



REPLACEMENT AGENDA

COMMITTEE OF THE WHOLE WORKSHOP BOARD OF COUNTY COMMISSIONERS

Board Chambers
Suite 100
Ernie Lee Magaha Government Building - First Floor
221 Palafox Place

August 11, 2016
9:00 a.m.

Notice: This meeting is televised live on ECTV and recorded for rebroadcast on the same channel. Refer to your cable provider's channel lineup to find ECTV.

1. Call to Order

(PLEASE TURN YOUR CELL PHONE TO THE SILENCE OR OFF SETTING.)

2. Was the meeting properly advertised?

3. RESTORE Advisory Committee Recommended List of Projects and the Multi-Year Implementation Plan

(Chips Kirschenfeld - 60 min)

- A. Board Discussion
- B. Board Direction

4. Animal Services Advisory Committee

(John Robinson - 15 Minutes)

- A. Board Discussion
- B. Board Direction

5. Transit Development Plan 5-Year Update

(Tonya Ellis, Escambia County Area Transit, and Tindale Oliver - 15 minutes)

- A. Board Discussion
- B. Board Direction

6. Adjourn

Committee of the Whole

3.

Meeting Date: 08/11/2016

Issue: RESTORE Advisory Committee Recommended List of Projects and the Multi-Year Implementation Plan

From: Chips Kirschenfeld, Director

Information

Recommendation:

RESTORE Advisory Committee Recommended List of Projects and the Multi-Year Implementation Plan

(Chips Kirschenfeld - 60 min)

A. Board Discussion

B. Board Direction

Attachments

RESTORE Presentation Projects and MYIP

T1-RESTORE Fact Sheets

T2-RESTORE Proposals Ranked

T3-RESTORE Top 10 Economic

T4-RESTORE Top 10 Environment

T5-RESTORE Top 10 Infrastructure

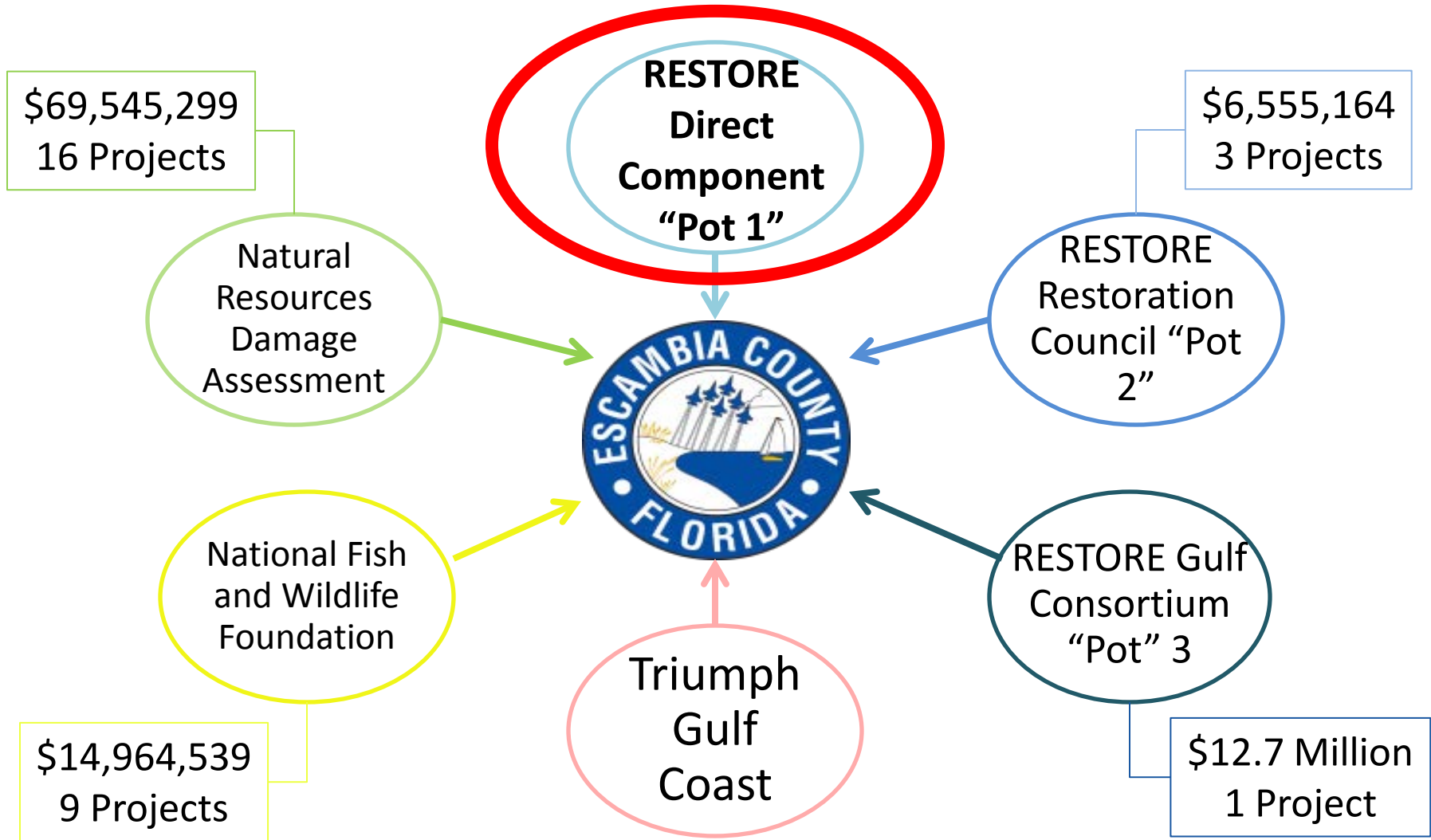
T6-RESTORE Appendix A

T7-RESTORE Appendix B

ESCAMBIA COUNTY RESTORE PROGRAM



RESTORE Direct Component Project Selection and Multi-Year Implementation Plan



A map of a coastal region, likely the Gulf of Mexico, showing land in shades of green and brown, and water in blue. A yellow circle highlights a specific location on the coast. The word "Mexico" is visible in the lower left corner of the map area.

What is a MYIP?

“A Multi-Year Implementation Plan is a restoration plan that ***prioritizes eligible activities*** for Direct Component funds and obtains ***broad-based participation*** from individuals, businesses, Indian tribes, and non-profit organizations.”



MYIP Requirements

- Must include at least one project
- Must undergo a formal 45 day public comment period
- Can include projects valued up to our maximum allocation of \$70,961,544.68
- Does not have to be submitted annually & can be amended
- Must use Best Available Science





MYIP Requirements

An ***approved MYIP does not release RESTORE Act funds.*** A formal Grant Application Process must be taken for each specific project after the MYIP has been approved.



CURRENTLY AVAILABLE
(TRANSOCEAN + ANADARKO
MINUS PLANNING GRANT)

\$12,022,399


Escambia County Direct Component Allocation

Transocean & Anadarko	\$12,438,249.11
Year 1 (2017)	\$4,036,089.35
Year 2 (2018)	\$2,018,044.67
Year 3 (2019)	\$4,036,089.35
Year 4 (2020)	\$4,036,089.35
Year 5 (2021)	\$4,036,089.35
Year 6 (2022)	\$4,036,089.35
Year 7 (2023)	\$4,036,089.35
Year 8 (2024)	\$4,036,089.35
Year 9 (2025)	\$4,036,089.35
Year 10 (2026)	\$4,036,089.35
Year 11 (2027)	\$4,036,089.35
Year 12 (2028)	\$4,036,089.35
Year 13 (2029)	\$4,036,089.35
Year 14 (2030)	\$4,036,089.35
Year 15 (2031)	\$4,036,089.35
TOTAL	\$70,961,544.68

What Happens after Projects are Selected by the BCC?



THE ROAD AHEAD – RESTORE PROJECTS TIMELINE



Current	Project Selection
30 Days	Project Research & Development
10 Days	MYIP Draft
21 Days	BCC Approval
45 Days	Formal Public Comment Period
10 Days	Incorporating Meaningful Public Comment
21 Days	BCC Approval
30-60 Days	Treasury MYIP Review
30 Days	Writing Grant Applications
60-90 Days	Treasury Application Review
21 Days	BCC Approval of Notice of Award
30 Days	Setting Up Financing
90 Days	If Applicable – Contract setup & RFP/RFQ Bids
6-12 Months	Total

A wide-angle photograph of a beach at sunset. The sky is filled with soft, colorful clouds in shades of orange, yellow, and blue. The sun is low on the horizon, casting a warm glow. In the distance, a row of buildings is visible along the coast. The foreground shows the sandy beach with some footprints, leading to the calm ocean water.

What
Are the Next
Steps?



RESTORE Program Goal

To fund as **many restoration** projects as possible while obtaining the **maximum** amount of leveraging dollars available.



Recommendation for Project Selection

Staff recommendation is to use a method similar to what the Gulf Coast Ecosystem Restoration Council used.

The Council is made up of representatives from 5 Gulf States & 6 Federal Agencies.



Recommendation

GULF COAST ECOSYSTEM RESTORATION COUNCIL

Category 1: Foundational projects to be funded this year (many are design only).

Category 2: Projects the Council has identified as a future priority as additional funds become available.



ESCAMBIA COUNTY

Category 1: Fund 1st phase (design) of top project(s) in each category & direct staff to seek leveraging funds for construction

Category 2: Projects the BCC identifies as a priority to be funded as additional funds become available.





Benefits of Starting Small


1. Pilot Projects will allow staff to submit the MYIP and demonstrate the process for administrative & compliance requirements
2. Provides shovel-ready projects for leveraging opportunities
3. Allows for flexibility as future opportunities arise (Triumph)








Option 1: Recommended Category 1 Projects

Include in
MYIP

Seek
leverage

Project	Phase 1 (Design)	Construction
 OLF8 Commerce Park Improvements	\$635,000	\$18,402,790
 Eleven Mile Creek Stream Restoration	\$1,110,776	\$11,819,132
 Forest Creek Apartment Complex	\$2,029,200	\$17,857,796
Total	\$3,774,976	\$48,079,718

Option 2: Recommended Category 1 Projects

Project	Phase 1	Construction
 <p>OLF8 Commerce Park Improvements</p>	\$635,000	\$18,402,790
 <p>Eleven Mile Creek Stream Restoration</p>	\$1,110,776	\$11,819,132
 <p>Forest Creek Apartment Complex</p>	\$2,029,200	\$17,9857,796
 <p>Wood Treating Superfund Redevelopment Master Plan</p>	\$500,000	NA
 <p>Carpenter Creek & Bayou Texar Revitalization Plan</p>	\$665,000	\$2,440,000
 <p>Perdido Key Gulf of Mexico Public Access</p>	\$1,648,000	NA
<p>Total</p>	\$6,587,976	\$50,519,718

Summary

1. Do we want to fund any projects this year? If so, we can submit the MYIP this year
2. How many projects (\$ value) do we want to include in the MYIP?



*Additional slides not used in presentation



Best Available Science

“Best available science means science that ***maximizes the quality, objectivity, and integrity of information***, including statistical information; uses peer-reviewed and publicly available data; and clearly documents and communicates risks and uncertainties in the scientific basis for such projects. ”



Best Available Science

- NRMD scientists developed a tool through our planning grant to perform a literature search for all 124 projects
- Currently have “top ten” references for each applicable project
- These references will be utilized for projects selected by BCC
- This tool provides us with the necessary information to demonstrate that our projects are using best available science





Bonding

“Nothing prevents an eligible entity from issuing a bond or incurring a debt obligation to finance a project, or from seeking reimbursement for pre-award project costs under the RESTORE Act; however, an eligible entity engages in advance financing and **incurs pre-award costs at its own risk**. Treasury can only approve pre-award project costs that would have been allowable if incurred within a RESTORE Act grant award.”





When Considering Bonding

- 1.** Costs incurred for interest on borrowed capital or the use of the eligible entity's own funds, however represented, are unallowable. Financing costs (including interest to acquire, construct, or replace capital assets, that would be used by the non-Federal entity in support of Federal awards) may be allowable, subject to conditions.
- 2.** Projects need to be included in the MYIP





When Considering Bonding

- 3.** Treasury needs to stay in communication
- 4.** Procurement standards apply if done through a contract.
- 5.** Written approval from the Federal awarding agency is required for any costs incurred prior to the issuance of a grant.
- 6.** All costs must meet 2 C.F.R. Part 200, Subpart E Cost Principles of the Uniform Guidance.



ESCAMBIA COUNTY RESTORE PROGRAM

TAB 1



- 1. TABLE OF CONTENTS**
- 2. RESTORE FACT SHEETS**
 - a) ALLOCATIONS AND BONDING
 - b) MULTI-YEAR IMPLEMENTATION PLAN
REQUIREMENTS & TIMELINE
 - c) BEST AVAILABLE SCIENCE
REQUIREMENTS
 - d) SUMMARY OF RESTORATION
DOLLARS RECEIVED & FUTURE “POTS”

ESCAMBIA COUNTY RESTORE PROGRAM

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- 1. RESTORE FACT SHEETS**
 - a) ALLOCATIONS AND BONDING
 - b) MULTI-YEAR IMPLEMENTATION PLAN
REQUIREMENTS & TIMELINE
 - c) BEST AVAILABLE SCIENCE REQUIREMENTS
 - d) SUMMARY OF RESTORATION DOLLARS
RECEIVED & FUTURE “POTS”
- 2. RESTORE ADVISORY COMMITTEE DIRECT
COMPONENT PROPOSAL RANKING – CATEGORY**
- 3. TOP TEN ECONOMIC PROPOSAL PROFILES**
- 4. TOP TEN ENVIRONMENT PROPOSAL PROFILES**
- 5. TOP TEN INFRASTRUCTURE PROPOSAL PROFILES**
- APPENDIX A: RESTORE ADVISORY COMMITTEE
DIRECT COMPONENT PROPOSAL RANKING – FULL
LIST**
- APPENDIX B: U.S. TREASURY FORMAL RESPONSE ON
BONDING**

WHAT RESTORATION DOLLARS ARE BENEFITING ESCAMBIA COUNTY?

AND WHAT ARE THEY FOR?



NATIONAL FISH & WILDLIFE FOUNDATION

\$14,964,539

"To restore & project natural habitat and threatened species"

1. Corrine Jones Stormwater Park
2. Coastal Bird Conservation
3. Bayou Chico Water Quality Improvement Projects
4. Sea Turtle Light Pollution Elimination
5. Mammal Response
6. Shorebird Conservation
7. Benthic Habitat Assessment
8. Environmental Benefit Fund Strategy
9. Fisheries Assessment

GULF COAST ECOSYSTEM RESTORATION COUNCIL

\$6,555,164

"To provide Gulf-wide ecosystem restoration"

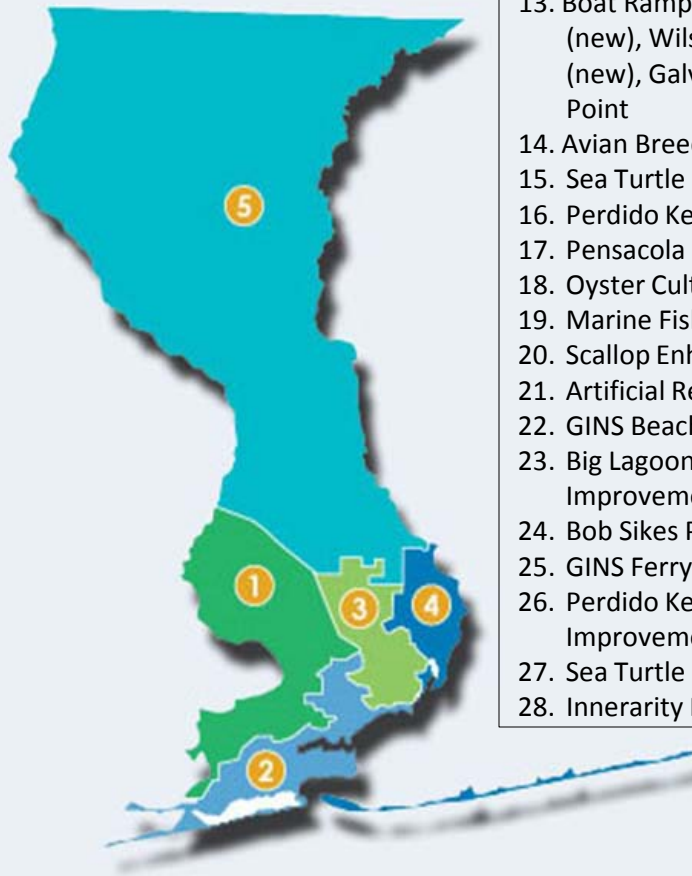
10. NAS Pensacola Living Shoreline Planning
11. Bayou Chico Sediment Removal Planning
12. Beach Haven Stormwater & Wastewater Improvement

NATURAL RESOURCES DAMAGE ASSESSMENT

\$69,545,299

"To compensate for damages to the environment and loss of use"

13. Boat Ramps – Mahogany Mill (new), Wilson B. Robertson (new), Galvez Landing, & Navy Point
14. Avian Breeding Habitat
15. Sea Turtle Nesting Habitat
16. Perdido Key Dune Restoration
17. Pensacola Bay Living Shoreline
18. Oyster Cultch Placement
19. Marine Fisheries Hatchery
20. Scallop Enhancement
21. Artificial Reef Creation
22. GINS Beach Enhancement
23. Big Lagoon Boat Ramp Improvements
24. Bob Sikes Pier Restoration
25. GINS Ferry
26. Perdido Key Boardwalk Improvements
27. Sea Turtle Restoration
28. Innerarity Point Park



GULF CONSORTIUM

"To provide ecosystem & economic restoration to the Florida Gulf Coast"

-\$12.7 million expected through an even split of \$293 million along the 23 Gulf counties

TRIUMPH GULF COAST

"To provide transformational economic development for the Florida Gulf Coast"

-75% of \$1.5 Billion expected to be spent in the Florida Panhandle

WHAT IS A MULTI-YEAR IMPLEMENTATION PLAN (MYIP)?

WHY IS IT IMPORTANT?



What is a MYIP? A Multi-Year Implementation Plan is a plan that prioritizes eligible activities for Direct Component funds and obtains broad-based participation from individuals, businesses, Indian tribes, and non-profit organizations.

Is there a submittal deadline? There is no deadline for writing the MYIP. It is also not required to write a MYIP every year.

How much of our allocation can we include in the MYIP? A MYIP can include up to our maximum allocation of \$70,961,544.68; however, an MYIP must include at least one project in order to be submitted.

An approved MYIP does not release RESTORE Act funds. A formal Grant Application Process must be taken for each specific project after the MYIP has been approved.

Is the County going to take public comment on the MYIP? Yes, Treasury requires the county to provide a formal 45 day public comment period. The county must then incorporate any meaningful input received.

What must be included in the MYIP? An MYIP must include a Project Narrative and Project Matrix (Forms provided by Treasury). Although it is not required, a document that includes the county's progress, process development, and restoration strategy is recommended.

THE ROAD AHEAD – RESTORE PROJECTS TIMELINE

Current	Project Selection
30 Days	Project Research & Development
10 Days	MYIP Draft
21 Days	BCC Approval
45 Days	Formal Public Comment Period
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30-60 Days	Treasury MYIP Review
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30 Days	Setting Up Financing
90 Days	If Applicable – Contract setup & RFP/RFQ Bids
6-12 Months	Total

WHY IS AN MYIP IMPORTANT?

1. An MYIP is the first step into unlocking RESTORE Act Dollars.
2. An MYIP can tell the story of how restoration dollars will be benefitting the county after the oil spill.

QUESTIONS FROM THE PUBLIC

1. When will projects be selected?
2. How many projects will be selected?
3. Will Escambia County ever re-open the portal for new project ideas?
4. How often will an MYIP be produced?
5. Will the smaller projects that didn't rank as well ever get a chance for funding?

WHAT IS BEST AVAILABLE SCIENCE?

WHY MUST WE USE IT?



Best Available Science

“Under the RESTORE Act, activities designed to protect or restore natural resources must be based on best available science. Best available science means science that maximizes the quality, objectivity, and integrity of information, including statistical information; uses peer-reviewed and publicly available data; and clearly documents and communicates risks and uncertainties in the scientific basis for such projects.”

- U.S. Treasury

BEST AVAILABLE SCIENCE TOOL

- A tool developed through our planning grant to perform a literature search for all 124 projects.
- Currently have “top ten” references for each applicable project.
- These references will be utilized once projects are selected.
- This tool provides us with the necessary information to show if our projects are using best available science.

Best Available Science Review has been a problem for many counties attempting to receive direct component grants. (Especially county’s that do not have scientists readily available). Escambia County is the only county to have anticipated this necessary cost and included it in the planning grant.

