BUILD-funded Palmetto Trails Network Plan.

Benefit Cost Analysis Results Summary

Benefits

Safety

Collision Cost Savings	\$151,696,300
Number of Crashes Avoided	60

Quality of Life

New Bike/Ped Trips per Year.....	329,079
Bike and Pedestrian Diversion from Autos (Person-Miles per Year)	1,259,083
Health Care Cost Savings for Newly Active Persons (Life of the Project).....	\$35,237,236
Improvements to Trip Quality (Life of the Project).....	\$15,507,281

Costs

Capital Costs	\$15,297,000
Operations and Maintenance Costs	\$1,453,215
Total Undiscounted Costs	\$16,750,215
Total Discounted Costs (7% Discount Rate).....	\$13,556,625

Summary of Return on Investment

Net Present Value (7% Discount Rate)	\$71,851,777
Internal Rate of Return	45.9%
Benefit Cost Ratio	6.3:1

Capital Costs

The capital cost for the PTNP is \$15.297m expressed in 2018 dollars. BUILD grant contribution of 80% or \$12.238m is being sought with the remaining 20% or \$3.059m being provided by local agency partners, including Manatee County, City of Palmetto, FDOT and MCAT. It is assumed for the purpose of the BCA that the capital costs are incurred equally across construction years, with construction beginning in 2019 and completing in 2024.

Operating and Maintenance Costs

The additional infrastructure being introduced as part of the project will incur an incremental operating and maintenance cost compared with the No Build alternative. This is assumed to be 0.5% of the capital expenditure. Note that while the project introduces additional infrastructure, it is replacing an old bridge which will lower the future maintenance costs compared with the No Build.

Safety Benefits

The introduction of a segregated sidewalk and cycle route is assumed to remove all pedestrian and bicycle crashes along the parallel roadway facilities. Crash data from January 2013 to December 2017 has been analyzed to estimate an average number of pedestrian and cycle crashes that occur per year along the affected roadways. Over the life of the project, 60 total crashes are estimated to be avoided, including 14 fatal crashes, with a total crash cost savings of \$151,696,300 in 2018 dollars. It is assumed that non-reported crashes do not cause any injuries. The number of crashes is assumed to increase at 1% annually.

Health Benefits

The increase in walking and cycle trips will lead to health benefits. In Florida, the physical inactivity rate is 25.4%. A health benefit of \$1.68 per mile for cycling and \$3.68 for walking has been assumed. This project is estimated to create 329,079 new bike or pedestrian trips per year, with 786,927 person-miles per year diverted to bicycles and 472,156 person-miles per year diverted to pedestrian travel from automobile travels. Over the life of the project, it is estimated that it will provide \$16.016m in health benefits from increased bicycle use and \$19.220m from increased walking resulting in total health benefits of \$35.237m.

"The BUILD Grant application objectives are consistent with the adopted 2013 Transit Development Plan Major Update....."

William Steele, Transit Division Manager

"The University sees this project as elevating the quality of life in our community, and your (USDOT) consideration is deeply appreciated".

Karen A. Holbrook, Ph.D., Regional Chancellor – University of South Florida, Sarasota County

[Click to view Palmetto Trails Network Plan Supporting Documentation](#)

APPENDIX A

Cost Estimates

Palmetto Trails Network Project: Build Grant Application

Construction Cost Summary as of 7/12/2018

Base Trail Construction Total (12-ft Shared Use Path of length 3.34 miles)

LRE Sequence 2 (FDOT Cost Model)	\$1,208,365.84
Clearing & Grading / Earthwork	\$601,713.76
Minor shoulder work	\$29,757.00
Drainage improvements	\$226,731.96
Utility Adjustments	\$214,200.00
Signing	\$18,431.56
Bike racks, bollards, trash receptacles, benches	\$66,930.00
Urban Area Trail Lighting (all but Program 5)	
Landscaping / Aesthetics	\$267,750.00
Maintenance of traffic & mobilization allocations	\$835,690.94
Total	\$3,469,571.06

Program Component Allocation

	Length (ft)	Cost Allocated	Palmetto	Manatee Co.	FDOT	MCAT
Program 1	1,094	\$215,457.27	\$0.00	\$173,508.09	\$41,949.18	\$0.00
Program 2	1,801	\$354,697.02	\$279,464.23	\$75,232.79	\$0.00	\$0.00
Program 5	7,525	\$1,482,007.28	\$0.00	\$1,482,007.28	\$0.00	\$0.00
Program 6	7,197	\$1,417,409.49	\$1,277,578.90	\$38,601.12	\$101,229.47	\$0.00
Total	17,617	\$3,469,571.06	\$1,557,043.13	\$1,769,349.29	\$143,178.64	\$0.00

Agency Allocations (total w/o grant funding applied)

Trail lighting within southern segments (south of 17th St.)

	Length (ft)	Cost Allocated	Palmetto	Manatee Co.	FDOT	MCAT
Program 1 (Lighted 0.207 mi.)		\$62,925.54	\$0.00	\$50,674.04	\$12,251.50	\$0.00
Program 2 (Lighted 0.341 mi.)		\$103,591.31	\$81,619.14	\$21,972.17	\$0.00	\$0.00
Program 6 (Lighted 1.363 mi.)		\$413,962.60	\$373,124.28	\$11,273.68	\$29,564.65	\$0.00
Total of 1.911 miles lighted length		\$580,479.45	\$454,743.41	\$83,919.89	\$41,816.15	\$0.00

Component trail elements

Component trail elements	Program #	Agency Responsibility
Bus stop enhancements: landing pads (15), shelters (3)	Program 4	MCAT
Bayshore segment (gravity wall, drainage pipe)	Program 5	Manatee Co.
Fencing for Program 5	Program 5	Manatee Co.
Fencing for Program 6	Program 6	Palmetto
8x8 box culvert for neighborhood connection	Program 1	Manatee Co.
17th Street intersection (add right turn lane & signal mods.)	Program 1	FDOT
MLK connector trail x-ing of 2nd Ave.	Program 2	Palmetto
North section intersection enhancements for trail x-ing's (3)	Program 5	Manatee Co.
South section intersection enhancements for trail x-ing's (2)	Program 6	Palmetto
Add buffered bicycle lanes to 17th St.	Program 3	Palmetto
Signature Pedestrian Bridge	Program 6	Palmetto, FDOT
Ped bridge over canal to MLK Trail	Program 2	Palmetto
Trail crossing under US 41 (S. of Lincoln Community Park)	Program 6	FDOT
Trail crossing under US 41 (W. of Washington Park)	Program 5	FDOT
Improved 29th St. corridor (closed drainage conveyance)	Program 5	Manatee Co.

Program Component Allocation

	Cost Allocated	Palmetto	Manatee Co.	FDOT	MCAT
Program 1	\$498,421.61	\$0.00	\$0.00	\$498,421.61	\$0.00
Program 2	\$213,874.17	\$213,874.17	\$0.00	\$0.00	\$0.00
Program 3	\$616,740.53	\$616,740.53	\$0.00	\$0.00	\$0.00
Program 4	\$160,374.48	\$0.00	\$0.00	\$0.00	\$160,374.48
Program 5	\$1,528,344.07	\$0.00	\$1,186,956.40	\$341,387.67	\$0.00
Program 6	\$6,037,887.72	\$3,512,017.37	\$0.00	\$2,525,870.35	\$0.00
Total	\$9,055,642.58	\$4,342,632.07	\$1,186,956.40	\$3,365,679.63	\$160,374.48

Net Total Construction Cost (nearest \$100) \$13,105,800

Total Program: Construction Cost Allocation by Program and Agency Responsibility

	Palmetto	Manatee Co.	FDOT	MCAT	Total
Program 1	\$0	\$224,200	\$552,600	\$0	\$776,800
Program 2	\$575,000	\$97,200	\$0	\$0	\$672,200
Program 3	\$616,700	\$0	\$0	\$0	\$616,700
Program 4	\$0	\$0	\$0	\$160,400	\$160,400
Program 5	\$0	\$2,669,000	\$341,400	\$0	\$3,010,400
Program 6	\$5,162,700	\$49,900	\$2,656,700	\$0	\$7,869,300
Project Construction Cost	\$6,354,400	\$3,040,300	\$3,550,700	\$160,400	\$13,105,800
Permitting (1%)	\$63,500	\$30,400	\$35,500	\$1,600	\$131,000
NEPA Cat Ex/PD&E Study			\$750,000		\$750,000
Final Design Services (10%)	\$635,400	\$304,000	\$355,100	\$16,000	\$1,310,600
Pre-Construction Costs	\$698,900	\$334,400	\$1,140,600	\$17,600	\$2,191,700
Total Project Cost (nearest \$1,000)	\$7,053,000	\$3,375,000	\$4,691,000	\$178,000	\$15,297,000
Non-Federal Commitment (20% Match, nearest \$1,000)	\$1,410,000	\$675,000	\$938,000	\$36,000	\$3,059,000
% of Non-Federal Commitment	46%	22%	31%	1%	
BUILD Grant Program Funding					\$12,238,000

BUDGET INFORMATION - Construction Programs (in required format per grant criteria summary)

The following is an interpretation of how the total project costs would be allocated to the required categories with assumptions

Cost Classification	SOURCE / ASSUMPTION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs
1. Administrative and legal expenses	Assumed to be permitting costs	\$ 131,000	\$ -	\$ 131,000
2. Land, structures, rights-of-way, appraisals	Not anticipated	\$ -	\$ -	\$ -
3. Relocation expenses and payments	Not anticipated	\$ -	\$ -	\$ -
4. Architectural and engineering fees	Final Design	\$ 1,310,000	\$ -	\$ 1,310,000
5. Other architectural and engineering fees	NEPA Cat Ex/PD&E Study	\$ 750,000	\$ -	\$ 750,000
6. Project inspection fees	2% of total construction cost	\$ 262,000	\$ -	\$ 262,000
7. Site work	Earthwork value from LRE (80% of grading & earthwork)	\$ 481,000	\$ -	\$ 481,000
8. Demolition and removal	Clearing & grubbing from LRE (20% of grading & earthwork)	\$ 120,000	\$ -	\$ 120,000
9. Construction		\$ 11,379,000	\$ -	\$ 11,379,000
10. Equipment	25% of MOT and Mobilization from LRE	\$ 209,000	\$ -	\$ 209,000
11. Miscellaneous		\$ -	\$ -	\$ -
12. SUBTOTAL		\$ 14,642,000	\$ -	\$ 14,642,000
13. Contingencies	5% of construction cost	\$ 655,000	\$ -	\$ 655,000
14. SUBTOTAL		\$ 15,297,000	\$ -	\$ 15,297,000
15. Project (program) income	Not anticipated	\$ -	\$ -	\$ -
16. TOTAL PROJECT COSTS		\$ 15,297,000	\$ -	\$ 15,297,000

Date: 7/2/2018 3:59:20 PM

FDOT Long Range Estimating System - Production

R26: Project Details by Sequence without Initial Contingency Report

Project: 434451-2-52-01

Letting Date: 01/2099

Description: Palmetto Trails BUILD Grant Application

District: 01 County: MANATEE Market Area: 08 Units: English

Contract Class: Lump Sum Project: N Design/Build: N Project Length: 3.334 MI

Project Manager: Lawrence Massey

Version 1-P Project Grand Total

\$12,984,419.49

Description: Palmetto Trails BUILD Grant Application

Sequence: 1 NUR - New Construction, Undivided, Rural

Net Length: 0.001 MI
5 LF

Description: FDOT Long Range Estimate of stand-alone project components

Special Short length intentional as linear elements accounted for separately in Sequence 2

Conditions:

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	12.00 / 13.00
Incidental Clearing and Grubbing Area	8.00
Alignment Number	1
Distance	3.337
Top of Structural Course For Begin Section	101.80
Top of Structural Course For End Section	101.80
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	8.00 AC	\$26,391.86	\$211,134.88
120-6	EMBANKMENT	24,941.18 CY	\$15.66	\$390,578.88

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
120-6	EMBANKMENT	3,500.00 CY	\$15.66	\$54,810.00

Earthwork Component Total

\$656,523.76

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00

Structural Spread Rate	165
Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	18.77 SY	\$7.96	\$149.41
285-709	OPTIONAL BASE, BASE GROUP 09	14.47 SY	\$33.31	\$482.00
334-1-11	SUPERPAVE ASPHALTIC CONC, TRAFFIC A	1.16 TN	\$95.71	\$111.02

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
522-4	BUS SHELTER PAD- CONCRETE Comment: ADA upgrades to add bus boarding pads with shelter slabs per MCAT (15 sites x 78 SY/site)	1,170.00 SY	\$92.27	\$107,955.90
550-10-212	FENCING, TYPE B, 0.0-5.0', W/ VINYL COAT Comment: Along riverfront and adjacent to CSX tracks in southern section	1,800.00 LF	\$28.47	\$51,246.00
550-10-240	FENCING, TYPE B, 7.1-8.0', STANDARD Comment: Adjacent to CSX tracks north of US 41 underpass to 29th St.	787.00 LF	\$24.41	\$19,210.67

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	1
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	1

Roadway Component Total

\$179,155.00

SHOULDER COMPONENT**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	4.00 / 4.00
Total Outside Shoulder Perf. Turf Width L/R	4.00 / 4.00
Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips i_c ½ No. of Sides	0

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	4.69 SY	\$2.75	\$12.90

Erosion Control**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
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104-10-3	SEDIMENT BARRIER	1,000.00 LF	\$1.80	\$1,800.00
104-11	FLOATING TURBIDITY BARRIER	1,000.00 LF	\$10.18	\$10,180.00
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	1,000.00 LF	\$3.94	\$3,940.00
104-15	SOIL TRACKING PREVENTION DEVICE	3.00 EA	\$3,048.94	\$9,146.82
104-18	INLET PROTECTION SYSTEM	24.00 EA	\$100.62	\$2,414.88
107-1	LITTER REMOVAL	20.00 AC	\$44.53	\$890.60
107-2	MOWING	20.00 AC	\$68.59	\$1,371.80
Shoulder Component Total				\$29,757.00

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	30.00 CY	\$2,116.75	\$63,502.50
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	1,000.00 LF	\$108.34	\$108,340.00
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	256.00 LF	\$135.51	\$34,690.56
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	10.00 EA	\$1,547.89	\$15,478.90
570-1-1	PERFORMANCE TURF	1,000.00 SY	\$2.75	\$2,750.00
570-1-2	PERFORMANCE TURF, SOD	500.00 SY	\$3.94	\$1,970.00

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
430-174-118	PIPE CULV, OPT MATL, ROUND,18"SD Comment: 2,170-ft to convert open ditch to piped drainage along 29th St. E.	2,176.00 LF	\$98.28	\$213,857.28
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD Comment: 2,200-ft ditch conveyance adjacent to Bayshore Rd.	2,200.00 LF	\$108.34	\$238,348.00

Box Culvert 1

Description	Value
Size	8 x 8
Length	25.00
Multiplier	1

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	49.35 CY	\$1,056.40	\$52,133.34
415-1-1	REINF STEEL- ROADWAY	4,555.50 LB	\$0.92	\$4,191.06
Drainage Component Total				\$735,261.64

INTERSECTIONS COMPONENT

Intersection 1

Description	Value
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Mainline No. of Left Turn Lanes	0
Mainline No. of Right Turn Lanes	1
Mainline Design Speed	45
Cross Street Thru Lanes	1
Cross Street No. of Left Turn Lanes	0
Cross Street No. of Right Turn Lanes	1
Cross Street Design Speed	45
T-Intersection?	N
Multiplier	1
Description	US 41 at 17th Street W. (Add EB right turn lane)

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.85	AC	\$26,391.86	\$22,433.08
120-6	EMBANKMENT	4,981.65	CY	\$15.66	\$78,012.64
160-4	TYPE B STABILIZATION	2,453.21	SY	\$7.96	\$19,527.55
160-4	TYPE B STABILIZATION	846.67	SY	\$7.96	\$6,739.49
285-704	OPTIONAL BASE,BASE GROUP 04	384.44	SY	\$20.61	\$7,923.31
285-709	OPTIONAL BASE,BASE GROUP 09	846.67	SY	\$33.31	\$28,202.58
285-709	OPTIONAL BASE,BASE GROUP 09	2,068.77	SY	\$33.31	\$68,910.73
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	116.42	TN	\$110.62	\$12,878.38
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	305.60	TN	\$110.62	\$33,805.47
337-7-83	ASPH CONC FC,TRAFFIC C,FC- 12.5,PG 76-22	202.39	TN	\$124.34	\$25,165.17
337-7-83	ASPH CONC FC,TRAFFIC C,FC- 12.5,PG 76-22	69.85	TN	\$124.34	\$8,685.15
570-1-1	PERFORMANCE TURF	205.29	SY	\$2.75	\$564.55

Intersection 2

Description	Value
Mainline No. of Left Turn Lanes	0
Mainline No. of Right Turn Lanes	0
Mainline Design Speed	45
Cross Street Thru Lanes	1
Cross Street No. of Left Turn Lanes	0
Cross Street No. of Right Turn Lanes	1
Cross Street Design Speed	45
T-Intersection?	Y
Multiplier	1
Description	Trail crossing of 10th Street E.