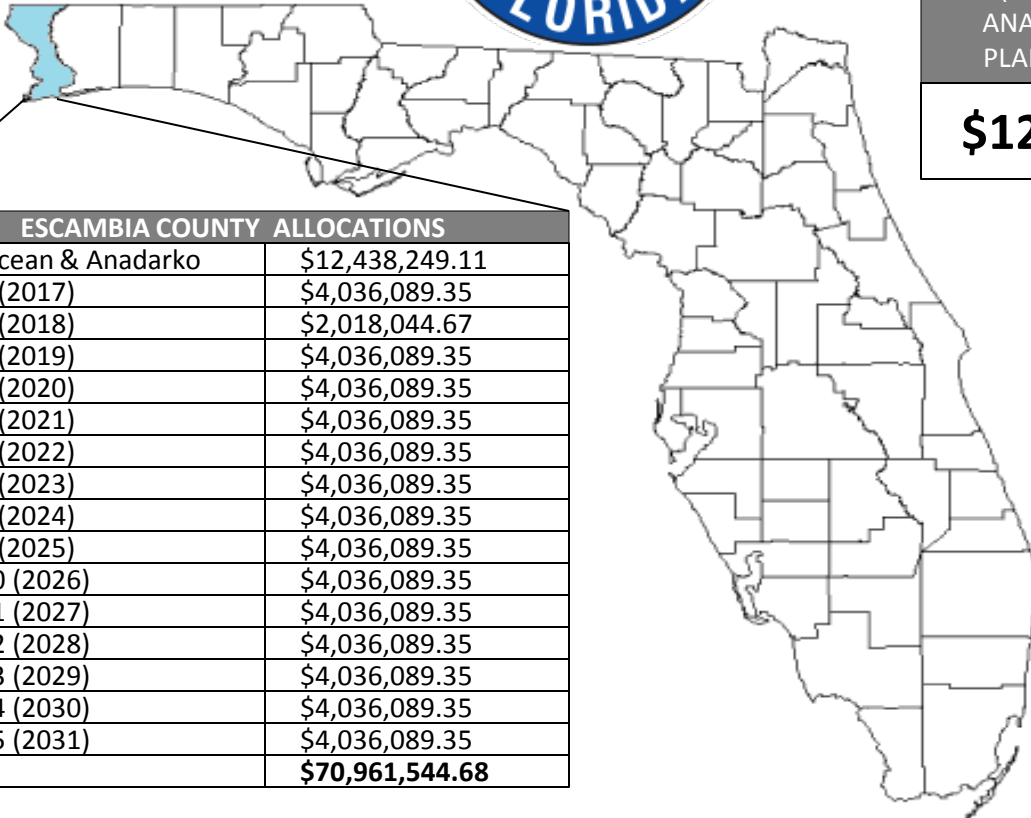
WHAT IS OUR DIRECT COMPONENT ALLOCATION?

CAN WE BOND?



CURRENTLY AVAILABLE
(TRANSOCEAN +
ANADARKO MINUS
PLANNING GRANT)

\$12,022,399



ESCAMBIA COUNTY ALLOCATIONS

Transocean & Anadarko	\$12,438,249.11
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BONDING

Nothing prevents an eligible entity from issuing a bond or incurring a debt obligation to finance a project, or from seeking reimbursement for pre-award project costs under the RESTORE Act; however, an eligible entity engages in advance financing and incurs pre-award costs **at its own risk**. Treasury can only approve pre-award project costs that would have been allowable if incurred within a RESTORE Act grant award. Treasury will provide written approval of pre-award costs only through a notice of award. The following must be considered when planning to issue a bond (See Appendix B for more details):

1. Costs incurred for interest on borrowed capital or the use of the eligible entity's own funds, however represented, are unallowable. Financing costs (including interest to acquire, construct, or replace capital assets, that would be used by the non-Federal entity in support of Federal awards, may be allowable, subject to conditions.
2. Procurement standards apply if done through a contract.
3. Written approval from the Federal awarding agency is required for any costs incurred prior to the issuance of a grant.
4. All costs must meet 2 C.F.R. Part 200, Subpart E Cost Principles of the Uniform Guidance.

ESCAMBIA COUNTY RESTORE PROGRAM

TAB 2



- 1. PROPOSALS RANKED – CATEGORY**
(DIRECT COMPONENT PROPOSALS RANKED
IN ECONOMIC, ENVIRONMENT, OR
INFRASTRUCTURE CATEGORIES.)

Note: The projects below are color coded according to their primary RESTORE Act Eligible Activity. The ten eligible activities are listed below

1. Restoration and Protection of the natural resources, ecosystems, fisheries, marine and wildlife habitat, beaches and coastal wetlands of the Gulf Coast Region (26)
2. Mitigation of damage to fish, wildlife, and natural resources (None)
3. Implementation of federally approved marine, coastal, or comprehensive conservation management plan, including fisheries monitoring (None)
4. Workforce development and job creation (14)
5. Improvements to or on State parks located in coastal areas affected by the Deepwater Horizon oil spill (3)
6. Infrastructure projects benefitting the economy or ecological resources, including port infrastructure (46)
7. Coastal flood protection and related infrastructure (12)
8. Planning assistance (7)
9. Promotion of tourism in the Gulf Coast Region, including recreational fishing (15)
10. Promotion of the consumption of seafood harvested from the Gulf Coast Region (1)

Direct Component RESTORE Projects 2015

Economic		
RAC Score	Project Title - Application Number	B = Budget: P1 = Phase 1
54.18	OLF8 Commerce Park Improvements - 26	B: \$19,037,790 P1: 635,000
53.00	Escambia Wood Treating Superfund Redevelopment Master Plan - 68	B: \$500,000
52.64	REAP/SCA's Escambia Conservation Corps - 42	B: \$2,499,171
50.27	Belmont-DeVilliers:Restored Heritage Revisited - 10	B: \$437,000
49.73	Project AIMS -104	B: \$1,566,253
48.82	Lionfish Commercialization & Harvest - 22	B: \$326,480
48	SOAR WITH RESTORE - 24	B: \$750,000
46	Museum Plaza - 77	B: \$740,000
44.55	Belmont Cultural Center Heritage Tourism Destination Phase I - 3	B: \$1,500,000
44	Escambia County Large Vessel Reef(s) Project - 17	B: \$1,500,000

Environment		
RAC Score	Project Title - Application Number	B = Budget: P1 = Phase 1
66.91	Eleven Mile Creek Stream Restoration - 4	B: \$12,929,908 P1: \$1,110,776
65.27	Carpenter Creek and Bayou Texar Economic and Environmental Revitalization Plan - 57	B: \$2,440,000 P1: \$665,000
59.80	White Island Restoration - 81	B: \$169,000
57.82	Hollice T. Williams Park - Stormwater Management/Recreational Facilities Project - 39	B: \$3,764,000
52.18	Jones Swamp Wetland Preserve Management & Ecosystem Restoration - 44	B: \$940,000
49.45	Bayou Chico Restoration - 117	B: \$22,828,151 P1: \$1,902,346
48.82	Escambia County Offer Your Shell To Enhance Restoration (OYSTER) Project - 94	B: \$555,275
48.55	Perdido River Habitat Restoration - 34	B: \$304,500
46.91	Tarkiln Bayou Preserve restoration of Big Muddy - 30	B: \$374,884
46.55	Sunset Island Seagrass Restoration Project - 54	B: \$840,000

Infrastructure		
RAC Score	Project Title - Application Number	B = Budget: P1 = Phase 1
65.27	Forest Creek Apartment Complex Acquisition/Demolition & Jones Creek Floodplain Restoration Project - 78	B: \$17,857,796 P1: \$2,029,200
60.82	Perdido Key Gulf of Mexico Public Access - 107	B: \$1,648,000
60.55	Port Pensacola Maritime Infrastructure Berth 6 Restoration - 50	B: \$3,750,000
60.36	Project Universal Access - 99	B: \$3,350,000
59.09	11 Mile Creek Basin - 51	B: \$4,024,000
56.91	Lake Charlene/BridleTrail - 95	B: \$1,000,000 P1: \$100,000
53.27	Woodlands -UWF Scenic Hills--St Luke's Church Neighborhood Partnership Stream Restoration & Flood Protection - 43	B: \$3,753,466 P1: \$549,970
52.82	Sanders Beach Park Addition / Beach Restoration - 48	B: \$17,268,246 P1: \$2,330,346
52.55	Navy Point Rain Gardens and Community Greens - 12	B: \$645,980 P1: \$37,500
51.18	Navy Blvd Beautification and Navy Point Restoration - 105	B: \$17,020,000 P1: \$3,150,000

Economic		
RAC Score	Project Title - Application Number	B = Budget: P1 = Phase 1
43.27	Maritime Sports Tourism Development Project/ Maritime Infrastructure Project - 47	B: \$2,100,000
42.64	Englewood-Northeast Brownsville-West Moreno Urban Revitalization Project - 76	B: \$250,000
34.82	Reaching Our Community - 97	B: \$248,940
34.64	SCA Internship Ladder to Employment - 82	B: \$1,590,273 P1: \$445,235
34.18	SCA Internship Ladder to Employment - 83	B: \$1,431,091 P1: \$286,255
32.5	Pensacola Adaptive Sailing Outreach - 18	B: \$1,000,000 P1: \$500,000
31.91	CareerLaunch at Boys & Girls Club - 71	B: \$544,044 P1: \$189,615
28.09	Sam's Surf City, Wavepool/Youth Training & Aquatic Recreation Program - 73	B: \$700,000
26.91	STEM Story - 113	B: \$210,334
26.5	If we build it, they will come - 74	B: \$310,000
26.45	Financial Recovery and Preparedness for Escambia County - 36	B: \$61,000
24.64	Culinary Entrepreneurial Incubator Center - 65	B: \$991,100
24.18	Learn a Language - Touch the World - 85	B: \$428,925
20.55	Escambia County Website App Tourism - 23	B: \$361,750

Environment		
RAC Score	Project Title - Application Number	B = Budget: P1 = Phase 1
44	Perdido Bay Bronson Field Living Shoreline Project - 52	B: \$840,000
41.55	Riparian Zone Preservation - 55	B: \$1,000,000 P1: \$100,000
39.91	Shoreline Habitat and Resilient Coasts (SHaRC) - 67	B: \$98,000
38.5	Big Lagoon State Park and Tarkiln Bayou Preserve State Park Restoration - 20	B: \$118,000
37.18	Cooperative Invasive Species Management - 27	B: \$1,530,604
37.18	Water Quality Targets for Seagrass Restoration in Pensacola and Perdido Bays - 53	B: \$420,000
36.9	Big Lagoon Ecosystem Restoration - 103	B: \$16,250,000 P1: \$4,000,000
34.91	Electrify the Ferry Service - 111	B: \$2,691,520 P1: \$533,520
33	Emerald Coast Institute for Living Shorelines - 79	B: \$2,500,000
32.73	Escambia and Pensacola Bays Oyster Reef Mapping and Condition Assessment - 87	B: \$300,000
32	Dolphin Conservation Program - 32	B: \$441,426
31.18	Building Community Resilience in Escambia County - 91	B: \$54,995
28	Multi-Purpose Suite of Water Quality Models for Escambia County - 115	B: \$304,656
27.09	ConFund - 35	B: \$348,000

Infrastructure		
RAC Score	Project Title - Application Number	B = Budget: P1 = Phase 1
51.09	Beach Haven S & NE - 101	B: \$3,651,000 P1: \$2,151,000
51.09	Pensacola Beach Dune Walkover Replacements - 110	B: \$705,000
50.91	S Old Corry Field Rd Bridge Replacement - 100	B: \$2,900,000
50.82	Restore the City Creek - 11	B: \$5,760,000 P1: \$883,500
48.64	IHMC Community Meeting Hall Expansion - 45	B: \$600,000
48.64	South Dogtrack Drainage- Coral Creek, Hampton Lake, Three Waters Green (aka, Mariner Village), Liberty Church - 59	B: \$8,100,000 P1: \$1,200,000
48.27	Town of Century Water Quality Improvements - 86	B: \$486,000
47.55	General Daniel "Chappie" James, Jr. Memorial Park Low Impact Development and Stormwater Treatment Project - 61	B: \$645,000
47.45	Jackson's Lakes Diversion & Wakeboard Park - 106	B: \$930,000 P1: \$250,000
47	Olive Road Phase II East-Ferry Pass Zone 5 - 49	B: \$11,100,000 P1: \$7,500,000
45.55	Pensacola Beach Reclaimed Water System Expansion - Phase IV - 29	B: \$375,000
44.64	Escambia County Santa Rosa Island Property Boardwalk and Observation Towers - 62	B: \$5,000,000 P1: \$500,000
43.09	Ashland Park Sewer Expansion/Stormwater Improvement - 28	B: \$1,000,000
43	Perdido Key Multi-Use Path - 109	B: \$800,000

Economic		
RAC Score	Project Title - Application Number	B = Budget: P1 = Phase 1
20.09	Digital Radiology at Nemours - 118	B: \$806,000
17.18	Family Prison Transportation Project - 70	B: \$60,000
16.36	shareourshore - 31	B: \$100,000
11.45	LA's Funtainment Center - 98	B: \$8,957,649

Environment		
RAC Score	Project Title - Application Number	B = Budget: P1 = Phase 1
25	Oakland Community Park - 9	B: \$90,000
24.82	Portable Marine Training Facilities - 66	B: \$397,500
23.18	Escambia County Regional Sediment Management Plan (ERSMP) - 80	B: \$250,280
20.55	Silver Lining, Inc - 84	B: \$581,000
19.18	PENSACOLA BOTONICAL GARDEN-ESTUARUM - 112	B: \$500,000
4	rebuild 2nd sandbar - 60	B: \$100,000
3.091	Sunken Barge Cleanup - 33	B: \$0

Infrastructure		
RAC Score	Project Title - Application Number	B = Budget: P1 = Phase 1
42.36	North Palafox Street Road Diet and Beautification - 14	B: \$3,938,767
41.55	Veterans Memorial Park Improvements - 89	B: \$495,000
41.27	Native Paths Boardwalk - 46	B: \$150,000
41.09	Seville Harbour Breakwater - 41	B: \$4,556,708 P1: \$142,500
41	Escambia County Heritage Trails - 93	B: \$346,000
39.36	Brownsville Redevelopment Initiative - 96	B: \$4,700,000
37.82	Chimney Park Stormwater Improvements - 90	B: \$685,000
37.2	Technology Campus Parking Garage - 88	B: \$500,000
36.91	BAYWALK PROMENADE - 63	B: \$300,000
36.36	Pensacola MESS Hall New Facility Planning Grant - 25	B: \$150,000
35.09	Loaves and Fishes Emergency Family Shelter - 75	B: \$3,429,392
32.82	Cantonment Community Center - 102	B: \$2,000,000
32.64	Community Advocacy Center - 21	B: \$3,500,000
32.64	Pleasant Grove Inlet - 56	B: \$300,000
32.18	Perdido Bay Public Waterway Access Site - 15	\$2,000,000
32.1	Raise the Homes - 123	B: \$20,000,000 P1: \$20,000
31.73	Maritime Heritage and Nature Trail - 1	B: \$200,000
31.18	Hampton Lakes Flooding Issue - 121	B: \$85,000
30.91	Scenic Pathway - 108	B: \$502,659
29.73	Green Roof - 40	B: \$674,239
29.7	Escambia County/ ECUA Resource Recovery Project-Energy Island - 72	B: \$3,570,000

Economic		
RAC Score	Project Title - Application Number	B = Budget: P1 = Phase 1

Environment		
RAC Score	Project Title - Application Number	B = Budget: P1 = Phase 1

Infrastructure		
RAC Score	Project Title - Application Number	B = Budget: P1 = Phase 1
28.45	Old East Hill Community Market - 16	B: \$1,441,700
28.36	G.R.U.B - 119	B: \$20,750
28.33	Human Performance Research Laboratory - 6	B: \$141,000
27.55	Lambert Bridge Rd - 38	B: \$500,000
27.36	Women's Transitional Shelter & Support Center - 2	B: \$923,647
25.73	Hispanic Community Center - 19	B: \$1,546,074
25.18	Cottage Hill Water Works Infrastructure Update and System Improvements - 37	B: \$3,700,000
24.55	Community Gathering Center - 122	B: \$500,000 P1: \$20,000
24.4	City Bike Share - 58	B: \$1,260,000 P1: \$630,000
24.3	Solar Power for Pensacola Habitat - 92	B: \$1,250,000
23.18	Warrington Multi-Use Facility - 69	B: \$11,750,000
23	One.Net - Pensacola Broadband - 64	B: \$240,000
22.9	Clean Energy for Pensacola - 8	B: \$900,000
20.8	Perdido Key - Additional Public Parking and Beach Access - 124	B: \$2,000,000
20.55	Brownsville Nature Trail - 116	B: \$8,000,000 P1: \$2,000,000
16.36	Cantonment Sportsplex - 5	B: \$50,000
16.27	Pedestrian safety on Main St. - 114	B: \$56,450
15.45	Paddle Lacrosse Golf Courses - 7	B: \$140,000
8.909	Economic Loss Zone/ Infrastructure - 13	B: \$417,000
0	Dune Walkover Protection Project - 120	Duplicate

ESCAMBIA COUNTY RESTORE PROGRAM

TAB 3



1. TOP TEN - ECONOMIC

- a) OLF8 COMMERCE PARK
IMPROVEMENTS – 26
- b) ESCAMBIA WOOD TREATING
SUPERFUND REDEVELOPMENT
MASTER PLAN – 68
- c) REAP/SCA'S ESCAMBIA
CONSERVATION CORPS – 42
- d) BELMONT-DEVILLIERS: RESTORED
HERITAGE REVISITED – 10
- e) PROJECT AIMS – 104
- f) LIONFISH COMMERCIALIZATION – 22
- g) SOAR WITH RESTORE – 24
- h) MUSEUM PLAZA – 77
- i) BELMONT CULTURAL CENTER
HERITAGE TOURISM DESTINATION
PHASE 1 – 3
- j) ESCAMBIA COUNTY LARGE VESSEL
REEF PROJECT – 17



RANK: ECONOMIC – 1, OVERALL – 11

PROJECT DESCRIPTION

The OLF-8 Project combines two critical community economic development priorities: Military Sector Investment & Private Sector Investment. Because military investment is a prime economic driver along the Gulf Coast, the OLF-8 project provides a unique opportunity to protect and improve our local military aviation training assets. The OLF-8 land swap opportunity provides a new state-of-the-art Navy and Marine Corps rotary-wing training asset that helps protect our military commands from additional rounds of military asset reduction (BRAC). Private sector investment is also absolutely critical to our economic progress. Escambia County will solicit and secure private sector investment by converting the old OLF-8 training course into a Commerce Center. The site is adjacent to the on-going construction of the 10,000 job NFCU campus. Concepts for the new Commerce Park show approximately 425-acres of net developable uplands. Initial estimates of job densities are 8.5 jobs per acre (3,600 new jobs).

PROJECT DETAILS

Environment:

- Wetland Preservation

Infrastructure:

- Walkable and Bikeable Community
- LEED Certifications and Stormwater Management

Economic:

- Job Creation (3,600 new jobs)
- Private Industry and Business Growth
- Military Industry and Training Growth
- Encourage Tourism

Total Funding Requested: \$19,037,790

Phase 1 Requested: \$635,000

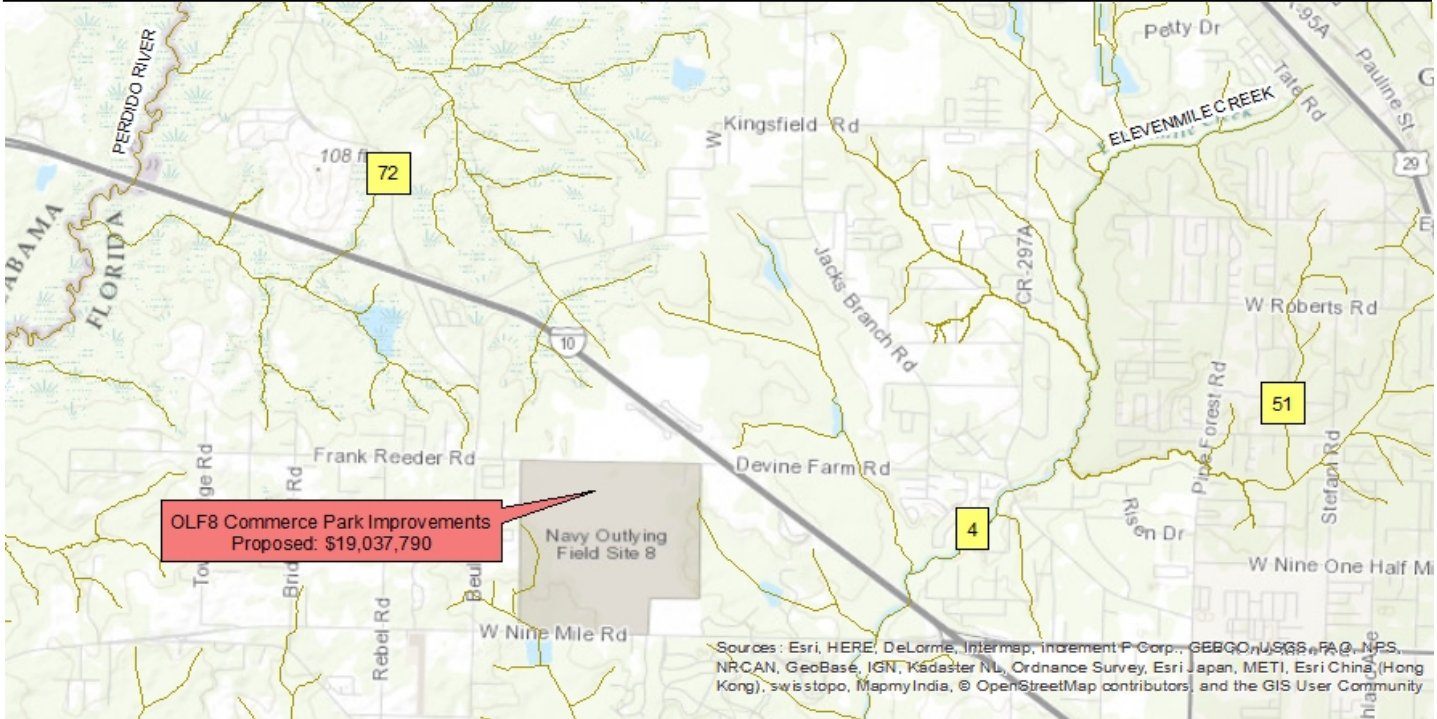
(Planning/Design)

Leverage: N/A

Complementary Projects: N/A



ELEVEN MILE CREEK BASIN



MAP KEY

- = Current Proposed Direct Component Project
- = Other Proposed Direct Component Projects in the Same Watershed
- = Projects Funded through Other Oil Spill Restoration Dollars

App #	Project Title	Budget
4	Eleven Mile Creek Stream Restoration	\$12,929,908
51	11 Mile Creek Basin	\$4,024,000
72	Escambia County/ ECUA Resource Recovery Project-Energy Island	\$3,570,000





RANK: ECONOMIC – 2, OVERALL – 13

PROJECT DESCRIPTION

A redevelopment planning and implementation firm will be retained to design and develop a Master Redevelopment Plan for the redevelopment of the Escambia Wood Treating Superfund Site (ETC) into a multi-use commercial/industrial campus. The plan will encompass all infrastructure and site layouts. The goals and performance metrics to be achieved include creating a master plan for the design layout for utilities, infrastructure, streets, stormwater, and all elements of redevelopment of a commerce park. This project will produce a beneficial plan for the redevelopment of a non-revenue generating, superfund site. The master plan will produce a cohesive, aesthetically pleasing design for the site benefiting the surrounding community and neighborhoods. A new commerce park must have a master plan to guide these developments.