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.42	AC	\$26,391.86	\$11,084.58
120-6	EMBANKMENT	50.00	CY	\$15.66	\$783.00
160-4	TYPE B STABILIZATION	100.00	SY	\$7.96	\$796.00
160-4	TYPE B STABILIZATION	50.00	SY	\$7.96	\$398.00
285-704	OPTIONAL BASE,BASE GROUP 04	192.22	SY	\$20.61	\$3,961.65
285-709	OPTIONAL BASE,BASE GROUP 09	50.00	SY	\$33.31	\$1,665.50
285-709	OPTIONAL BASE,BASE GROUP 09	100.00	SY	\$33.31	\$3,331.00
334-1-13		2.00	TN	\$110.62	\$221.24

	SUPERPAVE ASPHALTIC CONC, TRAFFIC C			
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	10.00 TN	\$110.62	\$1,106.20
337-7-83	ASPH CONC FC,TRAFFIC C,FC- 12.5,PG 76-22	20.00 TN	\$124.34	\$2,486.80
337-7-83	ASPH CONC FC,TRAFFIC C,FC- 12.5,PG 76-22	5.00 TN	\$124.34	\$621.70
520-1-7	CONCRETE CURB & GUTTER, TYPE E	100.00 LF	\$23.70	\$2,370.00
520-1-7	CONCRETE CURB & GUTTER, TYPE E	150.00 LF	\$23.70	\$3,555.00
570-1-1	PERFORMANCE TURF	102.65 SY	\$2.75	\$282.29

EX-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
654-2-14	RECT RAPID FLASHING BEACON, F&I	2.00 EA	\$3,852.86	\$7,705.72
	Comment: Includes installation of full system with controller, conduit, and power service connections			

Intersection 3

Description	Value
Mainline No. of Left Turn Lanes	0
Mainline No. of Right Turn Lanes	0
Mainline Design Speed	45
Cross Street Thru Lanes	1
Cross Street No. of Left Turn Lanes	0
Cross Street No. of Right Turn Lanes	0
Cross Street Design Speed	45
T-Intersection?	Y
Multiplier	1
Description	Trail interface with 7th Street W.

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.42 AC	\$26,391.86	\$11,084.58
120-6	EMBANKMENT	50.00 CY	\$15.66	\$783.00
160-4	TYPE B STABILIZATION	50.00 SY	\$7.96	\$398.00
285-704	OPTIONAL BASE,BASE GROUP 04	50.00 SY	\$20.61	\$1,030.50
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	2.00 TN	\$110.62	\$221.24
337-7-83	ASPH CONC FC,TRAFFIC C,FC- 12.5,PG 76-22	4.00 TN	\$124.34	\$497.36
570-1-1	PERFORMANCE TURF	102.65 SY	\$2.75	\$282.29

EX-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
654-2-14	RECT RAPID FLASHING BEACON, F&I	2.00 EA	\$3,852.86	\$7,705.72

Intersection 4

Description	Value
Mainline No. of Left Turn Lanes	0
Mainline No. of Right Turn Lanes	0

Mainline Design Speed	45
Cross Street Thru Lanes	1
Cross Street No. of Left Turn Lanes	0
Cross Street No. of Right Turn Lanes	0
Cross Street Design Speed	45
T-Intersection?	Y
Multiplier	1
Description	Trail interface with 2nd Ave W. / 11th St. W

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.42	AC	\$26,391.86	\$11,084.58
120-6	EMBANKMENT	50.00	CY	\$15.66	\$783.00
160-4	TYPE B STABILIZATION	50.00	SY	\$7.96	\$398.00
160-4	TYPE B STABILIZATION	20.00	SY	\$7.96	\$159.20
285-704	OPTIONAL BASE,BASE GROUP 04	50.00	SY	\$22.58	\$1,129.00
285-709	OPTIONAL BASE,BASE GROUP 09	50.00	SY	\$39.81	\$1,990.50
334-1-11	SUPERPAVE ASPHALTIC CONC, TRAFFIC A	8.00	TN	\$95.71	\$765.68
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	4.00	TN	\$110.69	\$442.76
337-7-83	ASPH CONC FC,TRAFFIC C,FC- 12.5,PG 76-22	8.00	TN	\$129.77	\$1,038.16
520-1-7	CONCRETE CURB & GUTTER, TYPE E	100.00	LF	\$25.34	\$2,534.00
520-1-7	CONCRETE CURB & GUTTER, TYPE E	50.00	LF	\$25.34	\$1,267.00
570-1-1	PERFORMANCE TURF	102.65	SY	\$2.75	\$282.29

EX-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
654-0-01	RAILROAD SIGNAL MODS	1.00	LS	\$15,000.00	\$15,000.00
	Comment: Coordination with CSX and modification of RR crossing as needed to accommodate trail addition				

Intersection 5

Description	Value
Mainline No. of Left Turn Lanes	0
Mainline No. of Right Turn Lanes	0
Mainline Design Speed	45
Cross Street Thru Lanes	1
Cross Street No. of Left Turn Lanes	0
Cross Street No. of Right Turn Lanes	0
Cross Street Design Speed	45
T-Intersection?	Y
Multiplier	1
Description	MLK extension - Crossing of 17th St. W

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.42	AC	\$26,391.86	\$11,084.58
120-6	EMBANKMENT	50.00	CY	\$15.66	\$783.00
160-4	TYPE B STABILIZATION	400.00	SY	\$7.96	\$3,184.00

160-4	TYPE B STABILIZATION	969.27 SY	\$7.96	\$7,715.39
285-704	OPTIONAL BASE,BASE GROUP 04	192.22 SY	\$22.58	\$4,340.33
285-709	OPTIONAL BASE,BASE GROUP 09	400.00 SY	\$39.81	\$15,924.00
334-1-11	SUPERPAVE ASPHALTIC CONC, TRAFFIC A	33.00 TN	\$95.71	\$3,158.43
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	10.00 TN	\$110.69	\$1,106.90
337-7-83	ASPH CONC FC,TRAFFIC C,FC- 12.5,PG 76-22	79.97 TN	\$129.77	\$10,377.71
570-1-1	PERFORMANCE TURF	102.65 SY	\$2.75	\$282.29

Intersection 6

Description	Value
Mainline No. of Left Turn Lanes	0
Mainline No. of Right Turn Lanes	0
Mainline Design Speed	45
Cross Street Thru Lanes	1
Cross Street No. of Left Turn Lanes	0
Cross Street No. of Right Turn Lanes	0
Cross Street Design Speed	45
T-Intersection?	N
Multiplier	1
Description	Trail crossing of CSX at existing X-ing with 25th St. W.

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.02	AC	\$26,391.86	\$527.84
120-6	EMBANKMENT	1,000.00	CY	\$15.66	\$15,660.00
160-4	TYPE B STABILIZATION	125.00	SY	\$7.96	\$995.00
160-4	TYPE B STABILIZATION	420.00	SY	\$7.96	\$3,343.20
285-704	OPTIONAL BASE,BASE GROUP 04	85.00	SY	\$22.58	\$1,919.30
285-709	OPTIONAL BASE,BASE GROUP 09	125.00	SY	\$39.81	\$4,976.25
285-709	OPTIONAL BASE,BASE GROUP 09	55.00	SY	\$39.81	\$2,189.55
334-1-11	SUPERPAVE ASPHALTIC CONC, TRAFFIC A	12.00	TN	\$95.71	\$1,148.52
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	25.00	TN	\$110.69	\$2,767.25
337-7-83	ASPH CONC FC,TRAFFIC C,FC- 12.5,PG 76-22	18.00	TN	\$129.77	\$2,335.86
520-1-7	CONCRETE CURB & GUTTER, TYPE E	225.00	LF	\$25.34	\$5,701.50
570-1-1	PERFORMANCE TURF	205.29	SY	\$2.75	\$564.55

EX-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
830-11-021	REPLACE / UPGRADE RR GRADE CROSSING	60.00	LF	\$1,750.00	\$105,000.00
	Comment: CSX crossing upgrades to support trail addition				

Intersection 7

Description	Value
Mainline No. of Left Turn Lanes	0

Mainline No. of Right Turn Lanes	0
Mainline Design Speed	45
Cross Street Thru Lanes	1
Cross Street No. of Left Turn Lanes	0
Cross Street No. of Right Turn Lanes	0
Cross Street Design Speed	45
T-Intersection?	Y
Multiplier	1
Description	Northern extension crossing of 2nd Ave W.