PROJECT DETAILS

Environment:

- Habitat Preservation
- Redevelopment of Currently Vacant & Blighted Urban Commerce/Industrial Property (not new development)
- Increase Tree Canopy
- Stormwater Treatment

Infrastructure:

- Flooding Improvements
- Low Impact Design (LID)

Economic:

- Tourism
- Job Creation (1,700 new jobs)
- Industry & Business Growth
- Revitalize Neighborhoods

Total Funding Requested: \$500,000

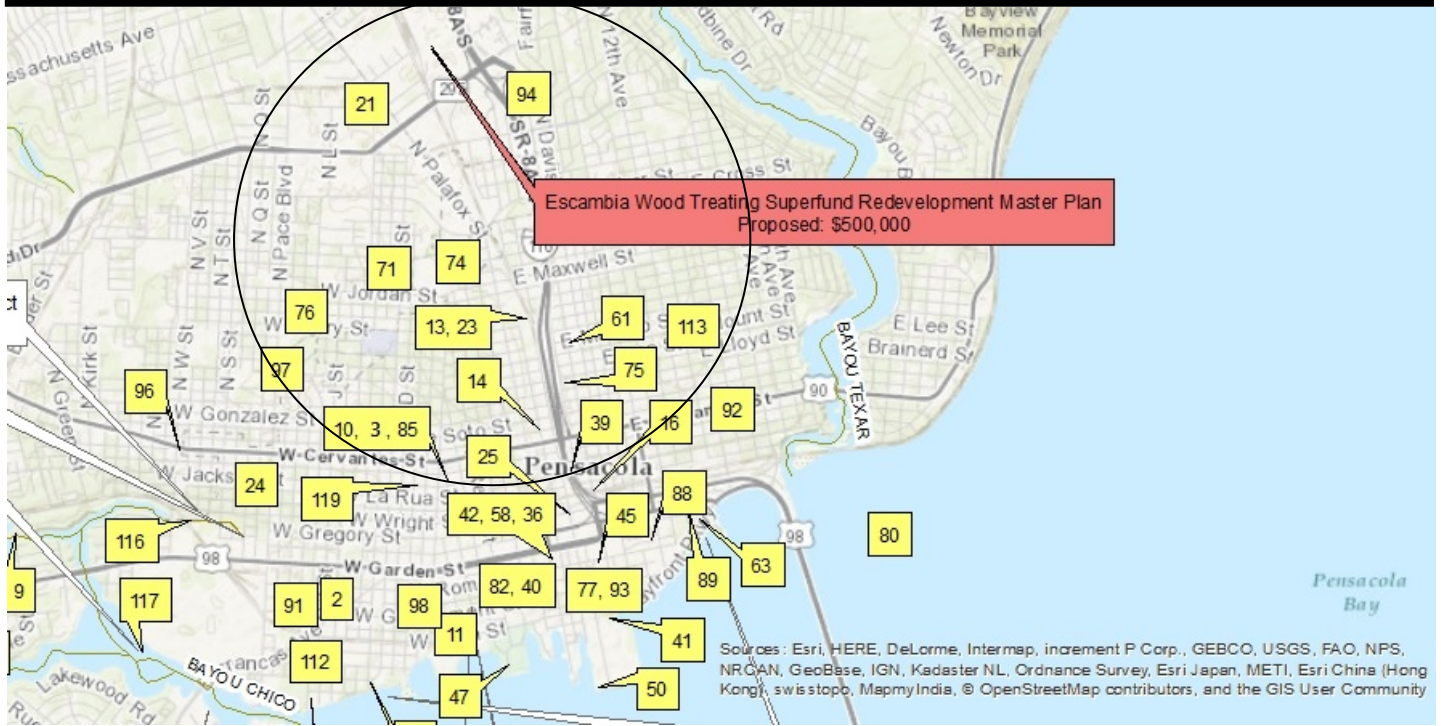
Phase 1 Requested: N/A

Leverage: N/A

Complementary Projects: N/A



DOWNTOWN PENSACOLA BAY DRAINAGE BASIN



MAP KEY

- = Current Proposed Direct Component Project
- = Other Proposed Direct Component Projects in the Same Watershed
- = Projects Funded through Other Oil Spill Restoration Dollars



App #	Project Title	Budget
94	Escambia County Offer Your Shell to Enhance Restoration (OYSTER)	\$555,275
21	Community Advocacy Center	\$3,500,000
71	CareerLaunch at Boys & Girls Club	\$544,044
74	If We Build It, They Will Come	\$310,000
76	Englewood-Northeast Brownsville-West Moreno Urban Revitalization	\$250,000
13	Economic Loss Zone/ Infrastructure	\$417,000
23	Escambia County Website App Tourism	\$361,750
61	General Daniel "Chappie" James, Jr. Memorial Park Low Impact Development and Stormwater Treatment	\$645,000
113	STEM Story	\$210,334
14	North Palafox Street Road Diet and Beautification	\$3,938,,767
75	Loaves and Fishes Emergency Family Shelter	\$3,429,392
97	Reaching Our Community	\$248,940
25	Pensacola MESS Hall New Facility Planning Grant	\$150,000
39	Hollice T. Williams Park-Stormwater Management/Recreational Facilities	\$3,764,000



RANK: ECONOMIC- 3, OVERALL- 15

PROJECT DESCRIPTION

This project is to establish the ESCAMBIA CONSERVATION CORPS (the “ECC”), based somewhat on the Civilian Conservation Corps (CCC) model that operated in the 1930s. The CCC led to a greater public awareness and appreciation of the outdoors and the nation’s natural resources, as well as providing jobs for citizens having a difficult time finding jobs. For the workers enrolled in the CCC, benefits included improved physical condition, heightened morale and self-esteem, gratifying benefits of social and community service and interaction, and increased employability. The benefits to Escambia County would be expected to mirror the benefits produced from the former CCC- a substantial improvement in the condition of the recreational areas of our county; the opportunity to address several long-outstanding areas’ needs for repair/improvement; a heightened awareness by our citizens of our area’s natural attributes; the increased marketability of our area to eco-tourists; and the inherent benefits to the needs and enrichment of the lives of specific segments of the region’s populace, as well as their families and communities.

PROJECT DETAILS

Environment:

- Habitat Conservation
- Habitat Management

Infrastructure:

- Trail and Park Maintenance
- Walkable and Bikeable Communities

Economic:

- Enhance Eco-Tourism Activities
- Provides Recreational Space
- Workforce Development & Training
- Reduce Reentrance Rate
- Increase Community Health
- Job Creation (Temporary Maintenance & Skilled Labor)

Total Funding Requested: \$2,499,171

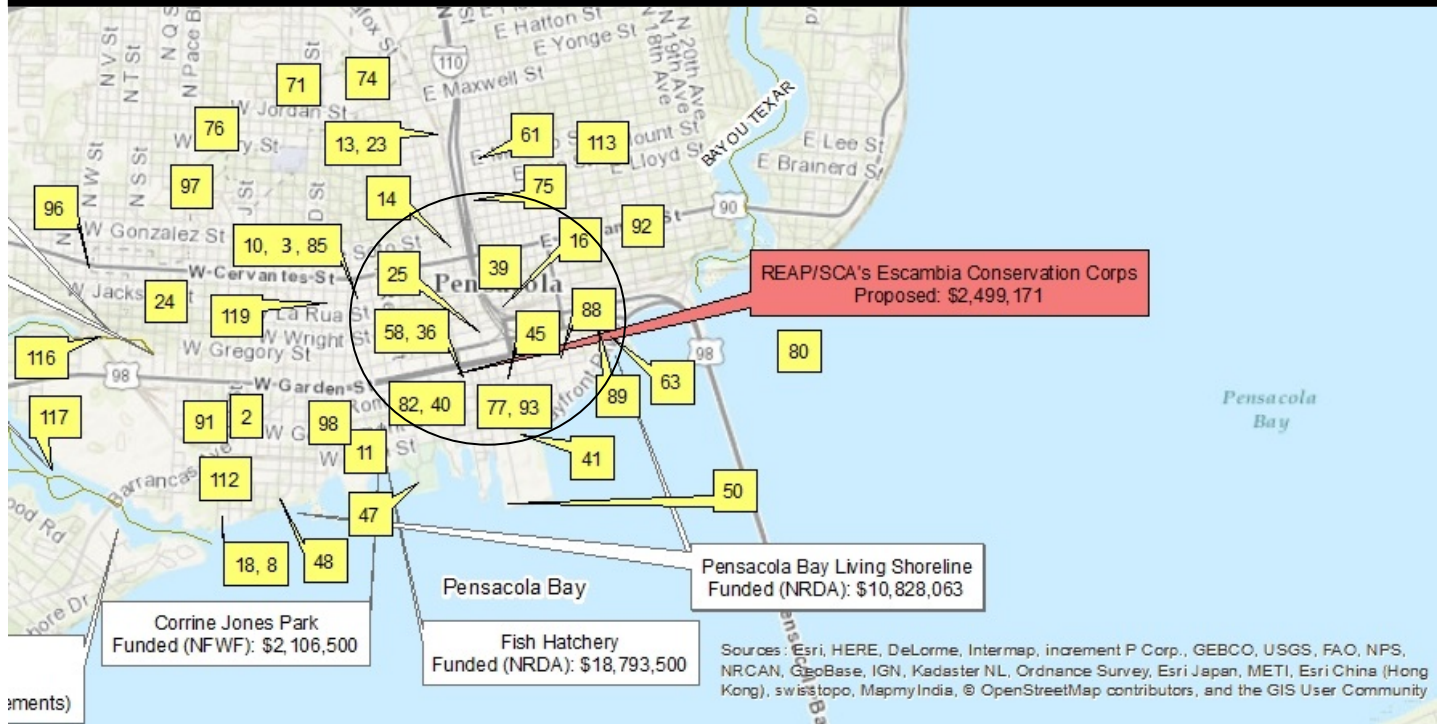
Phase 1 Requested: N/A

Leverage: In Kind Services (Estimated \$50,000)

Complementary Projects: Proposed projects SOAR with RESTORE (#24) & SCA Internship Ladder to Employment (#82).



DOWNTOWN PENSACOLA BAY DRAINAGE BASIN



MAP KEY

- = Current Proposed Direct Component Project
- = Other Proposed Direct Component Projects in the Same Watershed
- = Projects Funded through Other Oil Spill Restoration Dollars

App #	Project Title	Budget
14	North Palafox Street Road Diet and Beautification	\$3,938,767
16	Old East Hill Community Market	\$1,441,700
25	Pensacola MESS Hall New Facility Planning Grant	\$150,000
36	Financial Recovery & Preparedness for Escambia County	\$61,000
39	Hollice T. Williams Park -Stormwater Management/Recreational Facilities Project	\$3,764,000
40	Green Roof	\$674,239
45	IHMC Community Meeting Hall Expansion	\$600,000
58	City Bike Share	\$1,260,000
75	Loaves and Fishes Emergency Family Shelter	\$3,429,392
77	Museum Plaza	\$740,000
82	SCA Internship Ladder to Employment	\$1,590,273
88	Technology Campus Parking Garage	\$500,000
93	Escambia County Heritage Trails	\$346,000





RANK: ECONOMIC- 4, OVERALL- 23

PROJECT DESCRIPTION

This project will review, update, and revise revitalization assessments and studies previously conducted by public governmental entities in order to create a current and improved plan of action for neighborhood redevelopment. With defined procedures, implementation strategies, and identified funding avenues for the Belmont-DeVilliers Neighborhood in Pensacola, the proposed plan will capture the inherent heritage tourism opportunities of an underserved population and reinvigorate the mixed use core neighborhood. The project envisioned by Belmont-DeVilliers Neighborhood Association involves four components which combine to restore the neighborhood and for which planning assistance is requested: 1- Delivers plans for a Neighborhood Resource Center, 2- Defines enhanced infrastructure development/improvement plans, 3- Establish criteria for design of a "creativity village", and 4- Solar/environmental workforce training.

PROJECT DETAILS

Environment:

- Increase Tree Canopy
- Water Quality Improvements (Stormwater Treatment)

Infrastructure:

- Flood Control
- Walkable & Bikeable Neighborhoods
- Community Redevelopment

Economic:

- Increase Off-Season Tourism
- Extend Vacations
- Community Health
- Historical Education
- Workforce Training

Total Funding Requested: \$437,000

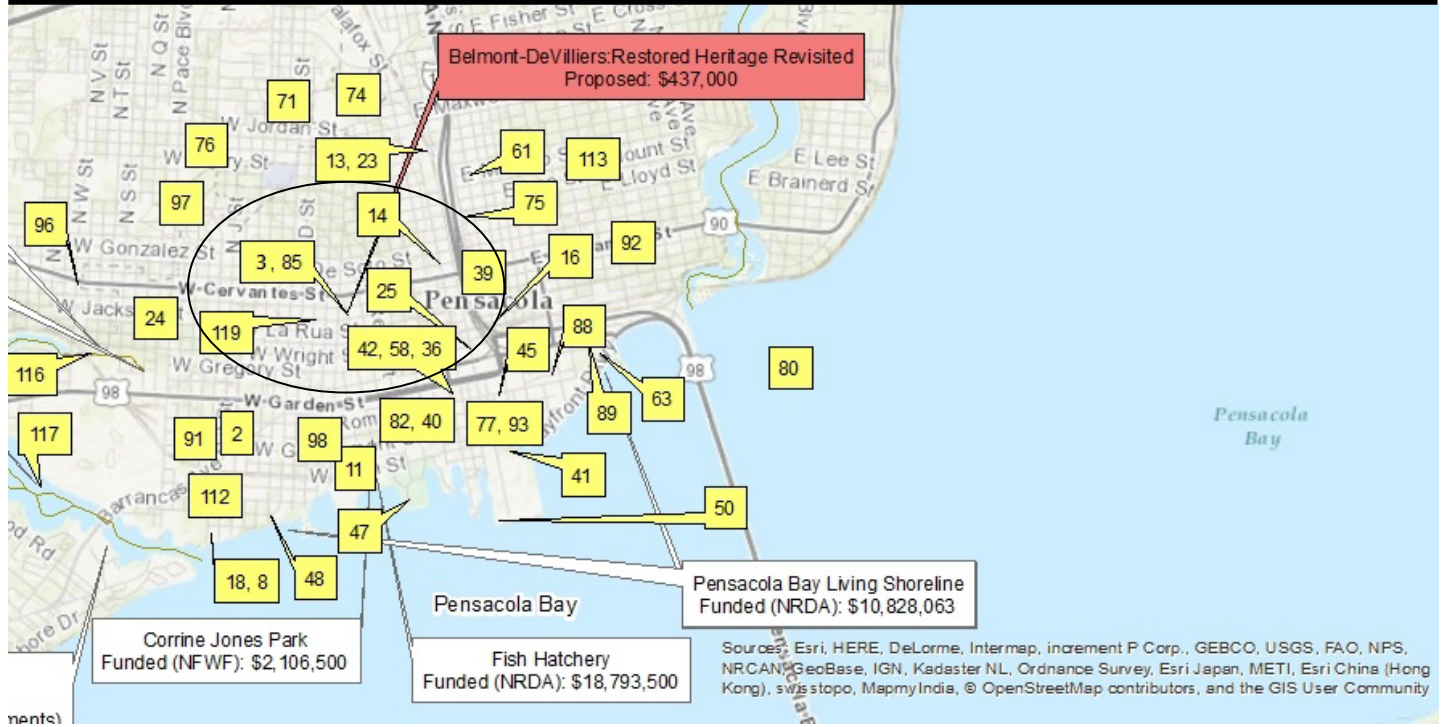
Phase 1 Requested: N/A

Leverage: N/A

Complementary Projects: The proposed project Belmont Cultural Center Heritage Tourism Destination Phase I (#3).



DOWNTOWN PENSACOLA BAY DRAINAGE BASIN



MAP KEY

- = Current Proposed Direct Component Project
- = Other Proposed Direct Component Projects in the Same Watershed
- = Projects Funded through Other Oil Spill Restoration Dollars

App #	Project Title	Budget
3	Belmont Cultural Center Heritage Tourism Destination Phase 1	\$1,500,000
14	North Palafox Street Road Diet and Beautification	\$3,938,767
25	Pensacola MESS Hall New Facility Planning Grant	\$150,000
36	Financial Recovery and Preparedness for Escambia County	\$61,000
39	Hollice T. Williams Park- Stormwater Management/Recreational Facilities Project	\$3,764,000
42	REAP/SCA's Escambia Conservation Corps	\$2,499,171
58	City Bike Share	\$1,260,000
85	Learn a Language- Touch the World	\$428,925
119	G.R.U.B.	\$20,750





RANK: ECONOMIC- 5, OVERALL- 24

PROJECT DESCRIPTION

Project AIMS will increase attainment of industry-recognized credentials/degrees required to enter and advance in the workforce through non-traditional methods of delivering training and necessary support services. Starting with Phase One, which focuses on implementing virtual connectivity at identified, critical sites throughout Escambia County in order to provide training for targeted industries -- Aviation Maintenance Repair & Overhaul, Information Technology, and Manufacturing and Customer Service. Virtual Instructor-Led Training (VILT) broadcasting and receiving studios placed throughout the county will provide an easily accessible and cost efficient means to facilitate training, learning and instructing at virtually any time, increasing the accessibility of training for program participants. In addition, a fully-equipped computer lab aboard a mobile workforce development training unit will allow for additional education components, such as literacy, customer service and soft skills training, to be delivered at locations convenient for participants. Phase One also includes a build out of labs and equipment necessary to complete the training pathway for growing aviation/aerospace and process technology workforce development programs at the secondary & postsecondary level.

PROJECT DETAILS

Environment:

- Increased Public Awareness

Infrastructure: N/A

Economic:

- Workforce Training (Virtual Instructor-Led Training)
- 400 Participants (100 of Those will be Selected from Low-Income Targeted Areas) will Finish Trained in a Technical Skill (AIMS/STEM Professions)
- Diversify Economy
- Expand Workforce
- Job Creation

Total Funding Requested: \$1,566,253

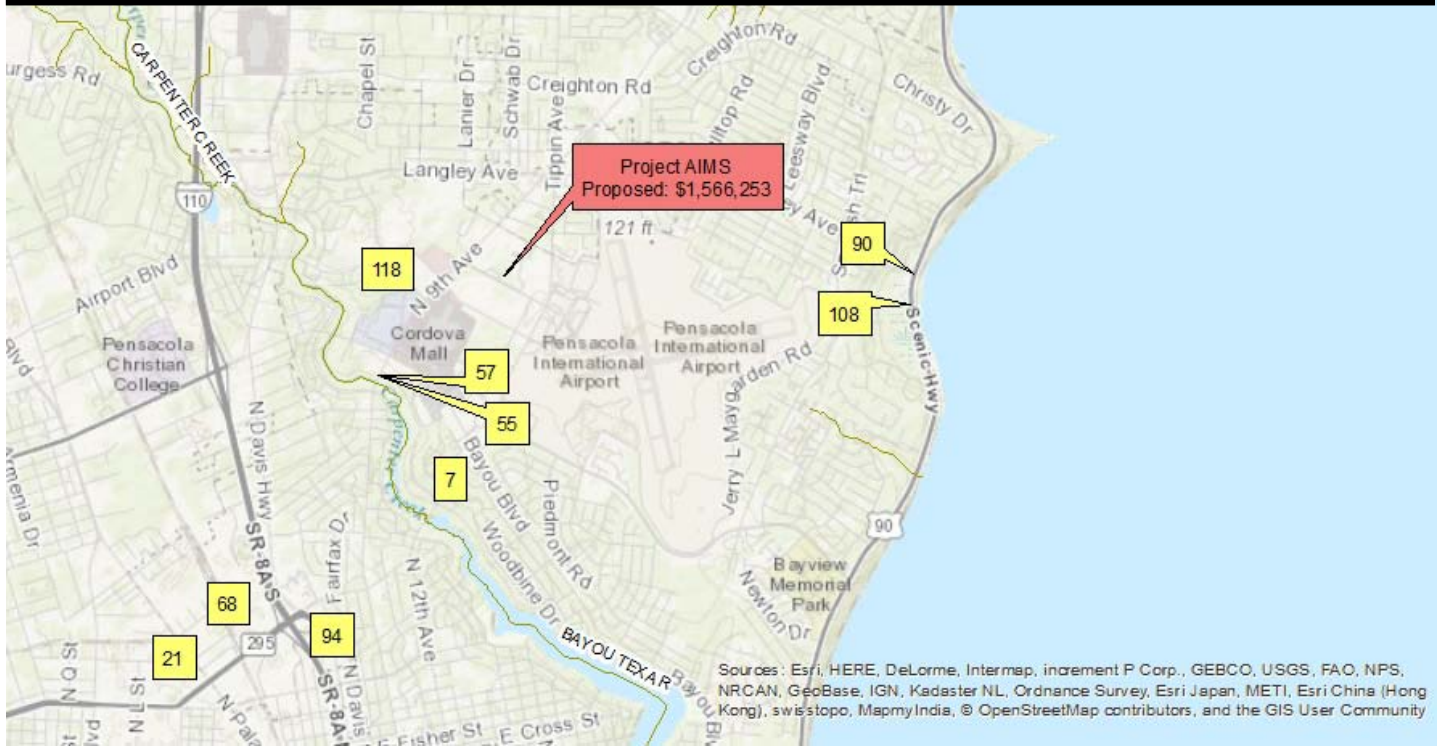
Phase 1 Requested: N/A

Leverage: \$1,865,000 (WIOA Case Management for 100 participants: \$90,000, VILT Broadcast and receiving studios installed: \$250,000, Esc Co School District for Aviation Career Academy: \$497,000, Early Learning Coalition child care scholarships: \$212,500, WIOA Individual Training Accounts: \$750,000, Support Services: \$40,000, Advertising: \$2,500, PSC Educational Opportunity Center: \$23,000).

Complementary Projects: The proposed project SOAR with RESTORE (#24)



CARPENTER CREEK AND BAYOU TEXAR BASIN



MAP KEY

= Current Proposed Direct Component Project

= Other Proposed Direct Component Projects in the Same Watershed

= Projects Funded through Other Oil Spill Restoration Dollars



App #	Project Title	Budget
7	Paddle Lacrosse Golf Courses	\$140,000
21	Community Advocacy Center	\$3,500,000
55	Riparian Zone Preservation	\$1,000,000
57	Carpenter Creek and Bayou Texar Economic and Environmental Revitalization	\$2,440,000
68	Escambia Wood Treating Superfund Redevelopment Master Plan	\$500,000
90	Chimney Park Stormwater Improvements	\$685,000
94	Escambia County Offer Your Shell To Enhance Restoration (OYSTER)	\$555,275
108	Scenic Pathway	\$502,659
118	Digital Radiology at Nemours	\$806,000



RANK: ECONOMIC- 6, OVERALL- 26

PROJECT DESCRIPTION

The project will address the following in support of Lionfish control and economic development in Escambia County: Lionfish Commercialization Promotion of Lionfish Ecotourism, Work-force Development, Environmental Outreach and Awareness. This two year Pilot Project will focus on the “commercialization” of Lionfish to establish a new sustainable seafood fishery in Escambia County. This project therefore focuses on: (1) establishing and supporting a coalition of dedicated spear fishermen to meet and expand the current market for Lionfish, (2) assisting businesses and fishermen with the regulatory requirements of Lionfish harvest and sale, (3) promoting Lionfish related dive tourism and the consumption of Lionfish as a sustainable seafood in partnership with regional and state tourism agencies, (4) facilitating research to better understand the impacts of Lionfish and the construction of more effective collection methods, and (5) promoting workforce development and Lionfish awareness through collaborative educational partnerships.

PROJECT DETAILS

Environment:

- Increased Species Diversity
- Marine Habitat Restoration
- Sustainable Harvest

Infrastructure: N/A

Economic:

- Increase in Tourism for Diving
- Recreational Fishing Improvements
- Community Health
- Encourage Consumption of Gulf Seafood

Total Funding Requested: \$326,480

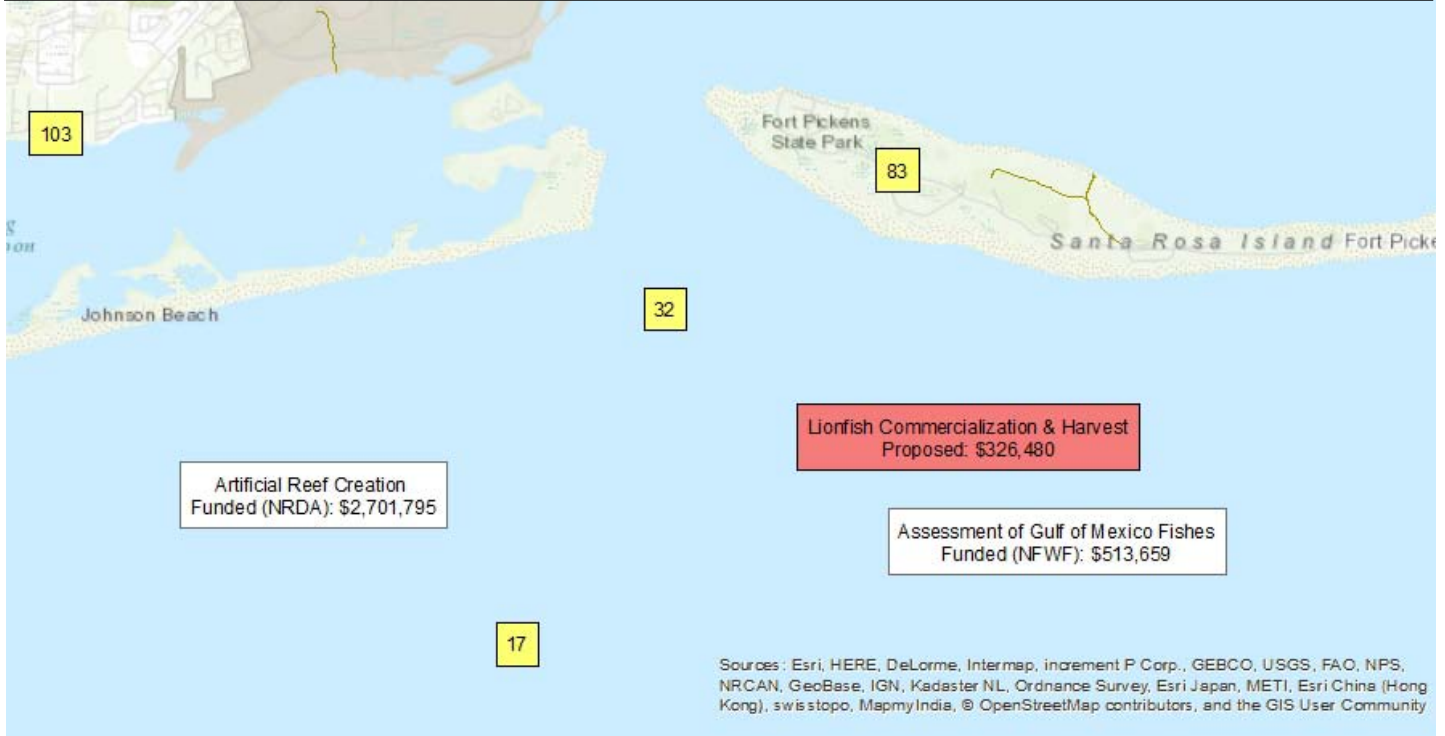
Phase 1 Requested: N/A

Leverage: In Kind Services (Coast Watch Alliance equipment and staff time (\$50,000), University of West Florida equipment and staff time (\$22,000), Dauphin Islands Sea Lab equipment and staff/graduate student time (\$40,000), Florida Sea Grant staff time (\$10,000), Student and public volunteers (7500 man-hours, ~\$80,000)

Complementary Projects: N/A



GULF OF MEXICO

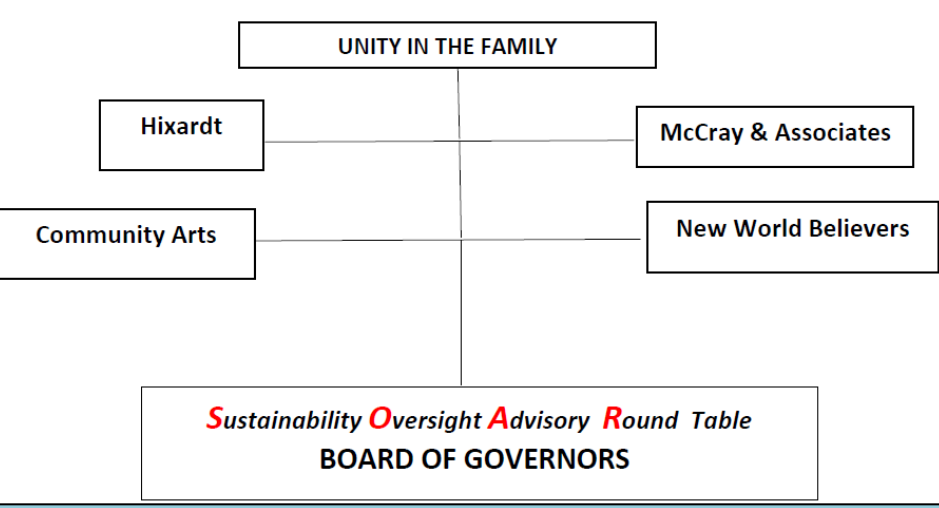


MAP KEY

- = Current Proposed Direct Component Project
- = Other Proposed Direct Component Projects in the Same Watershed
- = Projects Funded through Other Oil Spill Restoration Dollars

App #	Project Title	Budget
17	Escambia County Large Vessel Reef(s) Project	\$1,500,000
32	Dolphin Conservation Program	\$441,426
83	SCA Internship Ladder to Employment	\$1,431,091
103	Big Lagoon Ecosystem Restoration	\$16,250,000





RANK: ECONOMIC – 7, OVERALL – 32

PROJECT DESCRIPTION

The SOAR with RESTORE Collaborative is organized as a program of a non-profit training corporation, a for-profit technology company, a multi-services technical assistance team and 7 underserved minority neighborhoods proposing to develop an Escambia County Sustainable Neighborhoods Economic Development Plan and a countywide Escambia Environmental Justice Plan. Our vision is to develop an agenda utilizing a collective impact model designed to secure a sustainable economic and prosperous future for Escambia County’s underserved communities. Our mission is to develop and implement a strategic plan embracing Heritage Tourism, Workforce Development, Business Development, Environmental Justice, and Infrastructure Resiliency to secure that future. History, commerce, and environment are linked in a storyline which ties the justification of our project to the present 2015 economic momentum of Pensacola, Escambia County, and Northwest Florida. This storyline provides the foundation for achieving our vision of a sustainable economic and prosperous future for our underserved communities. This is a 5 year program.

PROJECT DETAILS

Environment:

- Increased Public Awareness

Infrastructure:

- Walkable & Bikable Community

Economic:

- Workforce Training
- 125 Participants /Year Educated in the Environmental Worker Training Program
- 125 At-Risk Reentry Participants /Year Educated in Financial & Social Skills
- 125 Participants /Year Educated in Cybersecurity
- African American Heritage Trail

Total Funding Requested: \$750,000

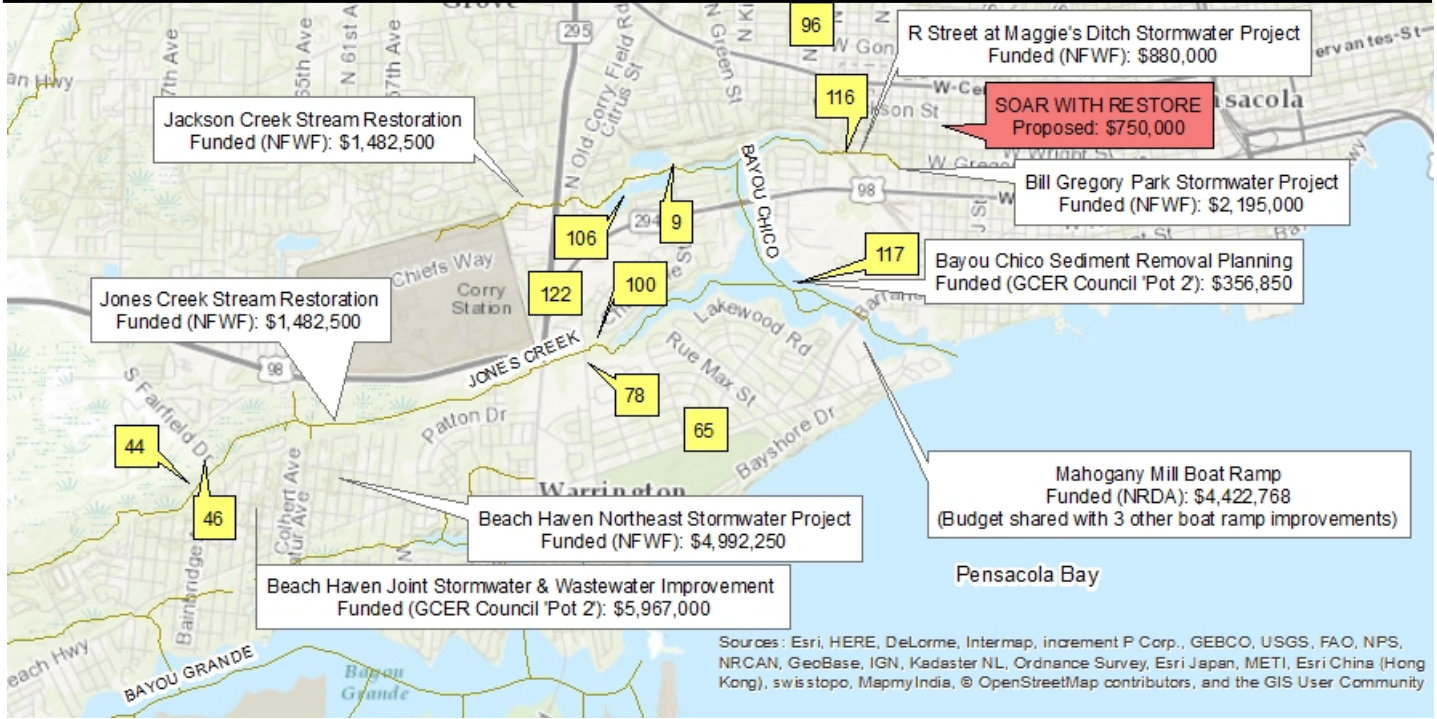
Phase 1 Requested: N/A

Leverage: \$1,499,120 (\$600,000-Unity in the Family Ministry, \$399,120-New World Cleaning, \$500,000-Hixardt Technologies)

Complementary Projects: The proposed Project AIMS (#104)



BAYOU CHICO/WARRINGTON BASIN



MAP KEY

- = Current Proposed Direct Component Project
- = Other Proposed Direct Component Projects in the Same Watershed
- = Projects Funded through Other Oil Spill Restoration Dollars

App #	Project Title	Budget
9	Oakland Community Park	\$90,000
44	Jones Swamp Wetland Preserve Management & Ecosystem Restoration	\$940,000
46	Native Paths Boardwalk	\$150,000
65	Culinary Entrepreneurial Incubator Center	\$991,100
78	Forest Creek Apartment Complex Acquisition/Demolition & Jones Creek Floodplain Restoration Project	\$2,029,200
96	Brownsville Redevelopment Initiative	\$4,700,000
100	S Old Corry Field Rd Bridge Replacement	\$2,900,000
106	Jackson's Lakes Diversion & Wakeboard Park	\$930,000
116	Brownsville Nature Trail	\$8,000,000
117	Bayou Chico Restoration	\$22,828,151
122	Community Gathering Center	\$500,000





RANK: ECONOMIC – 8, OVERALL – 38

PROJECT DESCRIPTION

The Museum Plaza project is centered on the betterment of the public by replacing problematic parking lots with an urban green space. The current site is not environmentally friendly, with vehicle containments entering the drainage system and flooding occurring regularly. The parking lots are a safety concern for pedestrians, who have to navigate a maze of uneven surfaces while dodging cars. The design will solve all of these issues by placing the focus back on the pedestrian and the environment. A series of ADA accessible walkways will lead visitors through a site filled with native plants, educational displays, and shaded seating areas. Storm water runoff will be controlled using Low Impact Design principles and permeable surfaces will be used for walkways. New lighting will allow for a safer nighttime environment. The exhibit elements will include interpretive panels, models, sound posts, and ground markings that will use universal design standards so all visitors can have an enjoyable experience. It will become a cultural hub for the county and will highlight the many assets this region has to offer. Visitors will be encouraged to explore sites throughout the county that they may not have known about. The new plaza will become an active venue for outdoor events, performances, and a destination for school tours.

PROJECT DETAILS

Environment:

- Water Quality Improvement (Reduce Stormwater Runoff)
- Increase Tree Canopy

Infrastructure:

- Flood Control
- Pedestrian Safety
- Above ADA Compliance Standards

Economic:

- Increase Off-Season Tourism
- Extend Vacations
- Increased Retail & Restaurant Activity
- Community Health
- Environmental & Archeological Education

Total Funding Requested: \$740,000

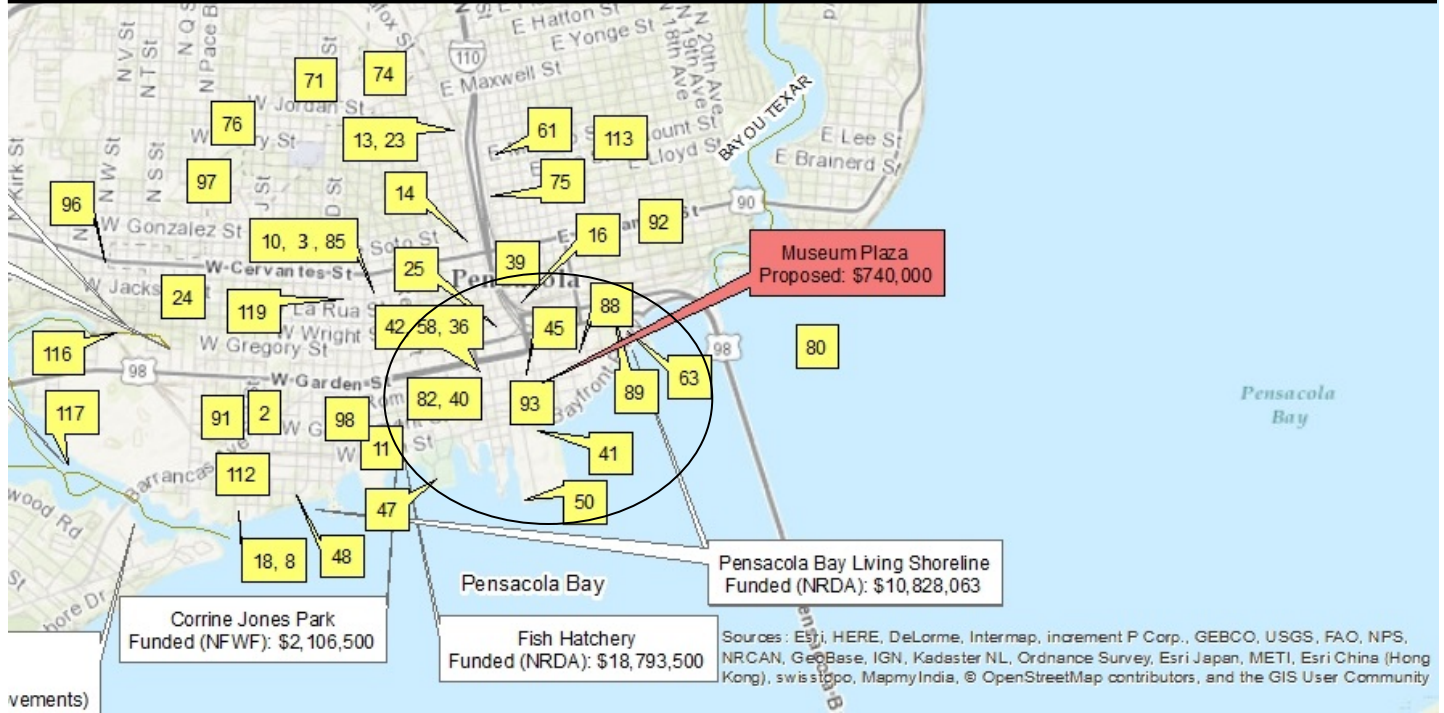
Phase 1 Requested: N/A

Leverage: N/A

Complementary Projects: Proposed Project Universal Access (#99).



DOWNTOWN PENSACOLA BAY DRAINAGE BASIN

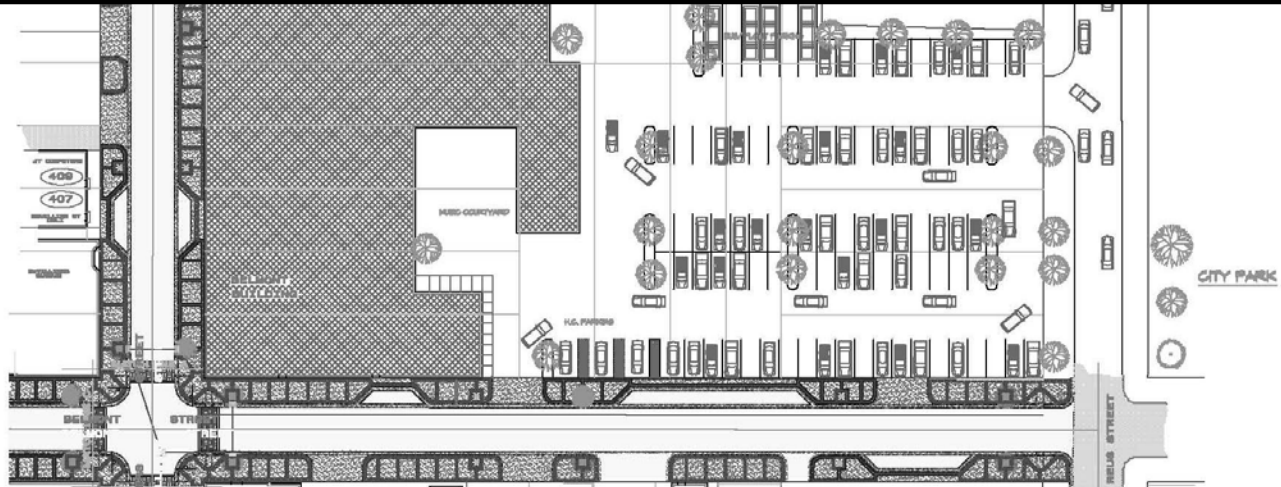


MAP KEY

- = Current Proposed Direct Component Project
- = Other Proposed Direct Component Projects in the Same Watershed
- = Projects Funded through Other Oil Spill Restoration Dollars

App #	Project Title	Budget
16	Old East Hill Community Market	\$1,441,700
25	Pensacola MESS Hall New Facility Planning Grant	\$150,000
39	Hollice T. Williams- Stormwater Management	\$3,764,000
40	Green Roof	\$674,239
41	Seville Harbour Breakwater	\$4,556,708
42	REAP/SCA's Escambia Conservation Corp	\$2,499,171
45	IHMC Community Meeting Hall Expansion	\$600,000
47	Maritime Sports Tourism Development Project/ Maritime Infrastructure Project	\$2,100,000
50	Port Pensacola Maritime Infrastructure Berth 6 Restoration	\$3,750,000
58	City Bike Share	\$1,260,000
63	BAYWALK PROMENADE	\$300,000
82	SCA Internship Ladder to Employment	\$1,590,273
88	Technology Campus Parking Garage	\$500,000
89	Veterans Memorial Park Improvements	\$495,000
93	Escambia County Heritage Trails	\$346,000





RANK: ECONOMIC – 9, OVERALL – 41

PROJECT DESCRIPTION

The Belmont Cultural Center Heritage Tourism Destination project Phase I will provide immediate stimulation to the Pensacola economy by adding this 44,000 sq. ft. facility as a Performance & Meeting venue to its “Cultural Heritage Tourism Destination” inventory, as well as deliver direct benefit to the Florida tourism industry by establishing the facility as a support mechanism for the Heritage Preservation Network, Florida Heritage Trails, and other various statewide and coastal tourism entities. With the redevelopment of this Music, Arts & Entertainment platform, this historic Belmont-DeVilliers Neighborhood can engage in opportunities which provide an artistic yet innovative expression of a residential and commercial mixed use environment that is walkable, bikeable, tourable, and affordable. It increases leisure activities for locals and tourists, and expands the DeVilliers corridor to Bayfront access and other tourism attractions, while creating an environment that is uniquely reflective of its intrinsic heritage.