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.10 AC	\$26,391.86	\$2,639.19
120-6	EMBANKMENT	40.00 CY	\$15.66	\$626.40
160-4	TYPE B STABILIZATION	10.00 SY	\$7.96	\$79.60
285-704	OPTIONAL BASE,BASE GROUP 04	50.00 SY	\$22.58	\$1,129.00
285-709	OPTIONAL BASE,BASE GROUP 09	50.00 SY	\$39.81	\$1,990.50
334-1-11	SUPERPAVE ASPHALTIC CONC, TRAFFIC A	5.00 TN	\$95.71	\$478.55
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	10.00 TN	\$110.69	\$1,106.90
337-7-83	ASPH CONC FC,TRAFFIC C,FC- 12.5,PG 76-22	1.00 TN	\$129.77	\$129.77
520-1-7	CONCRETE CURB & GUTTER, TYPE E	200.00 LF	\$25.34	\$5,068.00
570-1-1	PERFORMANCE TURF	102.65 SY	\$2.75	\$282.29
Intersections Component Total				\$630,709.29

SIGNING COMPONENT**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	15.00 AS	\$314.76	\$4,721.40
700-1-12	SINGLE POST SIGN, F&I GM, 12- 20 SF	6.00 AS	\$1,029.56	\$6,177.36
700-2-13	MULTI- POST SIGN, F&I GM, 21-30 SF	2.00 AS	\$3,766.40	\$7,532.80
Signing Component Total				\$18,431.56

SIGNALIZATIONS COMPONENT**Signalization 1**

Description	Value
Type	Miscellaneous
Multiplier	1
Description	Signal modifications (US 41 at 17th Street E.)

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
632-7-4	SIGNAL CABLE, ADJUST	1.00 PI	\$1,120.54	\$1,120.54

646-1-40	ALUMINUM SIGNALS POLE, RELOCATE	2.00 EA	\$788.78	\$1,577.56
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	2.00 AS	\$902.75	\$1,805.50
653-1-12	PEDESTRIAN SIGNAL, F&I LED COUNT, 2 WAYS	2.00 AS	\$1,333.42	\$2,666.84
676-1-500	TRAFFIC SIGNAL CONTR CAB, ADJUST/MODIFY	1.00 EA	\$808.07	\$808.07
Signalizations Component Total				\$7,978.51

LIGHTING COMPONENT**Rural Lighting Subcomponent**

Description		Value			
Multiplier (Number of Poles)		70			
Pay Items					
Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	10,065.00	LF	\$6.87	\$69,146.55
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	150.00	LF	\$20.48	\$3,072.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	58.00	EA	\$701.87	\$40,708.46
635-2-12	PULL & SPLICE BOX, F&I, 24" X 36"	3.00	EA	\$1,075.98	\$3,227.94
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	10,065.00	LF	\$1.77	\$17,815.05
715-4-14	LIGHT POLE COMPLETE, F&I- STD, 45'	65.00	EA	\$6,361.63	\$413,505.95
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	65.00	EA	\$507.70	\$33,000.50
Subcomponent Total					\$580,476.45
Lighting Component Total					\$580,476.45

LANDSCAPING COMPONENT**User Input Data**

Description	Value
Lump Sum	267,750.00
Cost %	0.00
Component Detail	N
Landscaping Component Total	\$267,750.00

BRIDGES COMPONENT**Bridge 1**

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	960.00
Width (LF)	20.00
Type	Pedestrian Overpass
Cost Factor	1.00
Structure No.	
Removal of Existing Structures area	0.00

Default Cost per SF	\$295.00
Factored Cost per SF	\$295.00
Final Cost per SF	\$295.00
Basic Bridge Cost	\$5,664,000.00

Description SIGNATURE BRIDGE OVER BUS 41 AS GATEWAY INTO PALMETTO 3-SPANS, 200-FT TOTAL LENGTH, 20-FT WIDTH + ELEVATED APPROACHES / WATERSIDE FEATURES ON EITHER SIDE (380X2)

Bridge 1 Total \$5,664,000.00

Bridge 2

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	30.00
Width (LF)	20.00
Type	Pedestrian Overpass
Cost Factor	1.00
Structure No.	
Removal of Existing Structures area	0.00
Default Cost per SF	\$295.00
Factored Cost per SF	\$295.00
Final Cost per SF	\$295.00
Basic Bridge Cost	\$177,000.00

Description TRAIL CROSSING OF CANAL ADJACENT TO MLK TRAIL (TO EAST)

Bridge 2 Total \$177,000.00

Bridge 3

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Type	Misc/Rehab
Structure No.	

Description ADD TRAIL UNDER EXISTING US 41 BRIDGE AT CSX SPUR UNDERCROSSING. TRAIL WITHIN EXISTING END SPAN, NORTH SIDE.

Bridge X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-41	CONC CLASS II, PRECAST DECK OVERLAY	55.00	CY	\$835.37	\$45,945.35
	Comment: 110-ft x 20-ft x 8-in level slab = 55 CY				
515-2-312	PED/BICYCLE RAILING,ALUM, 42" TYPE 2	175.00	LF	\$79.00	\$13,825.00
548-15	RETAINING WALL SYSTEM, RETROFIT SEAL	500.00	LF	\$25.00	\$12,500.00

Bridge 3 Total \$72,270.35

Bridge 4

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Type	Misc/Rehab
Structure No.	
Description	TRAIL CROSSING UNDER US 41 NORTH

Bridge X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-41	CONC CLASS II, PRECAST DECK OVERLAY	71.00	CY	\$835.37	\$59,311.27
	Comment: 145-ft x 20-ft x 8-in level slab = 71 CY				
515-2-312	PED/BICYCLE RAILING,ALUM, 42" TYPE 2	212.00	LF	\$79.00	\$16,748.00
548-15	RETAINING WALL SYSTEM, RETROFIT SEAL	650.00	LF	\$25.00	\$16,250.00
Bridge 4 Total					\$92,309.27
Bridges Component Total					\$6,005,579.62

RETAINING WALLS COMPONENT**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
549-2	GRS BRIDGE ABUTMENT	2,080.00	SF	\$122.00	\$253,760.00
	Comment: 8-ft x 110-ft for trail undercrossing at US 41 S. 8-ft x 150-ft for trail undercrossing at US 41 N.				

Retaining Wall 1

Description	Value
Length	320.00
Begin height	2.00
End Height	14.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	2,560.00	SF	\$31.50	\$80,640.00

Retaining Wall 2

Description	Value
Length	440.00
Begin height	2.00
End Height	14.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	3,520.00	SF	\$29.17	\$102,678.40

Retaining Walls Component Total \$437,078.40

ARCHITECTURAL COMPONENT**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-0-11	CONC CLASS NS, GRAVITY WALL Comment: 1,325 feet of gravity wall along Bayshore Rd. to avoid CSX right of way encroachment (Scheme 3 w/coping)	505.00	CY	\$636.36	\$321,361.80
515-1-2	PIPE HANDRAIL - GUIDERAIL, ALUMINUM Comment: for top of gravity wall along Bayshore Rd.	1,325.00	LF	\$71.64	\$94,923.00
519-78	BOLLARDS Comment: at trail crossings of major roads	12.00	EA	\$902.50	\$10,830.00
751-31-11	KIOSK, ROAD/SHARED DISPLA Comment: Roadside kiosk at major trail crossings	3.00	EA	\$3,645.00	\$10,935.00
751-35-11	BUS SHELTER, F&I, UPTO 50 Comment: New bus shelters for MCAT to support trail interface	3.00	EA	\$17,472.86	\$52,418.58
751-36-14	BICYCLE RACK, FURNISH & INSTALL, >10 BI Comment: 11 locations with bicycle rack clusters	11.00	EA	\$1,335.00	\$14,685.00
751-37	TRASH RECEPTACLE	14.00	EA	\$1,320.00	\$18,480.00
751-38-13	BENCH, F&I, CONCRETE	8.00	EA	\$1,500.00	\$12,000.00
Architectural Component Total					\$535,633.38

UTILITIES COMPONENT**EX-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999999-1	UTILITY ADJUSTMENTS Comment: Assume \$60,000 per mile of trail	3.57	1	\$60,000.00	\$214,200.00
Utilities Component Total					\$214,200.00

Sequence 1 Total**\$10,298,534.61**

Sequence: 2 MIS - Miscellaneous Construction**Net Length:** 3.337 MI
17,619 LF**Description:** Construction of 3.34 miles of trail based on LRE cost model quantities**ROADWAY COMPONENT****EX-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-10-1	LRE PER-MILE CONSTRUCTION COST - FDOT MODEL	3.34	MI	\$331,914.18	\$1,108,593.36
	Comment: FDOT cost model for 12-ft Shared Use Path				
999-11-1	INFLATION FACTOR FOR LRE COST MODEL	3.34	LF	\$29,872.00	\$99,772.48
	Comment: \$331,914.18 + 9% inflation = \$29,872				
Roadway Component Total					\$1,208,365.84
Sequence 2 Total					\$1,208,365.84

Sequence: 3WUU - Widen/Resurface, Undivided, Urban**Net Length:** 0.199 MI
1,050 LF**Description:** Install buffered bicycle lanes between 7th Avenue West and MLK trailhead (1,050 feet)**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	4.00 / 4.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.256
Top of Structural Course For Begin Section	100.00
Top of Structural Course For End Section	100.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.19	AC	\$26,391.86	\$5,014.45
Earthwork Component Total					\$5,014.45