PROJECT DETAILS

Environment:

- Increase Tree Canopy
- Water Quality Improvements (Stormwater Treatment)

Infrastructure:

- Flood Control
- Walkable & Bikeable Neighborhoods

Economic:

- Increase Off-Season Tourism
- Extend Vacations
- Community Health
- Historical Education
- Encourage Local Seafood Consumption
- Job Creation

Total Funding Requested: \$1,500,000

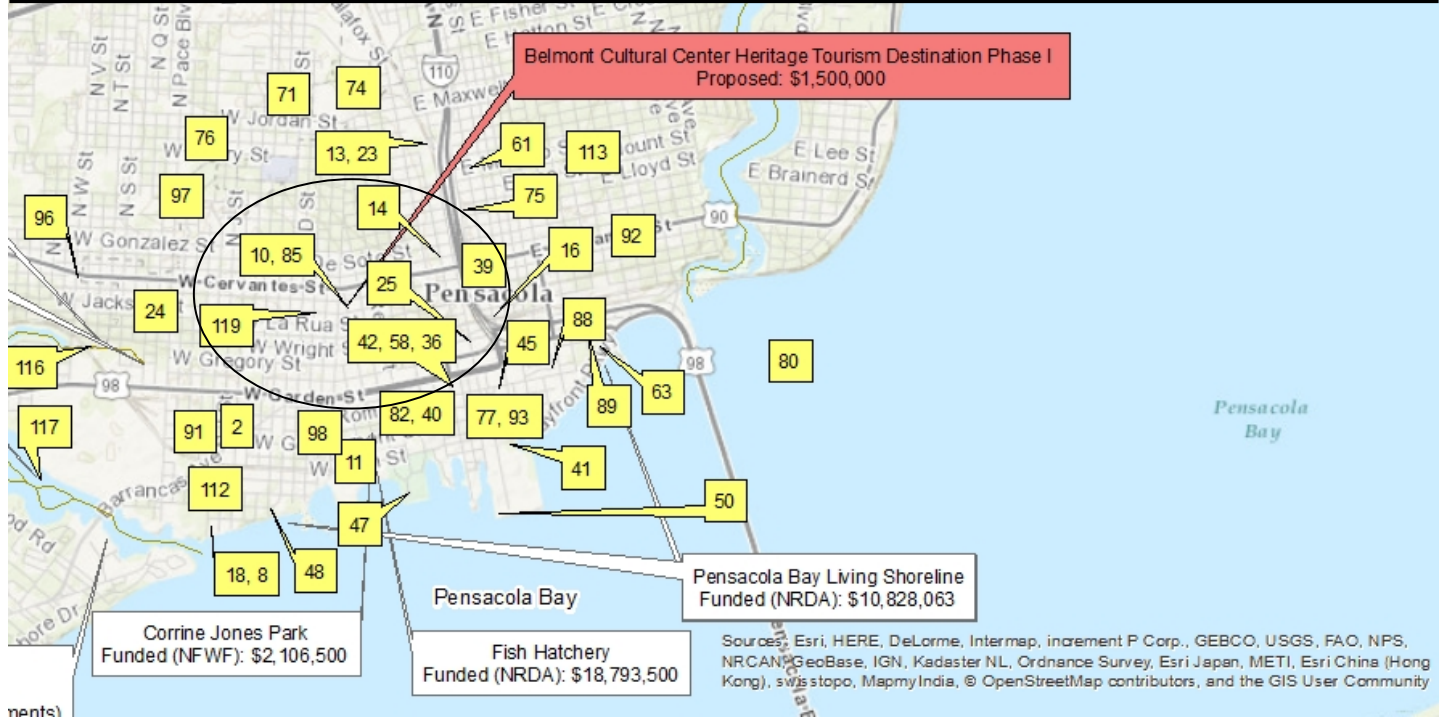
Phase 1 Requested: N/A

Leverage: Volunteer Labor, Materials & Equipment (Estimated at \$100,000)

Complementary Projects: Proposed project Belmont-DeVilliers: Restored Heritage Revisited (#10).



DOWNTOWN PENSACOLA BAY DRAINAGE BASIN



MAP KEY

- = Current Proposed Direct Component Project
- = Other Proposed Direct Component Projects in the Same Watershed
- = Projects Funded through Other Oil Spill Restoration Dollars

App #	Project Title	Budget
10	Belmont-DeVilliers: Restored Heritage Revisited	\$437,000
14	North Palafox Street Road Diet and Beautification	\$3,938,767
25	Pensacola MESS Hall New Facility Planning Grant	\$150,000
36	Financial Recovery and Preparedness for Escambia County	\$61,000
39	Hollice T. Williams Park- Stormwater Management/Recreational Facilities Project	\$3,764,000
42	REAP/SCA's Escambia Conservation Corps	\$2,499,171
58	City Bike Share	\$1,260,000
85	Learn a Language- Touch the World	\$428,925
119	G.R.U.B.	\$20,750





RANK: ECONOMIC – 10, OVERALL – 42

PROJECT DESCRIPTION

This project seeks funds to acquire, prepare and deploy one or more large vessels as artificial reef(s) in a permitted reef site in the Gulf of Mexico. Upon notification of award, Escambia County Marine Resources Division (MRD) will acquire a list of vessels available for reefing from the US Navy and US Maritime Administration (MARAD). From the list of available vessels, MRD will select one or more vessels of substantial size (200-300+ feet in length), preferably vessel(s) with distinctive attributes and/or distinguished service, to serve as artificial reef habitat, as well as create large media interest and publicity. The economic impact of Escambia County’s Artificial Reef Program was recently measured and published in "Measuring Florida Artificial Reef Economic Benefits: A Synthesis". 2014. W.L. Huth, Ph.D., O.A. Morgan, Ph.D., and C. Burkart, Ph.D.). Huth *et al.*, measured the annual economic impact of Escambia County’s artificial reefs at \$150.8M/year, supporting 2,348 jobs.

PROJECT DETAILS

Environment:

- Artificial Reef Habitat Creation

Infrastructure:

- Adding to Shipwreck Diving Trail

Economic:

- Increased Tourism for Diving and Fishing
- Increased Recreational Fishing Opportunities
- Job Support (2,348 jobs)
- Economic Impact of \$150.8M/Year

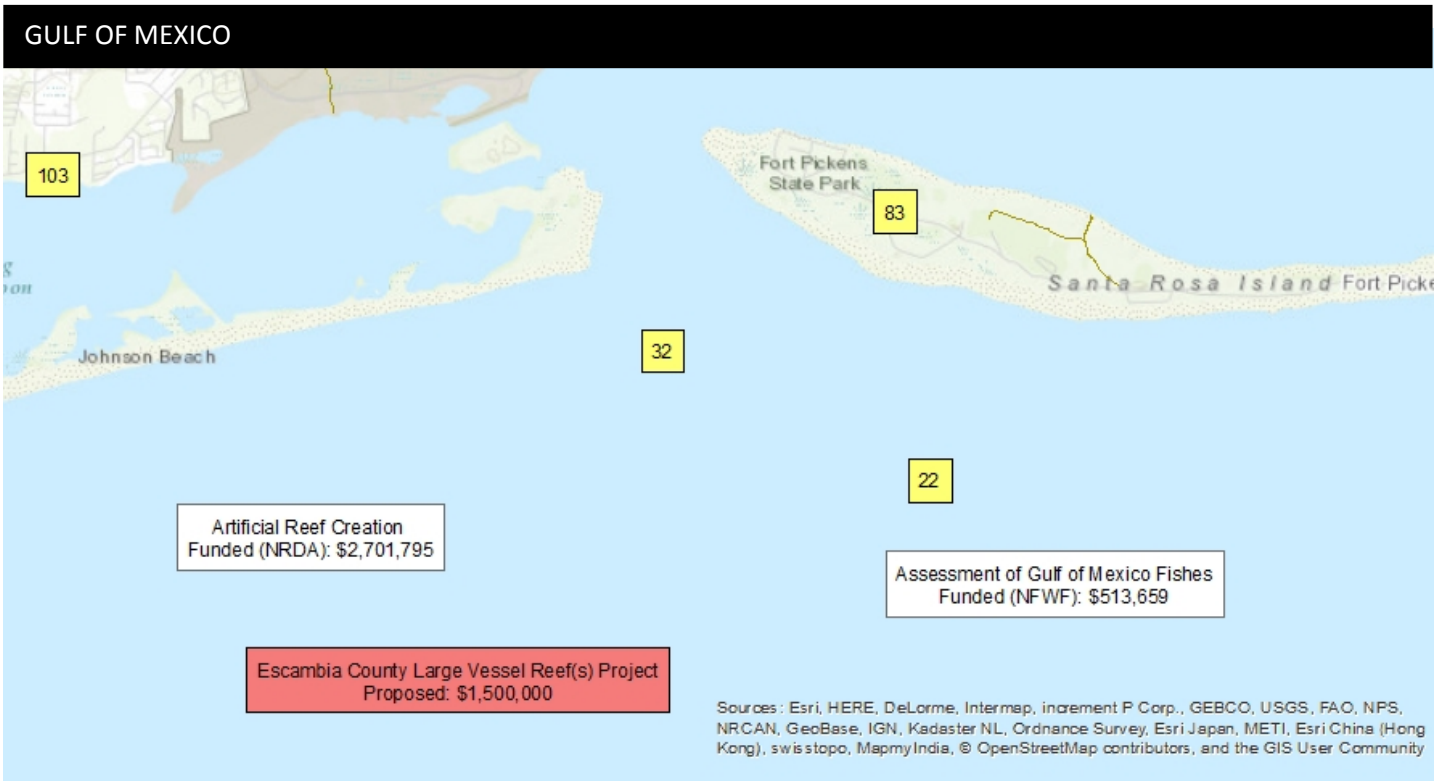
Total Funding Requested: \$1,500,000

Phase 1 Requested: N/A

Leverage: N/A

Complementary Projects: NRDA Artificial Reef Creation in the Florida Panhandle (\$2,701,795) (Not for ships, only modules)





MAP KEY

= Current Proposed Direct Component Project

= Other Proposed Direct Component Projects in the Same Watershed

= Projects Funded through Other Oil Spill Restoration Dollars

App #	Project Title	Budget
22	Lionfish Commercialization & Harvest	\$326,480
32	Dolphin Conservation Program	\$441,426
83	SCA Internship Ladder to Employment	\$1,431,091
103	Big Lagoon Ecosystem Restoration	\$16,250,000





1. TOP TEN - ENVIRONMENT

- a) ELEVEN MILE CREEK STREAM RESTORATION – 4
- b) CARPENTER CREEK & BAYOU TEXAR ECONOMIC & ENVIRONMENTAL REVITALIZATION PLAN – 57
- c) WHITE ISLAND RESTORATION – 81
- d) HOLLICE T. WILLIAMS PARK – STORMWATER MANAGEMENT/ RECREATIONAL FACILITIES PROJECT – 39
- e) JONES SWAMP WETLAND PRESERVE MANAGEMENT & ECOSYSTEM RESTORATION – 44
- f) BAYOU CHICO RESTORATION – 117
- g) ESCAMBIA COUNTY OFFER YOUR SHELL TO ENHANCE RESTORATION (OYSTER) PROJECT – 94
- h) PERDIDO RIVER HABITAT RESTORATION – 34
- i) TARKILN BAYOU PRESERVATION RESTORATION OF BIG MUDDY – 30
- j) SUNSET ISLAND SEAGRASS RESTORATION PROJECT – 54



RANK: ENVIRONMENT – 1, OVERALL – 1

PROJECT DESCRIPTION

The Eleven Mile Creek Stream Restoration project will mitigate coastal flooding, protect valuable public infrastructure, repair existing nonfunctional stormwater infrastructure, restore natural resources, and improve water quality in Eleven Mile Creek and Perdido Bay.

Eleven Mile Creek is a 303(d) listed impaired water body and Total Maximum Daily Loads (TMDLs) exist for fecal coliform bacteria, low dissolved oxygen, excess nutrients, elevated biological oxygen demand, and unionized ammonia. Water quality improvements are necessary to meet water quality standards for Class III water to be considered “fishable and swimmable” .

The project will provide flood protection for Bristol Park, Bristol Creek, and Ashbury Hills neighborhoods and surrounding areas by restoring and expanding the floodplain, restoration of wetlands, reduction in invasive species, and reestablishment of riparian buffers.

PROJECT DETAILS

Environment:

- Stream Restoration (Bank Stabilization)
- Habitat Creation (Floodplain Expansion)
- Water Quality Improvement (Sediment/Nutrient Load Reduction)

Infrastructure:

- Flood Control (Wetland/Stream Restoration)
- Community Resilience (Riparian Buffers)

Economic:

- Job Creation (Restoration Construction)
- Recreational Fishing Improvements

Total Funding Requested: \$12,929,909

Phase 1 Requested: \$1,110,776

(Planning/Design)

Leverage: \$6,235,620 (HMGP Grant & LOST)

Complementary Projects: County LOST funds have been allocated in the amount of \$1,547,345 as match for an HMGP grant fund of \$4,642,035 for land acquisition. The proposed 11 Mile Creek Basin (#51) project is also complementary



ELEVEN MILE CREEK BASIN



MAP KEY

- = Current Proposed Direct Component Project
- = Other Proposed Direct Component Projects in the Same Watershed
- = Projects Funded through Other Oil Spill Restoration Dollars

App #	Project Title	Budget
26	OLF8 Commerce Park Improvements	\$19,037,790
51	11 Mile Creek Basin	\$4,024,000
72	Escambia County/ ECUA Resource Recovery Project-Energy Island	\$3,570,000





RANK: ENVIRONMENT – 2, OVERALL – 2

PROJECT DESCRIPTION

The Carpenter Creek and Bayou Texar Economic and Environmental Revitalization Plan will be based on public input and watershed assessments, and will identify community goals, illustrate project components, and develop sound restoration and revitalization projects around Carpenter Creek and Bayou Texar watershed.

Urban encroachment around Carpenter Creek has reduced riparian buffers leading to increased erosion rates and flooding occurrences, increased stormwater runoff, reduced water quality and clarity, and a disconnect between the urban and natural environment.

Projects identified in the master plan will be implemented to restore/enhance the floodplain, stabilize creek banks, improve water flow and quality, establish a greenway with trails, public access, and streamside dining and entertainment.

PROJECT DETAILS

Environment:

- Restore/Enhance Floodplain
- Reduce Water Flow Velocity
- Increase Dissolved Oxygen
- Enhance Riparian Buffers
- Preserve Natural Habitats
- Improve Water Quality

Infrastructure:

- Establish Greenway for Pedestrian/Bicycles
- Stormwater Runoff Treatment/Reduction
- Reduce Flooding Potential

Economic:

- Potential for Ecotourism Opportunities
- Increase Recreational Access/Use
- Provide Streamside Dining/Entertainment

Total Funding Requested: \$2,440,000

Phase 1 Requested: \$665,000

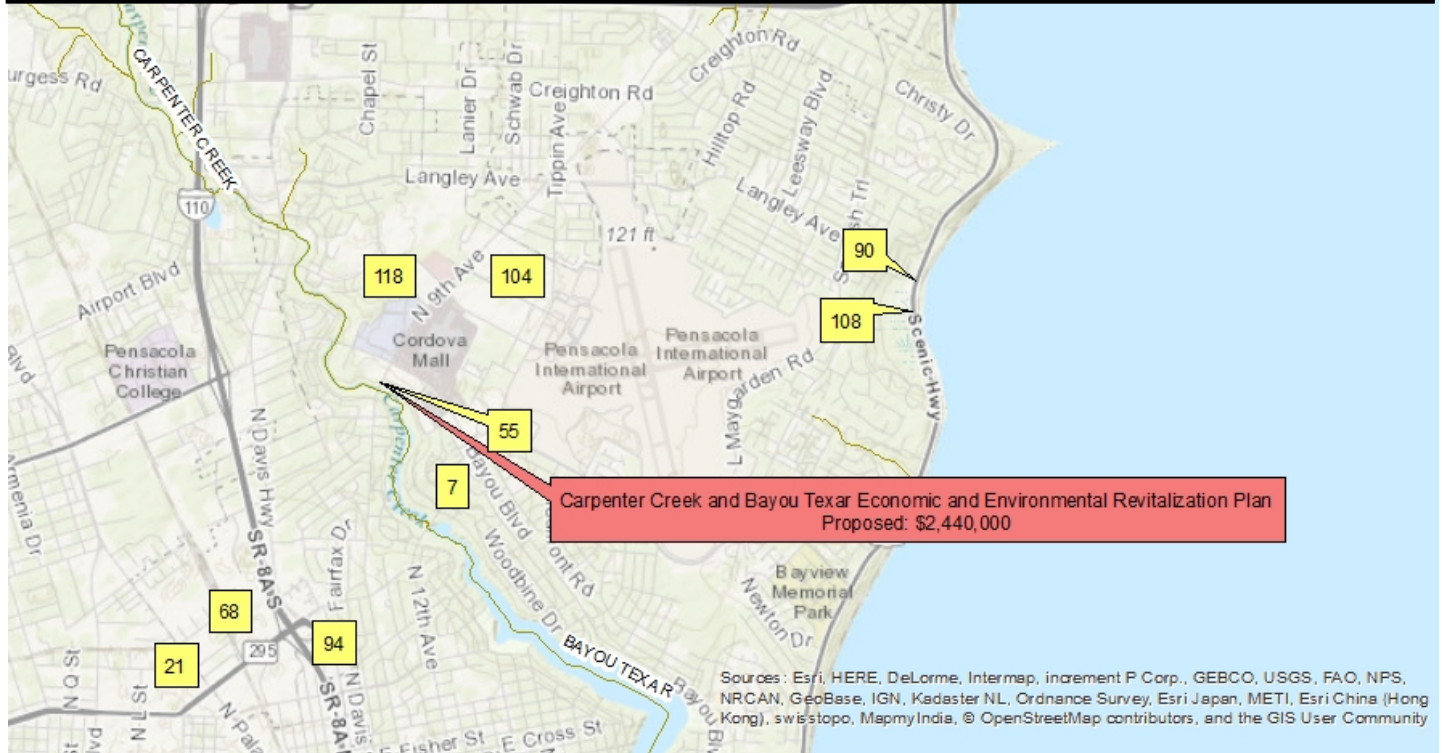
(Planning/Design)

Leverage: N/A

Complementary Projects: Proposed project Riparian Zone Preservation (#55).



CARPENTER CREEK AND BAYOU TEXAR BASIN



MAP KEY

- = Current Proposed Direct Component Project
- = Other Proposed Direct Component Projects in the Same Watershed
- = Projects Funded through Other Oil Spill Restoration Dollars

App #	Project Title	Budget
7	Paddle Lacrosse Golf Courses	\$140,000
21	Community Advocacy Center	\$3,500,000
55	Riparian Zone Preservation	\$1,000,000
68	Escambia Wood Treating Superfund Redevelopment Master Plan	\$500,000
90	Chimney Park Stormwater Improvements	\$685,000
94	Escambia County Offer Your Shell To Enhance Restoration (OYSTER)	\$555,275
104	Project AIMS	\$1,566,253
108	Scenic Pathway	\$502,659
118	Digital Radiology at Nemours	\$806,000





RANK: ENVIRONMENT – 3, OVERALL – 7

PROJECT DESCRIPTION

The White Island Restoration project will take place on White Island in Pensacola Bay, at the mouths of Bayou Grande and Davenport Bayou. White Island has been severely eroded over the years and degraded by the Deepwater Horizon Oil Spill. Losses of nesting habitat, emergent marsh, and submerged aquatic vegetation have resulted from these activities.

The project will restore White Island by nourishing the bayside of the island to a dry beach, restore dune habitat with sand and vegetation, construct 25 acres of emergent saltmarsh, and construct an offshore rock and oyster reef breakwater.

The project will improve water quality and clarity by emergent marsh and oyster reef filtration, improve terrestrial and aquatic habitat, enhance conditions for submerged aquatic vegetation establishment, and create/enhance recreational potential for residents and visitors. White Island is a popular kayak destination; this project will ensure habitat protection and ecotourism opportunities.