ROADWAY COMPONENT**User Input Data**

Description	Value
Number of Lanes	2
Existing Roadway Pavement Width L/R	15.00 / 15.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	3.00 / 3.00
Widened Structural Spread Rate	275
Widened Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,302.24	SY	\$7.96	\$10,365.83
285-709	OPTIONAL BASE,BASE GROUP 09	777.14	SY	\$39.81	\$30,937.94
327-70-5	MILLING EXIST ASPH PAVT, 2" AVG DEPTH	3,500.64	SY	\$3.68	\$12,882.36
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	288.80	TN	\$110.69	\$31,967.27
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	96.27	TN	\$110.69	\$10,656.13
337-7-83	ASPH CONC FC,TRAFFIC C,FC- 12.5,PG 76-22	140.03	TN	\$129.77	\$18,171.69
337-7-83	ASPH CONC FC,TRAFFIC C,FC- 12.5,PG 76-22	57.76	TN	\$129.77	\$7,495.52

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	N
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	2
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	2
Skip Stripe No. of Stripes	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS	27.00	EA	\$3.93	\$106.11
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.59	GM	\$984.54	\$1,565.42
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.40	GM	\$377.17	\$150.87
Roadway Component Total					\$124,299.14

SHOULDER COMPONENT**User Input Data**

Description	Value
Existing Total Outside Shoulder Width L/R	0.00 / 0.00
New Total Outside Shoulder Width L/R	8.25 / 8.25
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Sidewalk Width L/R	6.00 / 6.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	1,050.19	LF	\$30.83	\$32,377.36
520-1-10	CONCRETE CURB & GUTTER, TYPE F	1,050.19	LF	\$30.83	\$32,377.36
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	1,400.26	SY	\$40.49	\$56,696.53

Erosion Control**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	2,100.38	LF	\$1.80	\$3,780.68
104-11	FLOATING TURBIDITY BARRIER	19.89	LF	\$10.18	\$202.48
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	19.89	LF	\$3.94	\$78.37
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$3,048.94	\$3,048.94
104-18	INLET PROTECTION SYSTEM	11.00	EA	\$100.62	\$1,106.82
107-1	LITTER REMOVAL	0.91	AC	\$44.53	\$40.52
107-2	MOWING	0.91	AC	\$68.59	\$62.42

Shoulder Component Total

\$129,771.47

DRAINAGE COMPONENT**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-351	INLETS, CURB, TYPE P-5, <10'	8.00	EA	\$5,034.34	\$40,274.72
425-1-451	INLETS, CURB, TYPE J-5, <10'	2.00	EA	\$5,786.18	\$11,572.36
425-1-521	INLETS, DT BOT, TYPE C, <10'	1.00	EA	\$3,191.63	\$3,191.63
425-2-41	MANHOLES, P-7, <10'	1.00	EA	\$3,996.71	\$3,996.71
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	392.00	LF	\$93.47	\$36,640.24
430-175-148	PIPE CULV, OPT MATL, ROUND, 48"S/CD	1,000.00	LF	\$191.13	\$191,130.00
570-1-1	PERFORMANCE TURF	60.47	SY	\$2.75	\$166.29
Drainage Component Total					\$286,971.95

SIGNING COMPONENT**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	4.00	AS	\$314.76	\$1,259.04
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	1.00	AS	\$1,029.56	\$1,029.56
700-1-50	SINGLE POST SIGN, RELOCATE	1.00	AS	\$183.99	\$183.99
700-1-60	SINGLE POST SIGN, REMOVE	4.00	AS	\$26.22	\$104.88
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00	AS	\$4,144.74	\$4,144.74
700-2-60	MULTI- POST SIGN, REMOVE	1.00	AS	\$471.79	\$471.79
Signing Component Total					\$7,194.00

LIGHTING COMPONENT**Conventional Lighting Subcomponent**

Description	Value				
Spacing	MIN				
Pay Items					
Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	1,050.19	LF	\$6.87	\$7,214.81
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	208.45	LF	\$20.10	\$4,189.84
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	7.00	EA	\$702.11	\$4,914.77
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	3,835.59	LF	\$1.77	\$6,788.99
715-4-13	LIGHT POLE COMPLETE, F&I-STD, 40'	7.00	EA	\$5,260.45	\$36,823.15
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	7.00	EA	\$508.28	\$3,557.96
Subcomponent Total					\$63,489.52

Lighting Component Total	\$63,489.52
<hr/>	
Sequence 3 Total	\$616,740.53
<hr/>	

Date: 7/2/2018 3:59:21 PM

FDOT Long Range Estimating System - Production

R26: Project Details by Sequence without Initial Contingency Report

Project: 434451-2-52-01

Letting Date: 01/2099

Description: Palmetto Trails BUILD Grant Application

District: 01 County: MANATEE Market Area: 08 Units: English

Contract Class: Lump Sum Project: N Design/Build: N Project Length: 3.334 MI

Project Manager: Lawrence Massey

Version 1-P Project Grand Total	\$12,984,419.49
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Description: Palmetto Trails BUILD Grant Application

Project Sequences Subtotal	\$12,123,640.98
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102-1	Maintenance of Traffic	2.00 %	\$242,472.82
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101-1	Mobilization	5.00 %	\$618,305.69
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Project Sequences Total	\$12,984,419.49
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Project Unknowns	0.00 %	\$0.00
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Design/Build	0.00 %	\$0.00
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Project Non-Bid Subtotal	\$0.00
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Version 1-P Project Grand Total	\$12,984,419.49
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APPENDIX B

Letters of Support



Manatee Board of County Commissioners
1112 Manatee Avenue West
Bradenton, FL 34205
Phone: (941) 748-4501
www.mymanatee.org

June 6, 2018

Secretary Elaine L. Chao
Office of the Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Better Utilizing Investments to Leverage Development (BUILD)
Transportation Discretionary Grants Program
Palmetto Trails Network Plan Application

Dear Secretary Chao:

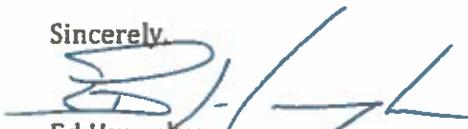
This letter is to express our support for our BUILD grant application for the Palmetto Trails Network Project. This project is also supported by the Cities of Palmetto and Bradenton, Florida, the Florida Department of Transportation and the Sarasota/Manatee MPO as an excellent example of how elected and appointed officials can work together to reach common transportation goals that will improve the quality of life for all of our citizens. We believe our BUILD Application reflects a high level of responsiveness for each of the BUILD Merit Criteria.

This Palmetto Trail Network Project provides regional high-quality multimodal facilities that allow people to safely walk, bike, and use transit. It is designed to provide reliable, safe, and affordable transportation, improve infrastructure longevity, and to promote regional connections toward economic growth. The completion of this project will aid in revitalizing an area of historically underserved neighborhoods. This Project will provide better mobility to no less than three (3) public schools, over a dozen neighborhoods, five (5) different parks, a public transit transfer station, conference centers, and the employment centers located along the trail alignments. The project also includes the design and construction of local trails, sidewalks, intersection safety improvements, and constructing unfunded gaps within the regional SUNTrail through Palmetto.

Our application represents demonstrated and committed partnerships, the consistency with adopted transportation plans (local, regional, and state plans), improved safety, and access to more affordable transportation choices in neighborhoods that are currently limited by the existing infrastructure.

The commitments are in place to show the required level of local match. This project will retrofit existing shortcomings to increase Palmetto's state of good repair, economic competitiveness, quality of life, environmental sustainability, and provide the most cost affordable benefit. Therefore, we trust that the merit presented in our BUILD Grant Application for the Palmetto Trails Network Project are well deserving of a potential award.

Sincerely,



Ed Hunzeker
County Administrator



Metropolitan Planning Organization
www.mympo.org

May 31, 2018

Commissioner Vanessa Baugh, Chair
 Commissioner Alan Maio, Vice Chair

Mayor Liz Alpert
 City of Sarasota

Commissioner Vanessa Baugh
 Manatee County

Commissioner Betsy Benac
 Manatee County

Commissioner Carlos Beruff
 Sarasota-Manatee Airport Authority

Vice Mayor Gene Brown
 City of Bradenton

Mayor Shirley Groover Bryant
 City of Palmetto

Commissioner Paul Caragiulo
 Sarasota County

Mayor Vanessa Carusone
 City of North Port

Vice Mayor Bob Daniels
 City of Venice

Commissioner Jack Daly
 Town of Longboat Key

Commissioner Nancy Detert
 Sarasota County

Mayor Dan Murphy
 Anna Maria, Bradenton Beach & Holmes Beach

Commissioner Stephen R. Jonsson
 Manatee County

Commissioner Alan Maio
 Sarasota County

Councilman Patrick Roff
 City of Bradenton

Commissioner Willie Shaw
 City of Sarasota

Vice Mayor Linda Yates
 City of North Port

L.K. Nandam, District Secretary
 Florida Department of Transportation, Advisor



David Hutchinson
 Executive Director

Sarasota/Manatee
 Metropolitan Planning Organization
 7632 15th Street East
 Sarasota, Florida 34243-3248

941-359-5772
 Fax 941-359-5779

Secretary Elaine L. Chao
 Office of the Secretary of Transportation
 US Department of Transportation
 1200 New Jersey Avenue, SE
 Washington, DC 20590

Re: Better Utilizing Investments to Leverage Development (BUILD)
 Transportation Discretionary Grants Program
Palmetto Trails Network Plan Application

Dear Secretary Chao,

This letter is to express the Sarasota/Manatee Metropolitan Planning Organization's (MPO) support for the BUILD grant application by Manatee County for the Palmetto Trails Network Plan.