PROJECT DETAILS

Environment:

- Beach Nourishment
- Dune Habitat Development (Planting)
- Development of Emergent Marsh
- Offshore Oyster Reef/Habitat Creation
- Preserve/Restore Terrestrial/Aquatic Habitat
- Improve Water Quality

Infrastructure:

- Develop Educational Signage
- Stormwater Runoff Treatment/Reduction
- Reduce Erosion Potential

Economic:

- Potential for Ecotourism Opportunities
- Increase Recreational Opportunities
- Improve Recreational Fishing

Total Funding Requested: \$169,000 (Planning)

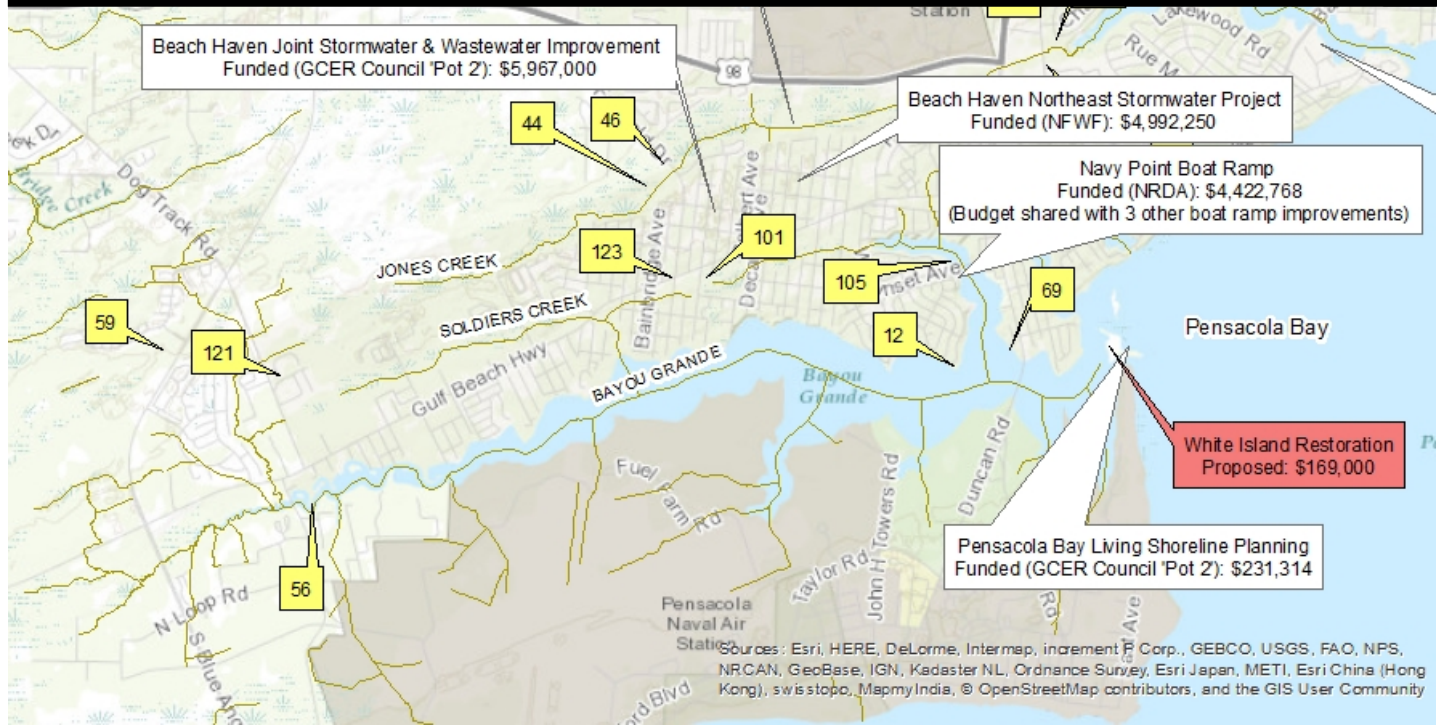
Phase 1 Requested: N/A

Leverage: \$231,314 (GCERC)

Complementary Projects: The Gulf Coast Ecosystem Restoration Council has funded planning and design (above). They have also listed implementation (\$1,564,636) as a category 2 project for when future funds become available.



BAYOU GRANDE BASIN



MAP KEY

- = Current Proposed Direct Component Project
- = Other Proposed Direct Component Projects in the Same Watershed
- = Projects Funded through Other Oil Spill Restoration Dollars



App #	Project Title	Budget
12	Navy Point Rain Gardens and Community Greens	\$645,980
44	Jones Swamp Wetland Preserve Management & Ecosystem Restoration	\$940,000
46	Native Paths Boardwalk	\$150,000
56	Pleasant Grove Inlet	\$300,000
59	South Dogtrack Drainage- Coral Creek, Hampton Lake, Three Waters Green (aka, Mariner Village), Liberty Church	\$8,100,000
69	Warrington Multi-Use Facility	\$11,750,000
101	Beach Haven S & NE	\$18,000,000
105	Navy Blvd Beautification and Navy Point Restoration	\$17,020,000
121	Hampton Lakes Flooding Issue	\$85,000
123	Raise the Homes	\$20,000,000



RANK: ENVIRONMENT – 4, OVERALL – 9

PROJECT DESCRIPTION

The project will construct dual use stormwater and recreational-use basins under the Interstate 110 corridor. The project will aid the City of Pensacola in collecting, treating and routing 1.3 miles of stormwater that runs off elevated lengths of Interstate 110 near its southern terminus, providing relief to diverse historical neighborhoods in flood prone areas near Hollice T. Williams Park.

This park will also provide for multi-use recreational basins that support wellness, tourism and economic development goals of the City's comprehensive plan. Stormwater/recreation basins are effective tools that maximize the use of public lands while managing large run-off volumes generated quickly during storm events. Phase 1- complete project design/permitting and construction of the dry ponds/multi-use areas, a walking path, landscaping, lighting and educational kiosks. Phase 2- wet detention pond, robust landscaping, benches, gathering areas, lighting and other park amenities.

PROJECT DETAILS

Environment:

- Reduces Sediment/Pollutant Loading
- Reduces Point and Non-Point Runoff Sources
- Improves Water Quality

Infrastructure:

- Develop Trail with Educational Signage
- Stormwater Runoff Treatment/Reduction
- Flooding Abatement of Surrounding Neighborhood

Economic:

- Increases Tourism Activities
- Provides Recreational Space
- Reduces Flood Potential of Surrounding Businesses/Residences

Total Funding Requested: \$3,764,000

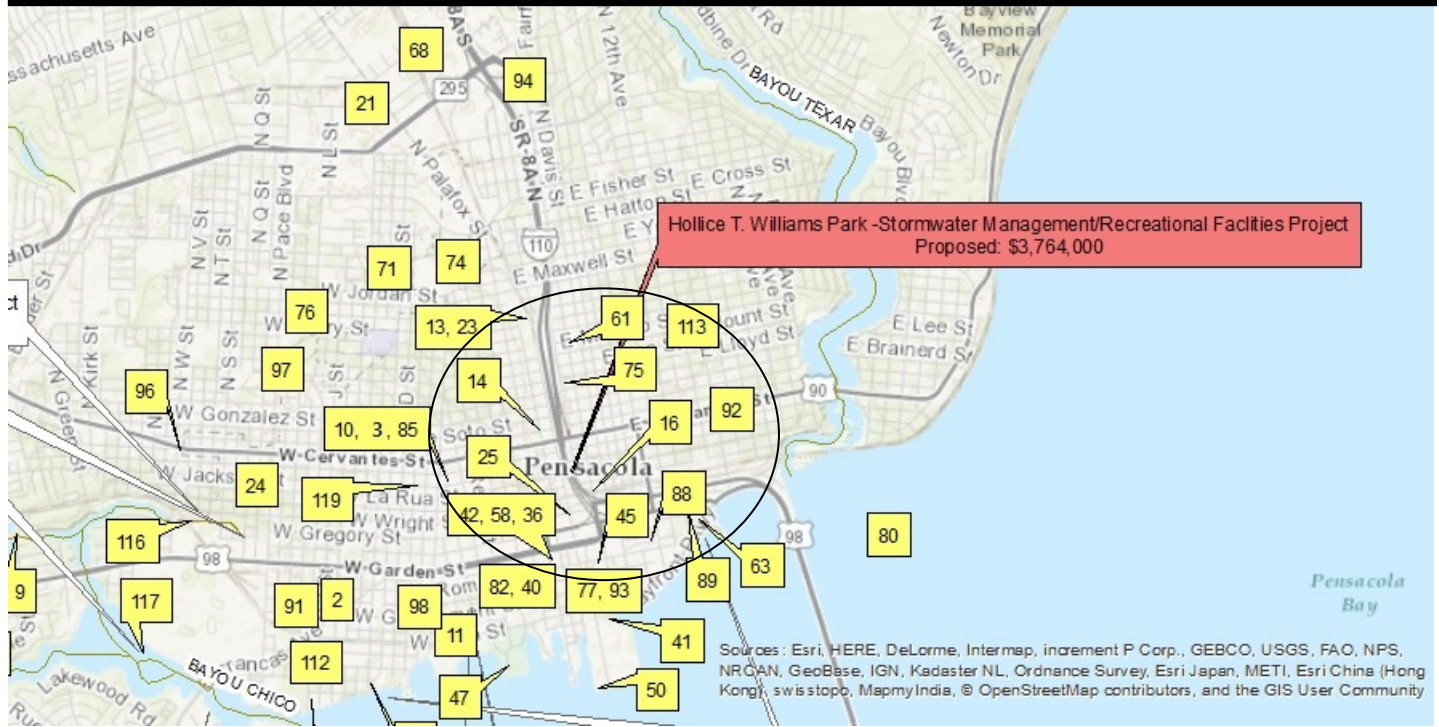
Phase 1 Requested: \$1,331,100
(Planning/Partial Construction)

Leverage: N/A

Complementary Projects: N/A



DOWNTOWN PENSACOLA BAY DRAINAGE BASIN



MAP KEY

- = Current Proposed Direct Component Project
- = Other Proposed Direct Component Projects in the Same Watershed
- = Projects Funded through Other Oil Spill Restoration Dollars

App #	Project Title	Budget
14	North Palafox Street Road Diet and Beautification	\$3,938,767
16	Old East Hill Community Market	\$1,441,700
25	Pensacola MESS Hall New Facility Planning Grant	\$150,000
36	Financial Recovery and Preparedness for Escambia County	\$61,000
42	REAP/SCA's Escambia Conservation Corps	\$2,499,171
45	IHMC Community Meeting Hall Expansion	\$600,000
58	City Bike Share	\$1,260,000
61	General Daniel "Chappie" James, Jr. Memorial Park Low Impact Development and Stormwater Treatment Project	\$645,000
63	BAYWALK PROMENADE	\$300,000
75	Loaves and Fishes Emergency Family Shelter	\$3,429,392
88	Technology Campus Parking Garage	\$500,000
89	Veterans Memorial Park Improvements	\$495,000
92	Solar Power for Pensacola Habitat	\$1,250,000
113	STEM Story	\$210,334





RANK: ENVIRONMENT – 5, OVERALL – 17

PROJECT DESCRIPTION

Bayou Chico and Jones Creek are 303(d) listed impaired waters. The Jones Swamp Wetland Preserve is currently under a mixture of private and public ownership with Escambia County controlling 800 acres, or approximately 60 percent of the overall area. Numerous projects within the watershed have already been completed by Escambia County, with assistance from other state and local partners, over the past 15 years. In spite of recent progress, the Preserve lacks a long-term strategic management plan to capitalize on previous gains, identify current needs, and direct future activities. The proposed project will develop and implement a comprehensive management plan for the Jones Swamp Wetland Preserve, restore natural areas, and complete unfinished sections of the Southwest Greenway Trail System. Full implementation of the plan will include acquisition of key parcels, fire management, invasive species control, wetland restoration, riparian buffer expansion, wildlife habitat improvements, public access, trail construction, and development and implementation of a cohesive environmental education plan.

PROJECT DETAILS

Environment:

- Reduces Sediment/Pollutant Loading in Jones Creek and Bayou Chico
- Restore/Preserve Terrestrial/Aquatic Habitat
- Improves Water Quality
- Develops a Land Management Plan

Infrastructure:

- Extends the Southwest Greenway Trail
- Flood Abatement by Enhancing Floodplain
- Improves Stormwater Capacity

Economic:

- Ecotourism Opportunities
- Enhances Recreational Space
- Improves Recreational Fishing & Local Seafood by Reducing Nutrient Loading

Total Funding Requested: \$940,000

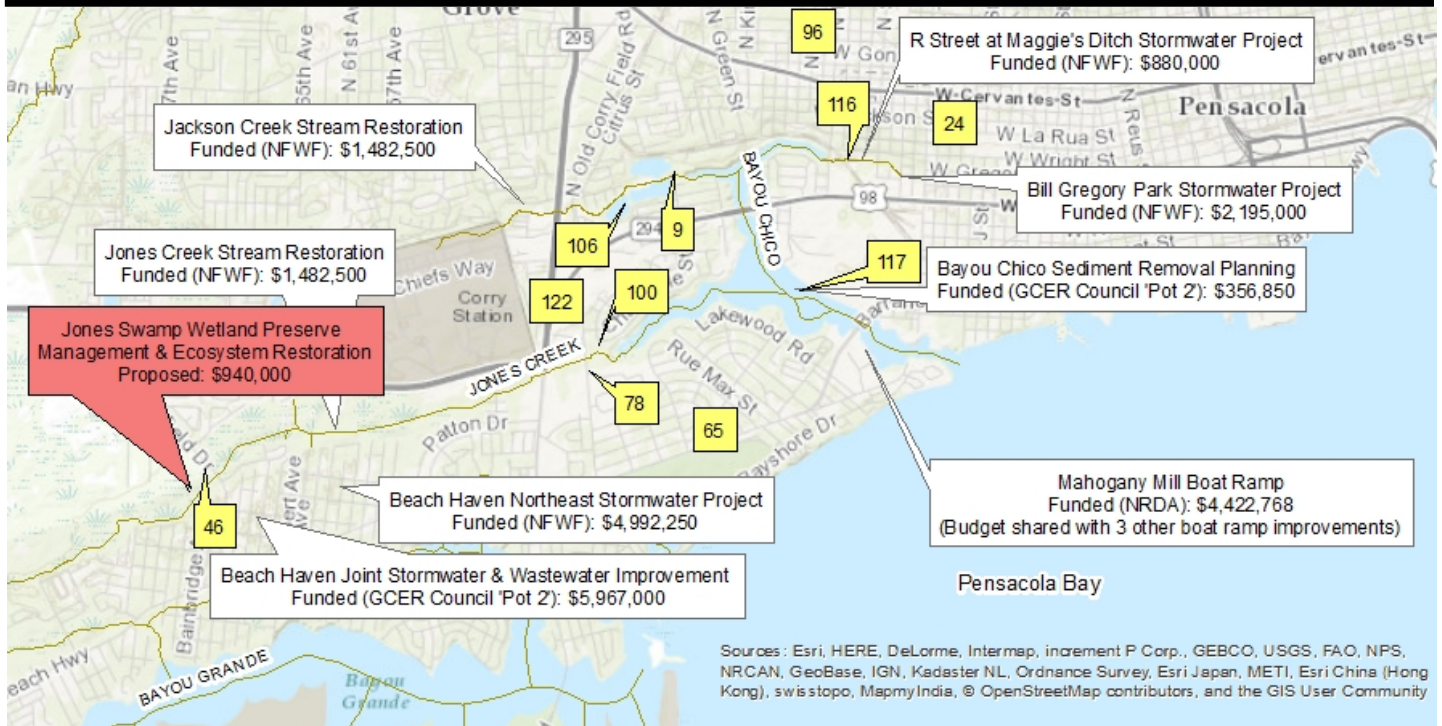
Phase 1 Requested: N/A

Leverage: N/A

Complementary Projects: \$11 million- NFWF; \$1 million- Defense Infrastructure Grant (DIG).



BAYOU CHICO/WARRINGTON BASIN



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

MAP KEY

- = Current Proposed Direct Component Project
- = Other Proposed Direct Component Projects in the Same Watershed
- = Projects Funded through Other Oil Spill Restoration Dollars

App #	Project Title	Budget
9	Oakland Community Park	\$90,000
24	SOAR WITH RESTORE	\$750,000
46	Native Paths Boardwalk	\$150,000
65	Culinary Entrepreneurial Incubator Center	\$991,100
78	Forest Creek Apartment Complex Acquisition/Demolition & Jones Creek Floodplain Restoration Project	\$2,029,200
100	S Old Corry Field Rd Bridge Replacement	\$2,900,000
106	Jackson's Lakes Diversion & Wakeboard Park	\$930,000
116	Brownsville Nature Trail	\$8,000,000
117	Bayou Chico Restoration	\$22,828,151
122	Community Gathering Center	\$500,000





RANK: ENVIRONMENT – 6, OVERALL – 25

PROJECT DESCRIPTION

The Bayou Chico Restoration project is a dredging activity that will remove contaminated sediment northwest of the Barrancas Avenue Bridge (Bayou Chico Bridge). The overall goal of this project is to improve water quality by removing enriched nutrients, metals, and other pollutants from re-suspension of contaminated sediments as well as increase flushing potential. A BMAP (Basin Management Action Plan) was created for Bayou Chico by the FDEP and local stakeholders as a restoration plan. Under section 5.2 of the Bayou Chico BMAP (Projects to Reduce Fecal Coliform Loading), the plan lists channel dredging as a potential project to reduce fecal coliform levels by increasing flushing. This project would provide similar results as it would also increase flushing and remove contaminated sediments. Additional long term goals of this project include improved benthic habitat and biological activity, improved circulation, decrease in turbidity, and improved conditions for submerged aquatic vegetation (SAV) establishment.

PROJECT DETAILS

Environment:

- Benthic Habitat Restoration
- Water Quality Improvement (Reduce Fecal Coliform Loading & Remove Pollutants)

Infrastructure:

- Transportation Improvements (Boating)

Economic:

- Recreational Fishing Improvements
- Community Health

Total Funding Requested: \$22,828,151

Phase 1 Requested: \$1,902,346

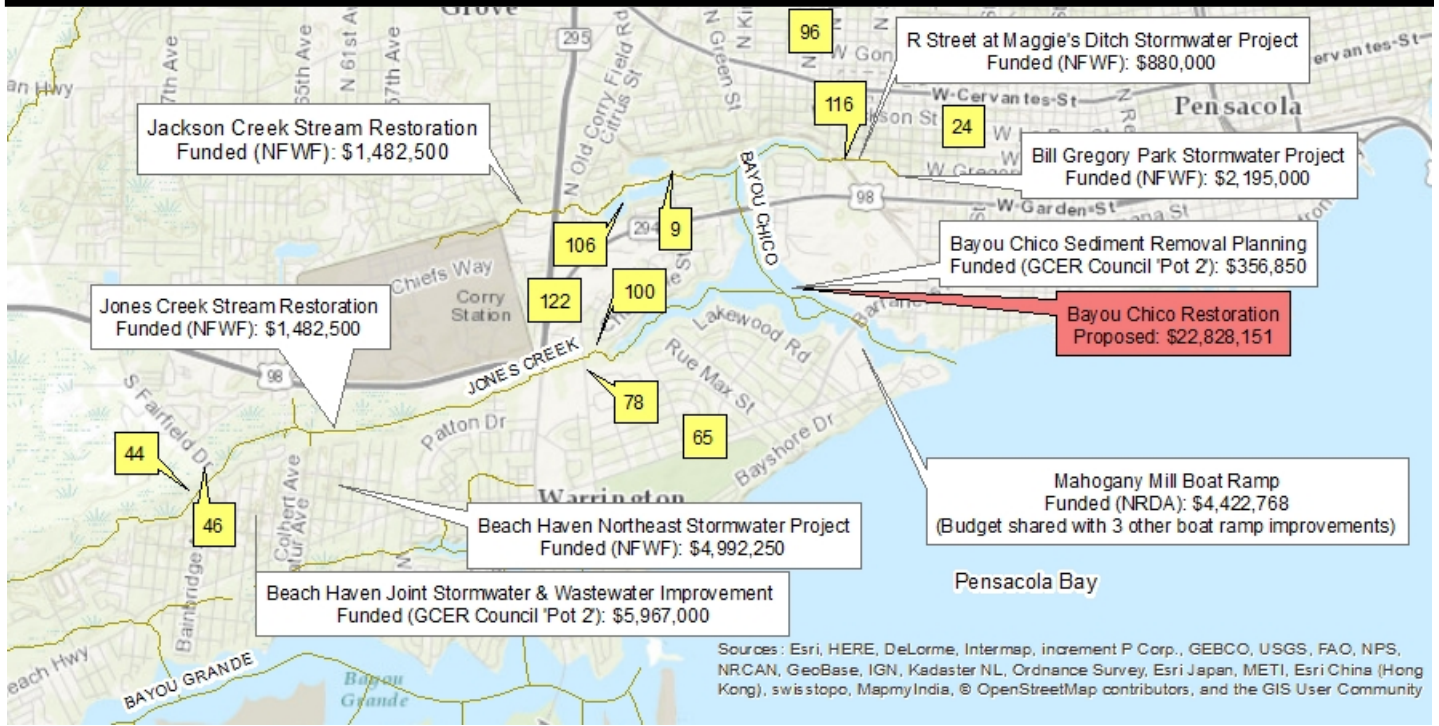
(Planning/Design)

Leverage: \$356,850 (GCERC)

Complementary Projects: The Gulf Coast Ecosystem Restoration Council (GCERC) has funded the planning, design, and permitting of the Bayou Chico contaminated sediment removal proposal (Amount seen in leverage funds).



BAYOU CHICO/ WARRINGTON BASIN



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swis stopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

MAP KEY

- = Current Proposed Direct Component Project
- = Other Proposed Direct Component Projects in the Same Watershed
- = Projects Funded through Other Oil Spill Restoration Dollars

App #	Project Title	Budget
9	Oakland Community Park	\$90,000
24	SOAR WITH RESTORE	\$750,000
44	Jones Swamp Wetland Preserve Management & Ecosystem Restoration	\$940,000
46	Native Paths Boardwalk	\$150,000
65	Culinary Entrepreneurial Incubator Center	\$991,100
78	Forest Creek Apartment Complex Acquisition/Demolition & Jones Creek Floodplain Restoration Project	\$2,029,200
96	Brownsville Redevelopment Initiative	\$4,700,000
100	S Old Corry Field Rd Bridge Replacement	\$2,900,000
106	Jackson's Lakes Diversion & Wakeboard Park	\$930,000
116	Brownsville Nature Trail	\$8,000,000
122	Community Gathering Center	\$500,000





RANK: ENVIRONMENT – 7, OVERALL – 26

PROJECT DESCRIPTION

The Escambia County Offer Your Shell to Enhance Restoration (OYSTER) project seeks to collect recycled oyster shell from local restaurants to be used as substrate to restore 200 reefs in the Pensacola Bay System (PBS) and restore 47 Living Shorelines, or 4700 linear feet of waterfront, with 23,500 sq ft of vegetation. The project builds a Living Shoreline Demonstration area at Civitan Park (West Pensacola) with 4 oyster reefs.

There are many projects in the Pensacola area that have been completed under Project OYSTER. Project OYSTER is a cooperative effort between Florida Department of Environmental Protection (FDEP) and Keep Pensacola Beautiful (KPB) to provide clean recycled oyster shell for reef substrate with shell collected from local restaurants, and restoring Living Shoreline (LS) projects with oyster reefs and shoreline vegetation planting.

PROJECT DETAILS

Environment:

- Oyster Reef Habitat Restoration
- Living shoreline (Emergent Marsh) Restoration
- Water Quality Improvements
- Shoreline Protection

Infrastructure:

- Reduces Erosion as Wave Attenuation
- Stormwater Runoff Treatment/Reduction
- Flood Protection for Waterfront Property

Economic:

- Increases Tourism Activities (Kayaking)
- Ecotourism Opportunities
- Improves Recreational Fishing & Local Seafood by Improving Habitat

Total Funding Requested: \$555,275

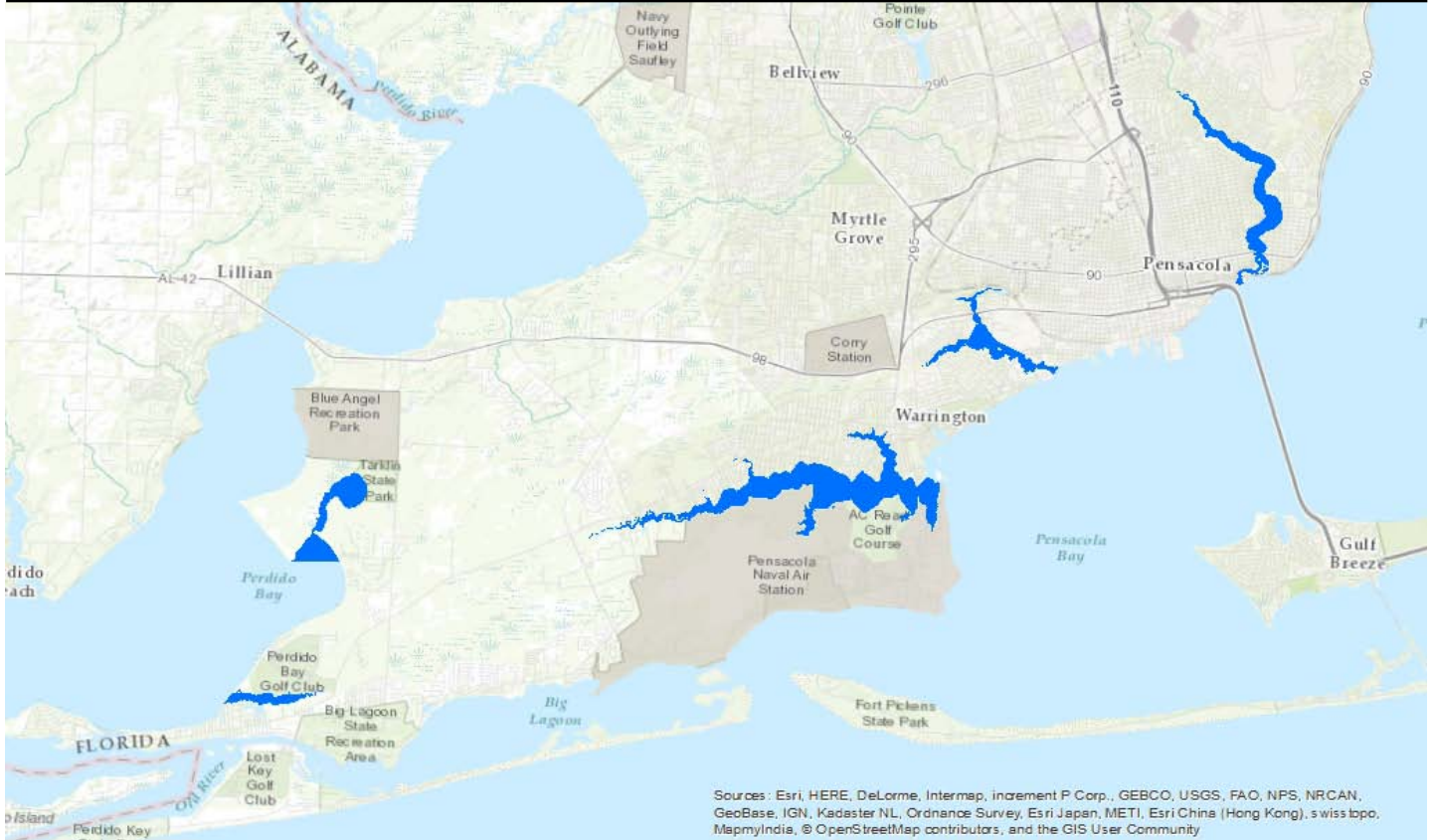
Phase 1 Requested: N/A

Leverage: In-kind volunteer labor


Complementary Projects: Proposed project OYSTER is ongoing and has constructed successful oyster reefs and living shorelines in the Pensacola Bay System.



BAYOUS DRAINING INTO PERDIDO BAY AND PENSACOLA BAY



MAP KEY

 = Possible effected Bayous from Proposed Escambia County Offer Your Shell to Enhance Restoration (OYSTER) Project: \$555,275.





RANK: ENVIRONMENT – 8, OVERALL – 30

PROJECT DESCRIPTION

In 1950 a fill road/culvert system was constructed across Black Lake for timbering access in what is now The Nature Conservancy's Betty and Crawford Rainwater Perdido River Nature Preserve. The fill road and culverts have negatively impacted the Black Lake system by reducing the natural flow of water from the watershed draining into Black Lake and the Perdido River. The Perdido River ultimately empties into Perdido Bay which flows into the Gulf. In 2011 TNC was provided funding by the Florida Department of Environmental Protection to remove the existing failing culverts and install a 24' bridge. Due to tropical storm rainfalls, the bridge and fill road has been repeatedly damaged causing sedimentation to fill Black Lake and the Perdido River. The goal of this project is to remove the fill road and return Black Lake channel to its original width and extend the existing 24' bridge to fully span the channel and connect the northern and southern portions of the Preserve to restore the hydraulic regime of the system.

PROJECT DETAILS

Environment:

- Black Lake Channel Restored to Historical Dimensions
- Shoreline Stabilization
- Restored Hydraulic Regime
- Upstream Habitat Improvements

Infrastructure:

- Reduces Sedimentation Entering Perdido River
- Increase the Water Trail System
- Reduces Flooding Risks; Improves Drainage

Economic:

- Improves Recreational Access
- Tourism Opportunities
- Improves Recreational Fishing & Local Seafood Access Through Kayak Access

Total Funding Requested: \$304,500

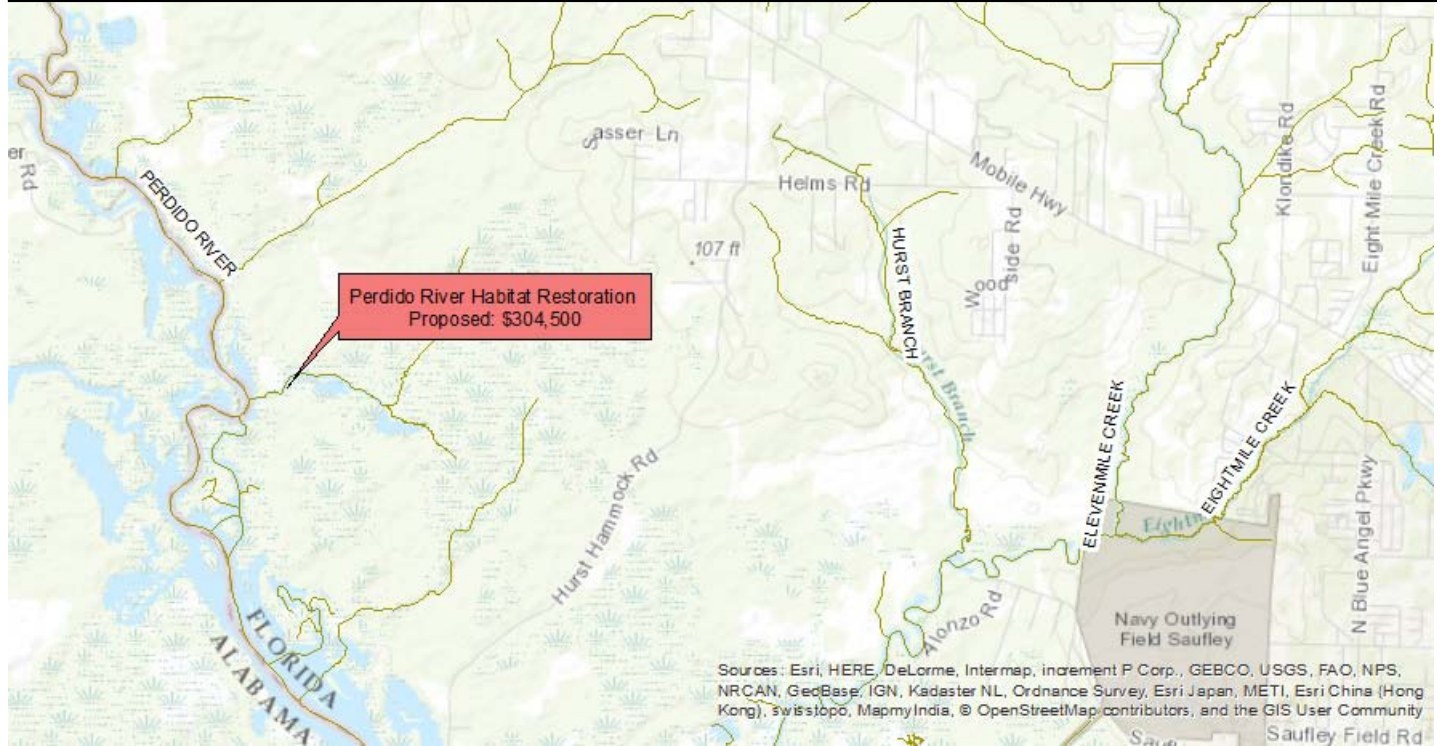
Phase 1 Requested: N/A

Leverage: \$13,900 (TNC); \$25,000 (USFWS); \$25,000 (TNC)


Complementary Projects: TNC and USFWS have funded the alternatives analysis (\$63,900).




PERDIDO RIVER BASIN



MAP KEY

 = Current Proposed Direct Component Project

 = Other Proposed Direct Component Projects in the Same Watershed

 = Projects Funded through Other Oil Spill Restoration Dollars





RANK: ENVIRONMENT – 9, OVERALL – 36

PROJECT DESCRIPTION

This project focuses on restoring a severed connection between overgrown, woody-dominated seepage slope and wet prairie and wet flatwoods. Dupont Point Road has been rutted by off-road 4x4 traffic prior to park management. Ruts and wallows are up to 3' deep and 30' wide and run along a 2900' long stretch of road. This fireline severs the flow of freshwater from the seepage slope and basin swamp communities in the northern part of the park and Bronson Field NAS, to the wet prairie and wet flatwoods to the south. The fireline acts as a ditch, connecting a string of wallowed-out ponds that funnels water away from the wetland communities south of the road and channels the water west directly into Perdido Bay. The freshwater sheet flow of this landscape should flow south through the wet prairies and wet flatwoods, eventually into Tarkiln Bayou. The severed connection has deprived the wet prairie and wet flatwoods of their needed freshwater hydroperiod, water quantity, and residence time. The goal of this project is to restore the natural hydrological connection, while maintaining this access and firebreak.

PROJECT DETAILS

Environment:

- Improves Freshwater Quantity/Quality to Wet Prairie and Wet Flatwoods
- Habitat Restoration (Wetland Fauna)
- Restored Hydraulic Regime

Infrastructure:

- Flooding Improvements (Prescribed Burning)
- Public Access Improvements
- Improves Community Resilience

Economic:

- Improves Recreational Access
- Provides on-the-Job Training
- Enhances Recreational Fishing & Local Seafood Consumption

Total Funding Requested: \$374,884

Phase 1 Requested: N/A

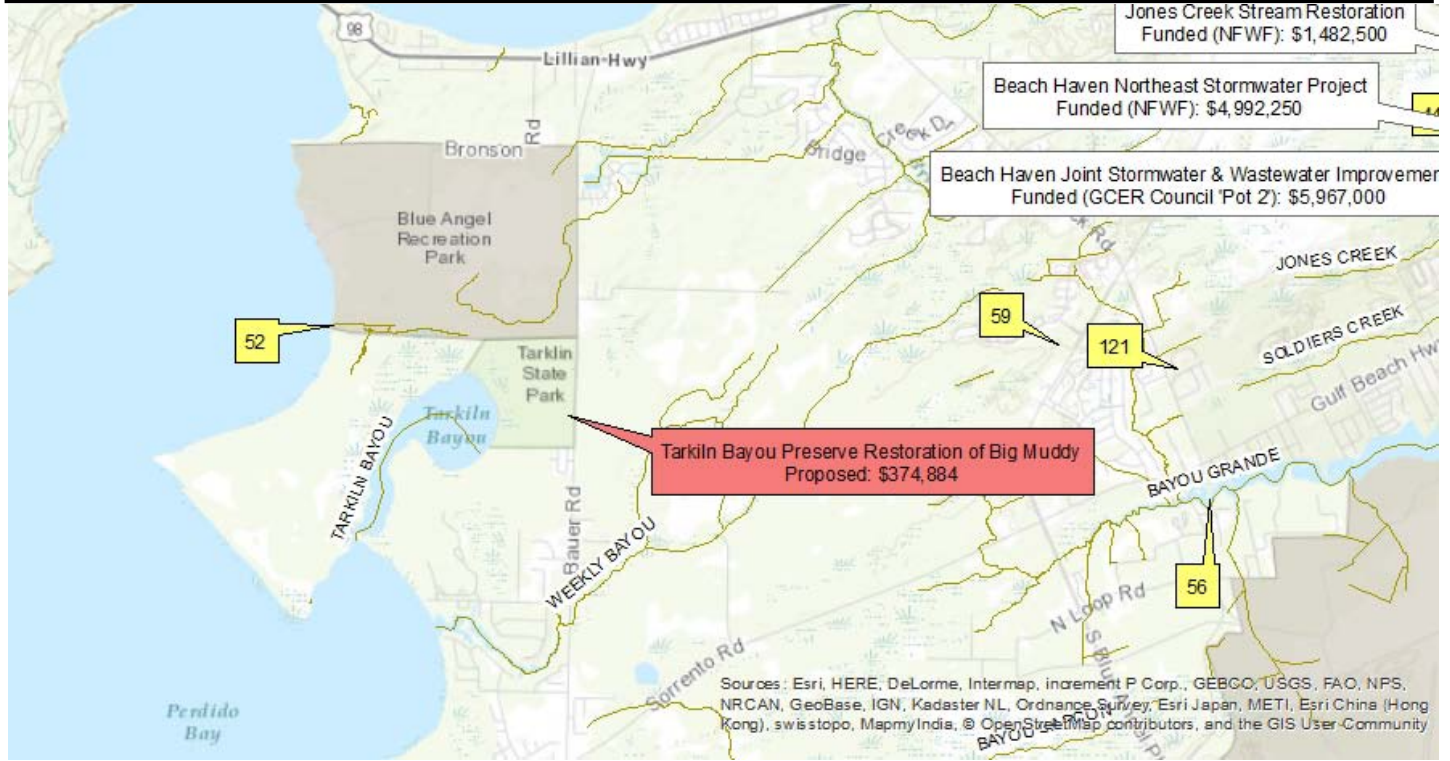
Leverage: \$50,000 in-kind service (NRCS)

Complementary Projects: GCPEP and the Tarkiln Bayou Preserve State Park have continuously conducted restoration projects within the Preserve for habitat restoration.



TARKILN BAYOU PRESERVE RESTORATION OF BIG MUDDY

PERDIDO BAY BASIN



MAP KEY

= Current Proposed Direct Component Project

= Other Proposed Direct Component Projects in the Same Watershed

= Projects Funded through Other Oil Spill Restoration Dollars

App #	Project Title	Budget
52	Perdido Bay Bronson Field Living Shoreline Project	\$840,000
56	Pleasant Grove Inlet	\$300,000
59	South Dogtrack Drainage- Coral Creek, Hampton Lake, Three Waters Green (aka, Mariner Village), Liberty Church	\$8,100,000
121	Hampton Lakes Flooding Issue	\$85,000





RANK: ENVIRONMENT – 10, OVERALL – 37

PROJECT DESCRIPTION

The Sunset Island Seagrass Restoration Project will restore and protect water quality and estuarine habitat, increase recreation and ecotourism opportunities, and provide a future site for placement of dredged sand from maintenance of the Intracoastal Waterway (ICW). This proposed living shoreline project will include an offshore rock/oyster reef breakwater to protect transplanted estuarine emergent marsh and Submerged Aquatic Vegetation (SAV) around two existing islands.

Water quality will be improved through filtration by oysters and uptake of pollutants by emergent marsh vegetation and SAV. Critical habitat for commercially and recreationally important seafood species will be provided by the offshore oyster reef structure and the emergent marsh and SAV.

Recreation and ecotourism opportunities will be enhanced for kayaking and paddleboarding from the nearby County-owned Galvez Boat Ramp. A snorkeling trail will be established with underwater educational signage describing the functions and values of SAV. Reduced shoreline erosion will be provided by this living shoreline project.

PROJECT DETAILS

Environment:

- Emergent Marsh and SAV Habitat Creation
- Oyster Reef Habitat
- Water Quality Improvements
- Reduce Shoreline Erosion

Infrastructure:

- New Feature to the Circumnavigational Saltwater Paddling Trail
- Provides Wave Attenuation
- Improves Resiliency to Sea Level Rise

Economic:

- Improves Recreational Opportunities for Kayaking, Swimming, Education
- Improves Recreational Fishing & Local Seafood Potential
- Temporary Employment

Total Funding Requested: \$840,000

Phase 1 Requested: N/A

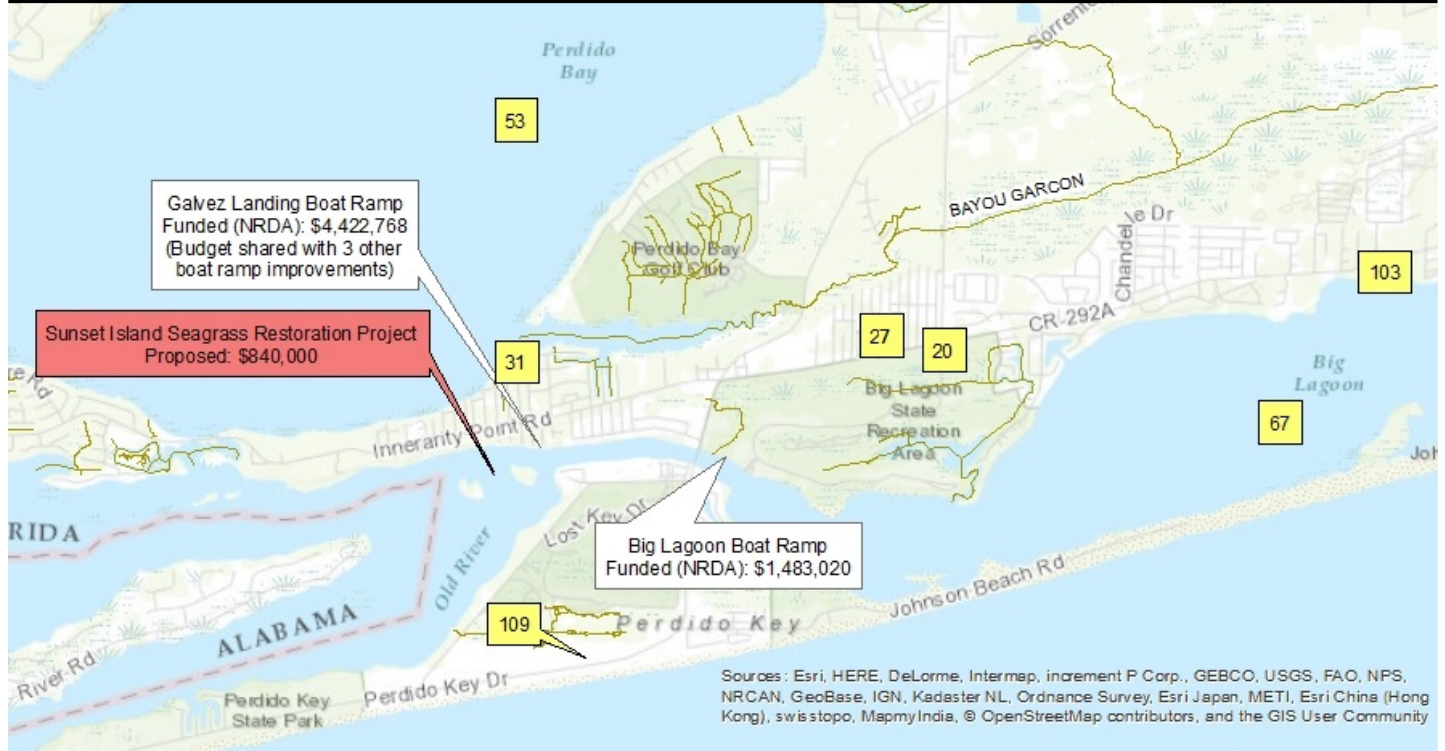
Leverage: In-kind volunteer labor

Complementary Projects: The Innerarity Point Park project (\$10 million) is adjacent to Sunset Island, providing access and connectivity to the recreational options of the island.