This project serves as an excellent example of State, Regional, and Local government coordination to achieve an improved quality of life for our citizens. It consists of State and Regional priorities (SUNTrail – a component of the Florida Greenways and Trails System authorized under 339.81, F.S) and local plans and programs to improve the vision of Manatee County, the Cities of Palmetto and Bradenton, the Florida Department of Transportation and the Sarasota/Manatee MPO. The Application reflects a high level of responsiveness to the BUILD Merit Criteria and documents community support, improvements to safety on our transportation system, economic benefit, and the resources dedicated to the maintenance following completion of this project.

A focus on multi modal transportation is demonstrated through connectivity of neighborhoods, schools and transit, park and recreation facilities, and community services. The project includes the design and construction of regional and local trails, bicycle lanes and sidewalks, intersection improvements, and unfunded segments of the SUNTrail through Palmetto. Completion of the Plan will aid in the revitalization of underserved neighborhoods.

In summary, the Sarasota/Manatee MPO supports this application based on the proven partnerships, state-to-local plan consistency, the addressing of safety and mobility improvement needs, and the provision of facilities for alternative modes of travel, otherwise limited in a historically African-American community. The commitments are in place to show the required level of local match for the safety improvements and economic opportunity.

Your favorable consideration of the BUILD Grant Application for the Palmetto Trails Network is appreciated.

Sincerely,

Vanessa Baugh
 Sarasota/Manatee MPO, Chair



516 8th Avenue West
P.O. Box 1209
Palmetto, Florida 34220-1209
Phone (941) 723-4570
Fax: (941) 723-4576
E-mail: mayor@palmettofl.org

June 6, 2018

Mr. Charles Hunsicker
Parks and Natural Resources Dept. Director
5502 33rd Avenue Drive West
Bradenton, FL 34209

Re: Approval of Linear Park Trail

Dear Mr. Hunsicker:

On behalf of the City of Palmetto, I am happy to report the City Commission met June 4, 2018 and approved the conceptual geographic design of the Central Manatee Network Alternate Analysis (CMNAA) Linear Park Trail. We agree the goal of the Linear Park Trail is to improve and renew some blighted areas in our city and to encourage community-wide multimodal transportation. Understandably, this is just one step in the process of developing a trail system, but the City of Palmetto is excited to be a part of this grand idea.

The City Commission also approved efforts to support the Florida Department of Transportation (FDOT), Manatee County, the City of Palmetto, and the Sarasota/Manatee Metropolitan Planning Organization's (MPO's) application for a BUILD grant and linear park improvements. The Palmetto Community Redevelopment Agency was instructed to assist in the application process.

These are exciting opportunities for our city and neighboring communities. The conceptual plans reflect the beautification and interconnectivity of the multimodal linear trail system. It should also improve the physical health, aesthetics, and even the economy of our hometown.

Sincerely,

Shirley Groover Bryant
Mayor



1115 10th St. W. • Palmetto, FL 34221-4598 • (941) 721-2000 • Fax (941) 723-4816 • Suncom 516-0841

July 10, 2018

Secretary Elaine L. Chao
Office of the Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Better Utilizing Investments to Leverage Development (BUILD)
Transportation Discretionary Grants Program
Palmetto Trails Network Project DUNS Number -7=759-4810

Secretary Chao,

I am writing to you representing the Palmetto Police Department in support of the proposal for a USDOT BUILD grant to fund the Palmetto Linear Park Trail. The Palmetto Police Department believes this project will reduce cost and time burdens on our department by enhancing safety in some of our most distressed neighborhoods.

As our community's Police Department, our primary concern is for the safety and well-being of our residents and visitors. We believe this trail project is an excellent example of Crime Prevention through Environmental Design (CPTED), a significant strategy in our department's crime prevention initiative. This project will also offer the following safety benefits to our community:

- Reduced motor vehicle collisions and reduce traffic congestion;
- Reduced incidences of pedestrian injuries;
- Increased community attention to low-income or blighted residential areas;
- Diminished rates of vandalism and other property crimes.

We view the Linear Park Trail as an opportunity to get students, employees, tourists, and residents to their destinations safely and are looking forward to the safety benefits this project will confer.

Sincerely,

Scott D. Tyler
Chief of Police



Public Works
Transit Division
2411 Tallevast Road
Sarasota, FL 34243
Phone: (941) 747-8621
www.mymanatee.org

June 12, 2018

Brent Lacy, AICP
Vanasse Hagen Brustlin, Inc
501 East Kennedy Blvd, Suite 510
Tampa, FL 33602

RE: Palmetto Trails Network BUILD Grant Application

Dear Mr. Lacy,

The Manatee County Government (MCG) Public Works Department/Transit Division is happy to participate in this Manatee County project to create a BUILD Discretionary Grant application to improve pedestrian access and connections throughout the City of Palmetto. The Public Works/Transit Division is now working on a comprehensive Americans With Disabilities (ADA) bus stop upgrade construction program, to make all bus stops accessible and compliant with ADA implementing regulations, including the provision of seating for passengers. This effort ensures passenger accessibility, improved passenger amenities and consistent "branding" throughout the service area. The BUILD application objectives are consistent with the adopted 2013 Transit Development Plan Major Update priority to improve transit-supportive infrastructure in Manatee County.

The Public Works/Transit Division concurs with the improvements outlined in the BUILD grant application. Bus stops along 17th Street West and 2rd Avenue West are excellent locations for additional pedestrian access and amenities. The Public Works/Transit Division also has available "typical" design templates for ADA compliant bus stop pads with amenities if the project team requires them.

We look forward to working with you on this important grant application.

If you have any questions or require more information please contact Steve Roberts, Logistics Manager, or myself at (941) 747-8621.

Thank you.

William Steele
Transit Division Manager

cc: Chad Butzow, Public Works Department (Interim) Director
Steven Roberts, Logistics Manager
Ryan Suarez, Planning Section Manager

Mission:

To protect, promote & improve the health of all people in Florida through integrated state, county & community efforts.



Rick Scott
Governor

Celeste Philip, MD, MPH
State Surgeon General and Secretary

Vision: To be the **Healthiest State** in the Nation

July 10, 2018

Secretary Elaine L. Chao
Office of the Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Better Utilizing Investments to Leverage Development (BUILD)
Transportation Discretionary Grants Program
Palmetto Trails Network Project DUNS Number -7=759-4810

Dear Secretary Chao:

As Administrator for the Florida Department of Health in Manatee County (DOH-Manatee), I am very pleased to provide this letter in support of the Manatee County BUILD grant application for the Palmetto Trails Network Project. The Manatee County BUILD grant application is supported by community partners including the Cities of Palmetto and Bradenton, Florida, and the Florida Department of Transportation. DOH-Manatee is pleased to join these community partners in support of the Palmetto Trails Network Project which will improve the quality of life for our citizens.

DOH-Manatee works to protect, promote, and improve the health of all people in Florida through integrated state, county, and community efforts. It is in line with this mission that DOH-Manatee supports the Palmetto Trails Network Project. Urban trail projects are one way that policymakers and planners can promote physical and mental health in their communities (Shreve, 2014; Maas et al., 2009). The neighborhoods targeted by the proposed programs in the BUILD grant application are designated as high-risk for several social determinants of health. DOH-Manatee has extensive experience with policy, systems and environmental (PSE) change-based community health work. DOH-Manatee has previously collaborated with Manatee County Government to create a PSE change-based worksite wellness program, to create a community garden, and to create a fruit orchard in the East Bradenton Park community.

We are pleased to support this important public health effort to increase health and wellbeing for Palmetto, Florida residents.

Respectfully,

A handwritten signature in black ink that reads "Jennifer Bencie".

Jennifer Bencie, MD, MSA
Administrator/County Health Officer
Florida Department of Health in Manatee County

Maas, J, Verheij, RA, de Vries S, Spreeuwenberg, P, Schellevis, FG, Groenewegen, PP. Morbidity is related to a green living environment. *J Epidemiol Community Health*, 63(12), 967-73.

Shreeve, E. (2014, January 31). Open spaces and active transportation. *Urban Land*, <https://urbanland.uli.org/.../open-spaces-and-active-transportation>.

ETERNITY TEMPLE WASHINGTON PARK CDC, INC.

716 29TH Street East; Palmetto, Florida 34221-2334

<http://www.etsernitytemplefbc.org/cdc> E-Mail: goodnews6@juno.com

A 501 (c)(3) Agency – Federal Tax Exempt EID: 60-0000138

Rev. McArthur Sellars, President

Rev. Lawrence C. Livingston, Executive Director 941.713.4492

July 12, 2018

Secretary Elaine L. Chao
Office of the Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao,

This letter is to express this Organization and the Manatee County Community Pastors Association's support for the BUILD Grant application by Manatee County for the Palmetto Trails Network Project. This proposal is supported by multiple State, Regional and Local agencies and is an excellent example of how elected and appointed officials can join with community organizations to reach shared goals that improve the quality of life for our citizens. The project goals include: improvements to safety on our transportation system, providing economic benefits to the neighborhoods and the region, strengthening the linkage of all partner agencies involved to leverage their resources, and especially to involve the community throughout the process.

Memphis and Washington Park is a close tight-knit neighborhood just a hop-skip-and-jump off of U.S. 41 as the busy highway snakes north out of Palmetto. The soil used to build U.S. 41 was dug out of the 88 acre swath of land; between 30th Street South; 39th Street North; 3rd Avenue West; and 8th Avenue East;

The current designated 88 acres was a golf course. "That land was taken from this community when they built the U.S. 41 bypass, they just ripped the community in half." as stated in the Bradenton Herald Newspaper Article; dated 2003-11-07; by Jr. Bishop Lawrence Livingston, pastor with the Eternity Temple First Born Church 716 29th Street East; Palmetto, Florida.

The Memphis, Washington Park and East Palmetto neighborhoods have rich history and culture, but also have persevered through numerous social and economic challenges. One nexus of community pride has been the Lincoln Memorial High School in Palmetto. During the 1960's, this former only high school facility for African-Americans had a legendary football team whose winning percentage is still unofficially the best in Florida's history. When the construction of US 41 bypass in the 1950's divided the school and Palmetto's north/south connectivity, a tunnel underneath the road provided access between the school and its football field. The team's strength became a symbol of community resilience and ability to cross barriers of all types.

Recently, the Lincoln Memorial High School Trojan Nation and Manatee Education Television's documentary "Through The Tunnel" brought former high school football players together to prepare a historical record of how the Tunnel gave safe passage for Lincoln Memorial High School activities and football games. Restoration of the Tunnel will answer current needs for pedestrians crossing from East to West of Highway 41; from Sylvian Oaks Subdivision; and Palmetto Trace Students; south of 10th Avenue East, Palmetto.

The Palmetto Trails Network Project addresses current infrastructure disconnects and aging facilities—including the historic tunnel; described above. The project partners have integrated many separate project elements and matched funding wherever possible to create this plan for significant system improvements. Community support in formal and informal settings is hopeful and positive. Thank you for your consideration of this program's potential to add significant value to our community.

Yours Very Truly,


Rev. McArthur Sellars, President 941.840.2156


Jr. Bishop Lawrence C. Livingston, Executive Director 941.713.4492



June 22, 2018

Secretary Elaine L. Chao
Office of the Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Palmetto Trails Network Plan Application

Dear Secretary Chao,

Lincoln Memorial Academy (formerly Lincoln Middle School) is excited to express support for the BUILD grant application for the Palmetto Trails Network Plan.

This project aligns with the school's safety goals as well as the health and well-being goals for our students and this community. There are a number of benefits to the entire community when walking and biking conditions are improved, and safer, easier, and more enjoyable walking and biking routes to school will directly enhance the quality of life for our students and the rest of our Palmetto citizens.

Additionally, this school and this community enjoy a rich tradition of athletic accomplishment, cooperation and comradery in the face of racial strains and economic striving, and a strong sense of civic engagement. This project provides connectivity between neighborhoods, schools, public transit, parks and recreational facilities, and community services. We believe that the traditions that make this school proud are strengthened by the Palmetto Trails Network Plan.

The Trail will pass through our school, and the Plan includes the re-opening of "The Tunnel", which has huge historical significance in Bradenton and Palmetto, and will now once again be used by Lincoln students trekking underneath the busy highway to cross over onto a Manatee County football field to play.

Please consider the BUILD Grant Application for the Palmetto Trails Network favorably. The partnerships it has garnered, the revitalization it promises, and the safety and efficiency it delivers all add up to vast improvements in the quality of life for so many residents.

Sincerely,

A handwritten signature in black ink that reads "Eddie C. Hundley". The signature is written in a cursive style.

Eddie C. Hundley
Principal
Lincoln Memorial Academy



FLORIDA DEPARTMENT OF Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Rick Scott
Governor

Carlos Lopez-Cantera
Lt. Governor

Noah Valenstein
Secretary

July 5, 2018

Secretary Elaine Chao
Office of the Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Better Utilizing Investments to Leverage Development (BUILD)
Transportation Discretionary Grants Program
Palmetto Trails Network Plan Application

Dear Secretary Chao,

This letter is regarding the Palmetto Trails Network Plan. We understand that Manatee County is applying for BUILD grant funds to help with this project. If funded, this project would assist with trail and multi-modal improvements in the City of Palmetto and Manatee County, as well as connectivity to the Gulf Coast portion of the Florida Department of Transportation Shared-Use Nonmotorized (SUN) Trail Network.

This type of project would support the 2018-2022 Florida Greenways and Trails System (FGTS) Plan and the Office of Greenways and Trails (OGT) mandate to collaborate with partners to create a statewide system of greenways and trails (F.S. 260).

The Division of Recreation and Parks supports this application and the entities involved in planning for better communities. The grant will assist partners at the state, regional and local level with the implementation of this project. If awarded, the impact of this project has the ability to unite these communities and energize the organizations, enabling them to better recognize the positive effects of trails in their area. The Office of Greenways and Trails is willing to provide mapping services and coordination between groups in the regional area to better implement the project.

Elaine Chao
Page 2
July 5, 2018

If you have any questions regarding this letter, please contact Katie Bernier via email, Katherine.Bernier@dep.state.fl.us or by phone 850.245.2078.

Sincerely,

A handwritten signature in cursive script that reads "Katie Bernier". The signature is written in black ink and is positioned below the word "Sincerely,".

Katie Bernier, Regional Coordinator
Division of Recreation and Parks
Office of Greenways and Trails

June 27, 2018

Secretary Elaine L. Chao
Office of the Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590



RE: BUILD Grant/Palmetto Trails Network Application
Manatee County, Florida

Dear Secretary Chao,

The Manatee Chamber of Commerce, with approximately 2,000 members representing nearly 70,000 employees in our area, strongly supports the Palmetto Trails Network Project (PTNP) and related BUILD grant application submitted by Manatee County Government. This project aligns with the Chamber's mission to build a positive business environment while enhancing our community's quality of life through the introduction of a system of high quality, multimodal facilities designed to reestablish community connections previously lost in an economically distressed community.

The current alignment of US 41 in the City of Palmetto has historically split apart an established community, thereby dividing neighborhoods from schools, economic centers from consumers and workers, and created unsafe pedestrian mobility. A tunnel that previously connected Lincoln Memorial High (Lincoln Memorial Academy) and Lincoln Park has long been closed off, thus requiring local residents and students to cross at an unsafe grade intersection.

This project will provide improved access and mobility to three public schools, over a dozen neighborhoods, five parks, a public transit transfer station, conference centers, and the employment centers located along the trail alignments. The project will include numerous pedestrian safety infrastructure enhancements, including intersection improvements and lighting. Additionally, the trail connections established by this project will integrate with the established regional SUNTrail alignment for continuous bicycle connections from outside Palmetto and across the Manatee River.

We would like our region to continue to be viewed as a top destination for our residents and visitors, and among the best nationwide in well-being. Projects like this will continue our effort to create strong, healthy communities with safe multimodal options while strengthening our local economy and business environment.

Thank you for your consideration.

Sincerely,

Darcie Duncan
Chairman of the Board



June 29, 2018

Secretary Elaine L. Chao
Office of the Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: BUILD Grant/Palmetto Trails Network Application, Manatee County, Florida

Dear Secretary Chao,

I'm writing to share my support, as the Regional Chancellor of the University of South Florida, Sarasota-Manatee (USFSM), for the BUILD grant application which the Manatee County Government is submitting to you. The Palmetto Trails Network Project provides opportunities and options for healthy living—a concept that the University embraces and which mirrors our new pre-nursing curriculum—starting this fall.

A total of 2,000 students attend USFSM, and half come from Manatee County. Our population is unique in that nearly 80% of the student base must work to afford college and the average age is 27; many of them are married, with children. Promoting a healthy lifestyle, making smart nutritional choices, and modeling healthy living for area children are contributing factors to the economic and educational drivers in this region. Having access to walking, biking, and hiking trails in the community—which are safe—truly enhances the community and plays into our partnership with a variety of Manatee County institutions and organizations which employ our graduates or host student interns; those organizations include Manatee Memorial Hospital, the Manatee Chamber of Commerce, the Manatee Community Foundation, the Women's Resource Center, and Blake Medical Center.

Support of this project also enriches Manatee County's ability to attract new business, new CEOs, and employees to the region. The University sees this project as elevating the quality of life in our community, and your consideration is deeply appreciated.

Thank you, in advance.

Sincerely,

A handwritten signature in cursive script, appearing to read "Karen A. Holbrook".

Karen A. Holbrook, Ph.D.
Regional Chancellor,
University of South Florida, Sarasota-Manatee

July 5, 2018

Secretary Elaine L. Chao
Office of the Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590



RE: BUILD Grant/Manatee County, Florida

Dear Secretary Chao,

The Manatee Chamber of Commerce Natural Resources Committee strongly supports the Palmetto Trails Network Project (PTNP) and related BUILD grant application submitted by Manatee County Government. As a Committee representing over 2,000 business members, our focus is to make recommendations regarding issues affecting our natural resources and related quality of life issues with an emphasis on land use and water. We believe this project aligns with this mission through the introduction of a system of high quality, multimodal facilities and infrastructure that will improve water quality, reduce motor vehicle travel, and provide opportunities for redevelopment and streetscapes that are more environmentally sustainable.

Along the nearly two miles of new trail alignment, construction will entail improved storm water attenuation. This will help conserve the fragile coastal ecosystem by reducing pollution, sediment and other unnecessary runoff reaching the mangroves and protecting both land and marine endangered species, such as water dependent fowl, manatees, and clams that depend upon water quality for population growth. Currently, several vacant former industrial brownfields are located in and around the project area. However, with improved multi-modal access convenient to the center of Manatee County along the waterfront, long-term brownfield redevelopment that is more environmentally sustainable can be expected over the next 5-15 years.

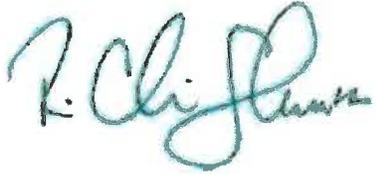
This project will also help mitigate the heat island impacts within the City of Palmetto by planting shade trees and landscaping along the project limits. The mature trees and landscaping during the life of this project will provide additional shade along the surface to help reduce surface temperatures. The PTNP is able to improve energy efficiency, reduce the dependence on oil, reduce congestion related emissions, and help improve water quality.

A tourist based economy like Manatee County is sensitive to water quality along the waterfront shores. The reduced motor vehicle use as a result of this project will not only lower CO2 and other atmospheric pollutants, but will also reduce the amount of pollution runoff into the waterways, and reduce the amount of toxins seeping into the soil, preserves, sewers, and ultimately the runoff into the Manatee River and the Gulf of Mexico.

We would like our region to continue to be viewed as a top destination for our residents and visitors, and among the best nationwide in well-being. Projects like this will continue our effort to

create strong, healthy communities through sustainable redevelopment strategies that enhance our communities overall quality of life.

Thank you for your consideration.

A handwritten signature in blue ink, reading "R. Christopher Sharek". The signature is written in a cursive, flowing style.

R. Christopher Sharek, P.E.
Chair, Natural Resources Committee
Manatee Chamber of Commerce

APPENDIX C

Benefit-Cost Analysis

Benefit-Cost Analysis Results

Multi-Project Results

Select Unit for Display: Millions of \$2017

Scenario 1: Palmetto Trails Program

Real Discount Rate: 7.0%

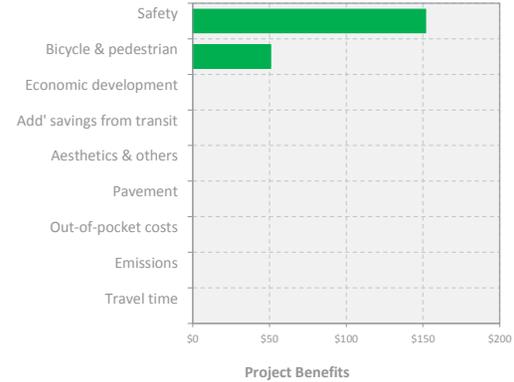
PROJECT BENEFITS	Millions of \$2017	Value	Units
Travel time savings	\$0.0		
Automobiles	\$0.0	-	Millions of Vehicle-Hours
Trucks	\$0.0	-	Millions of Vehicle-Hours
Transit Users	\$0.0	-	Millions of Person-Hours
Cyclists & Pedestrians	\$0.0	-	Millions of Person-Hours
Out-of-pocket cost savings	\$0.0		
Fuel cost savings	\$0.0		
Gasoline	\$0.0	-	Millions of Gallons
Diesel	\$0.0	-	Millions of Gallons
Other vehicle operating cost savings	\$0.0		
Automobiles	\$0.0		
Trucks	\$0.0		
Bicycles	\$0.0		
Reductions in fare payments	\$0.0		
Parking cost savings	\$0.0		
Additional savings to new transit users	\$0.0		
Emission cost savings	\$0.0		
NOX	\$0.0	-	Tons
CO2	\$0.0	-	Tons
VOC	\$0.0	-	Tons
PM	\$0.0	-	Tons
SO2	\$0.0	-	Tons
Safety benefits	\$151.7	60	Crashes
Pavement maintenance cost savings	\$0.0		
Economic development around transit stations	\$0.0		
Health benefits of increased physical activity	\$35.2	329,079	New Bike/Ped Trips per Year
Improvements to trip quality	\$15.5		
Aesthetics & other roadside improvements	\$0.0	-	Acres of Vegetation
TOTAL PROJECT BENEFITS	\$202.4		
Present Value of Total Benefits	\$85.4		

PROJECT COSTS	
Incremental O&M costs	\$1.5
Capital costs	\$15.3
TOTAL PROJECT COSTS	\$16.8
Present Value of Total Costs	\$13.6

SUMMARY RESULTS	
Net Present Value	\$71.9
Benefit-Cost Ratio	6.30
First Year Project Breaks Even*	2023
Overall Rate of Return	45.9%

* Discounted Payback Period = 4 years

SOCIAL BENEFITS OF PUBLIC TRANSPORTATION	
Avoided Expenditures on Public Assistance	\$0.0
Avoided Medical Expenditures (Home Care Visits)	\$0.0



KEY MODEL PARAMETERS & ASSUMPTIONS

Regional and Investment Parameters	
Selected region	District 1
Region type	Urban
Roadway access	Unrestricted
Construction start year	2019
Construction end year	2022
Investment useful life in years	20
Benefits begin accruing	2022
Real discount rate	7.0%

Optional Override Data	
Crash data	User-defined
Average vehicle occupancy	1.39

Value of Time	
Personal time (\$ per hour)	\$14.2
Business time (\$ per hour)	\$26.5

[Click to view Palmetto Trails Network Plan Detailed Benefit-Cost Analysis](#)

APPENDIX D

Demographic Data

Sociocultural Data Report Summary

Total Population		Persons	Percent of Total	Total Number
		14315		
Age	School Age (5-17)	2725	19%	14315
	Seniors (65+)	2962	21%	
Ethnicity & Race	Not Hispanic or Latino - White Alone	4863	34%	14315
	Not Hispanic or Latino - Black or African American alone	4059	28%	
	Hispanic or Latino	5191	36%	
	Other	202	1%	
Income	Income in the past 12 months below poverty level:	3485	25%	14160
	Income in the past 12 months at or above poverty level:	10675	75%	
	Less than \$20k	1258	27%	
	\$20k to \$39,999k	1152	25%	
	\$40k to \$59,999	943	21%	
	\$60k to \$99,999	826	18%	
	\$100k+	420	9%	
Renter/ Owner	HH Owner	2767	60%	4599
	HH Rentor	1832	40%	
Vehicles	No Vehicle	483	11%	4599
	One or more vehicles	4116	89%	
Education	8th Grade or less	1145	12%	9405
	Some High School	1075	11%	
	HS Diploma or GED Equivalent	3704	39%	
	Some College	1668	18%	
	Associate's	380	4%	
	Bachelor's	1074	11%	
	Master's	265	3%	
	Professional School Degree	58	1%	
Doctorate	36	0%		
Commute Type	Drive Alone	3999	72.1%	5545
	Carpool	1157	20.9%	
	Public Transportation	60	1.1%	
	Bike	9	0.2%	
	Walk	67	1.2%	
	Other	139	2.5%	
	Work from Home	114	2.1%	
Commute Time (min)	Less than 10	433	8%	5431
	10 to less than 20	1441	27%	
	20 to less than 30	1450	27%	
	30 to less than 40	1195	22%	
	40+	912	17%	

[Click to view Palmetto Trails Network Plan Detailed Demographic Data](#)