SUNSET ISLAND SEAGRASS RESTORATION PROJECT

PERDIDO BAY AND BIG LAGOON BASIN



MAP KEY

= Current Proposed Direct Component Project

= Other Proposed Direct Component Projects in the Same Watershed

= Projects Funded through Other Oil Spill Restoration Dollars

App #	Project Title	Budget
20	Big Lagoon State Park and Tarkiln Bayou Preserve State Park Restoration	\$118,000
31	Share Our Shore	\$100,000
53	Water Quality Targets for Seagrass Restoration in Pensacola and Perdido Bays	\$420,000
67	Shoreline Habitat and Resilient Coasts (SHaRC)	\$98,000
103	Big Lagoon Ecosystem Restoration	\$16,250,000
109	Perdido Key Multi-Use Path	\$800,000





1. TOP TEN - INFRASTRUCTURE

- a) FOREST CREEK APARTMENT COMPLEX ACQUISITION/
DEMOLITION & JONES CREEK FLOODPLAIN
RESTORATION PROJECT – 78
- b) PERDIDO KEY GULF OF MEXICO PUBLIC ACCESS – 107
- c) PORT PENSACOLA MARITIME INFRASTRUCTURE
BERTH 6 RESTORATION – 50
- d) PROJECT UNIVERSAL ACCESS – 99
- e) 11 MILE CREEK BASIN – 51
- f) LAKE CHARLENE/ BRIDLE TRAIL – 95
- g) WOODLANDS -UWF-SCENIC HILLS-ST LUKE’S CHURCH
NEIGHBORHOOD PARTNERSHIP STREAM
RESTORATION & FLOOD PROTECTION – 43
- h) SANDERS BEACH PARK ADDITION/ BEACH
RESTORATION – 48
- i) NAVY POINT RAIN GARDENS & COMMUNITY GREENS
– 12
- j) NAVY BLVD BEAUTIFICATION & NAVY POINT
RESTORATION – 105



RANK: INFRASTRUCTURE- 1, OVERALL- 2

PROJECT DESCRIPTION

Proposed project will acquire approximately 12 acres in the Bayou Chico watershed within the historic floodplain of Jones Creek. Numerous flood events have been documented dating back to the 1980s up through the recent April 2014 Flood. Past flooding has often required both emergency extraction and temporary relocation of residents. The proposed project will relocate at risk residents, mitigate coastal flooding, restore natural resources, improve water quality in Jones Creek and Bayou Chico, and expand the Southwest Greenway Trail System. The project includes property acquisition, demolition of all existing structures, restoration of a portion of Jones Creek, restoration of floodplain along Jones Creek, construction of new stormwater infrastructure, and development of a park. Escambia County has submitted a FEMA Flood Mitigation Assistance (FMA) Program Application for the project. Current request will provide required FEMA FMA match for the project. The parcel to be acquired is currently the location of a 200-unit federal subsidized apartment complex.

PROJECT DETAILS

Environment:

- Floodplain Restoration
- Creek Restoration
- Water Quality Improvements; Bacteria/Nutrient Loading Reduction
- Wetland/Wet Flatwoods Restoration
- Increase Stormwater Storage Capacity

Infrastructure:

- Improvements to the Southwest Greenway Trail
- Removes Residents from Floodplain
- Increases Flood Storage
- Improves Stormwater Treatment/Retention
- Reduces Vulnerability of Severe Flooding

Economic:

- Provides Public Access
- Ecotourism Potential
- Improves Recreational Fishing

Total Funding Requested: \$2,029,200 (FEMA Match)

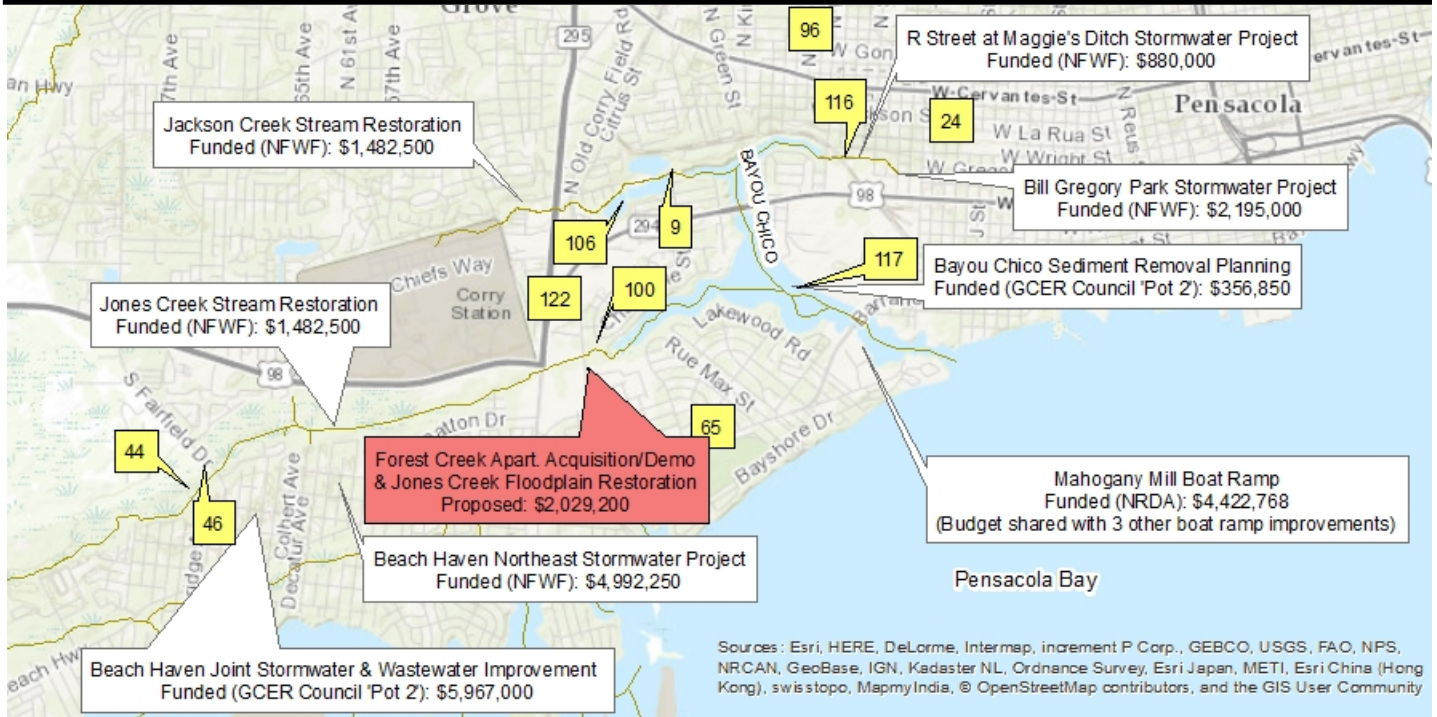
Phase 1 Requested: N/A

Leverage: \$17,857,796 (Potential FEMA FMA)

Complementary Projects: N/A



BAYOU CHICO/WARRINGTON BASIN



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swis stopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

MAP KEY

- = Current Proposed Direct Component Project
- = Other Proposed Direct Component Projects in the Same Watershed
- = Projects Funded through Other Oil Spill Restoration Dollars



App #	Project Title	Budget
9	Oakland Community Park	\$90,000
24	SOAR WITH RESTORE	\$750,000
44	Jones Swamp Wetland Preserve Management & Ecosystem Restoration	\$940,000
46	Native Paths Boardwalk	\$150,000
65	Culinary Entrepreneurial Incubator Center	\$991,100
96	Brownsville Redevelopment Initiative	\$4,700,000
100	S Old Corry Field Rd Bridge Replacement	\$2,900,000
106	Jackson's Lakes Diversion & Wakeboard Park	\$930,000
116	Brownsville Nature Trail	\$8,000,000
117	Bayou Chico Restoration	\$22,828,151
122	Community Gathering Center	\$500,000



RANK: INFRASTRUCTURE- 2, OVERALL- 4

PROJECT DESCRIPTION

Escambia County owns and maintains three beach access areas on Perdido Key. All three accesses are east of Perdido Key State Park. There are no county public beach access areas west of Perdido Key State Park. Existing county beach access includes approximately 2.2 acres of real estate, 245 feet of gulf-front shoreline, and 86 parking spaces. This project will provide for public infrastructure improvements to facilitate public access inclusive with standards as set forth with the Americans with Disabilities Act (ADA). Amenities to be included are as follows: public parking, restroom facilities, covered picnic facilities, and a dune walkover with observation platform. Areas not developed will be enhanced through dune restoration to maximize benefits to the Perdido Key beach mouse and nesting sea turtles. Additionally, a near-shore artificial reef is proposed to be constructed as both a recreational amenity and to provide marine habitat functions. Through the addition of 50 parking spaces, this will increase county beach access by 37% and provide the only public access west of Perdido Key State Park.

PROJECT DETAILS

Environment:

- Protect Coastal Dune Habitat
- Enhance Perdido Key Beach Mouse Habitat
- Enhance Marine Habitat with Artificial Reef
- Endangered Species Protection

Infrastructure:

- Connect to the Proposed Perdido Key Multi-use Path
- Elevated Boardwalk with Restroom Facilities; ADA Compliant
- Improves Resiliency to Storms

Economic:

- Increases Public Parking by 50 Spaces; 37% Increase in Public Access
- Improves Recreational Opportunities for Kayaking, Swimming, Education, Sunning
- Improves Recreational Fishing Opportunity
- Benefits Tourism Industry/Seasonal Jobs

Total Funding Requested: \$1,648,000

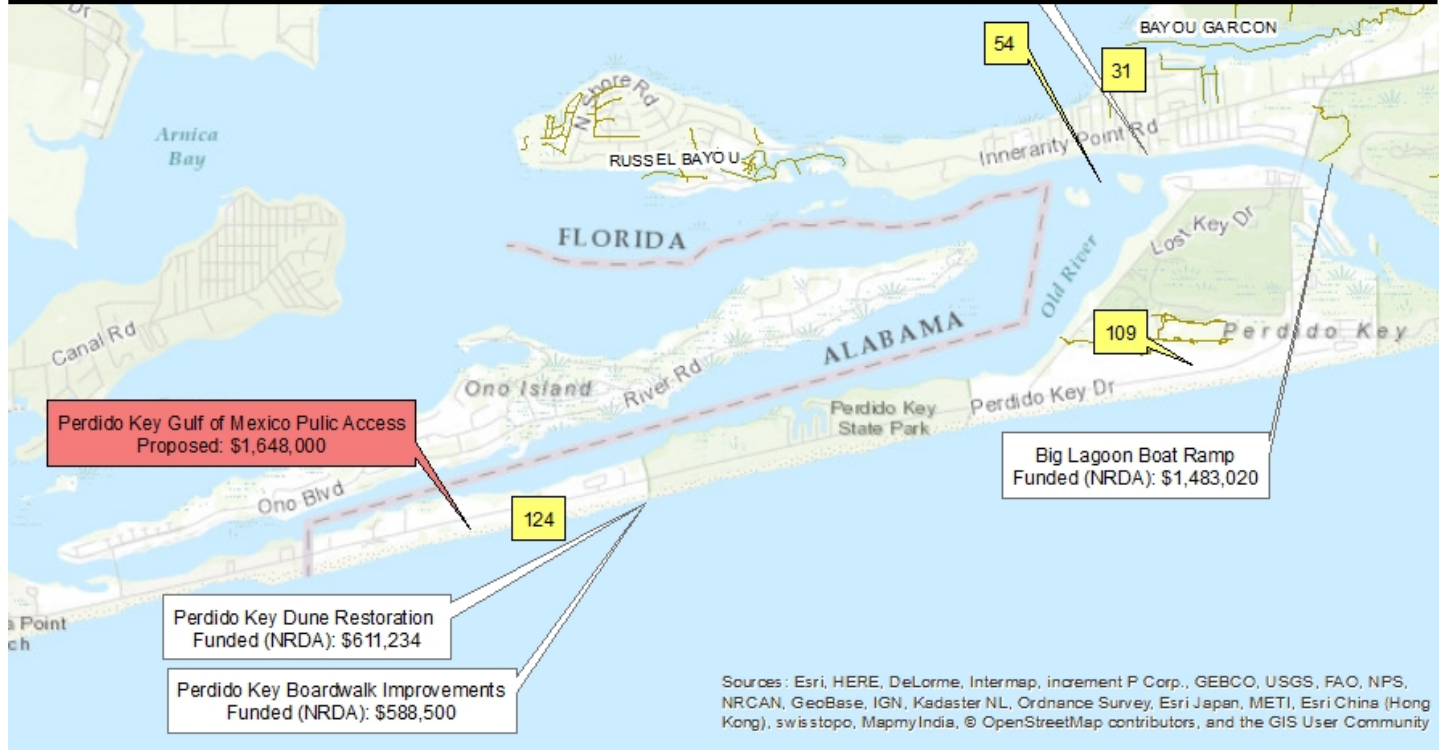
Phase 1 Requested: N/A

Leverage: \$3,100,000 (property acquisition USFWS & Escambia County)

Complementary Projects: Project will complement the Perdido Key Multi-use Path.



PERDIDO BAY AND GULF OF MEXICO



MAP KEY

- = Current Proposed Direct Component Project
- = Other Proposed Direct Component Projects in the Same Watershed
- = Projects Funded through Other Oil Spill Restoration Dollars

App #	Project Title	Budget
31	Shareourshore	\$100,000
54	Sunset Island Seagrass Restoration Project	\$840,000
109	Perdido Key Multi-Use Path	\$800,000
124	Perdido Key - Additional Public Parking and Beach Access	\$2,000,000





RANK: INFRASTRUCTURE- 3, OVERALL- 5

PROJECT DESCRIPTION

Port Pensacola is one of Florida’s 14 deepwater ports and the port’s ability to conduct import and export of goods for international and domestic markets is critical to the overall economy of the Gulf Region and the United States. Constructed in the 1960’s and exposed to almost 50 years of harsh saltwater and general working environment, berth #6 and its’ infrastructure has reached the end of its service life and was subsequently closed to operations in 2014. Activities requiring the movement of vehicles or cargo across the Berth #6 deck are presently prohibited.

As one of only five deepwater berths at the port, closure of the Berth #6 and infrastructure has reduced operational capability of the port by 20%, effectively reducing productivity by that percentage plus a loss in flexibility accommodating multiple vessel calls during the same timeframe. Benefits of full infrastructure implementation include that the Berth #6 Infrastructure project will restore Port Pensacola to fully operational status directly benefiting the economy and workforce; incorporate the latest technologies in stormwater treatment to assist in the reduction of the release of pollutant loads into Pensacola Bay; have pier side sanitary sewage discharge stations (to minimize the need to discharge at sea) and shore power connections (to reduce vessel operation of less efficient onboard generators).

PROJECT DETAILS

Environment:

- Stormwater Treatment
- Water Quality Improvements
- Reduce Air Pollution by Providing Shore Power

Infrastructure:

- Add Cargo Capacity
- Stormwater Management
- Designed to Hurricane Standards

Economic:

- Job Creation through Utilization of Berth #6
- Increase Revenue/Capacity by 20%
- New Workforce Development of Berth #6 users

Total Funding Requested: \$3,750,000

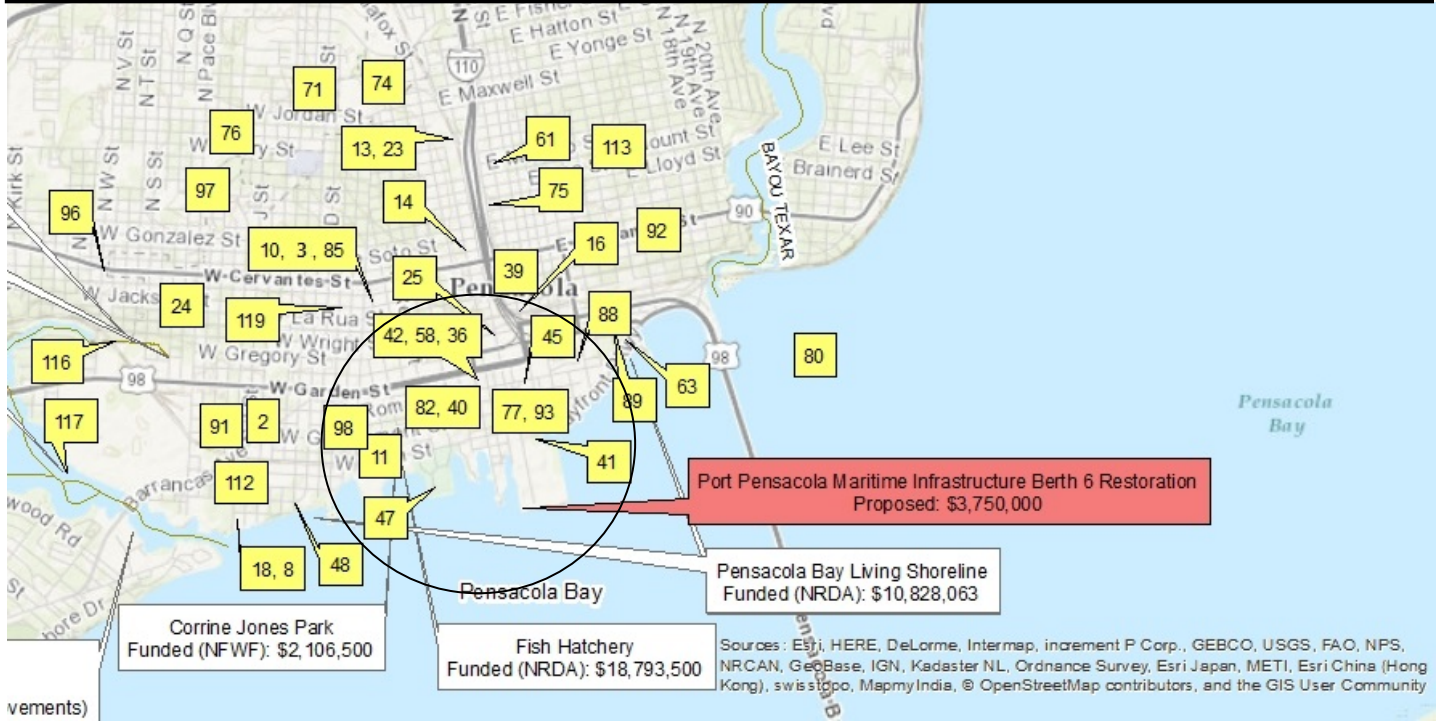
Phase 1 Requested: N/A

Leverage: \$6,460,500 (Port Pensacola/FDOT/FSTED)

Complementary Projects: Project will complement current match to rehabilitate berth infrastructure from FSTED for \$2,279,000.



DOWNTOWN PENSACOLA BAY DRAINAGE BASIN



MAP KEY

- = Current Proposed Direct Component Project
- = Other Proposed Direct Component Projects in the Same Watershed
- = Projects Funded through Other Oil Spill Restoration Dollars

App #	Project Title	Budget
11	Restore the City Creek	\$5,760,000
14	North Palafox Street Road Diet and Beautification	\$3,938,767
16	Old East Hill Community Market	\$1,441,700
40	Green Roof	\$674,239
41	Seville Harbour Breakwater	\$4,556,708
47	Maritime Sports Tourism Development Project/ Maritime Infrastructure Project	\$2,100,000
58	City Bike Share	\$1,260,000
77	Museum Plaza	\$740,000
88	Technology Campus Parking Garage	\$500,000
93	Escambia County Heritage Trails	\$346,000
98	LA's Funtainment Center	\$8,957,649





RANK: INFRASTRUCTURE- 4, OVERALL- 6

PROJECT DESCRIPTION

Project Universal Access is a project of the CIL Disability Resource Center (CILDRC). In Escambia County there are at least 54,000 persons with disabilities, plus 15% of the population is over the age of 65 years. Increasing opportunities for local residents and tourists with disabilities to access local beaches and tourist destinations will be a boost to the local economy, provide jobs and provide environmental benefits. The CILDRC has selected four project sites to become model destinations for persons with disabilities through the use of innovative universal design concepts and environmental practices that provide enhanced opportunities to access both the natural and built environments. The CILDRC envisions the use of enhanced technology to provide visitors who are visually and hearing impaired with the ability to access information that is integral to enjoying and experiencing various amenities, such as kiosks that provide educational and engaging information about the environment. The site selections are Pensacola Beach, Perdido Key, Johnson Beach, proposed ferry landings and special events. Phase I requires an ADA evaluation of project sites and will produce a needs assessment of people with various disabilities to determine the present level of “usability” of the various elements of the project sites. Phase II will be a collaborative strategic designed project. Phase III implementation of the plan. Phase IV- monitoring.

PROJECT DETAILS

Environment:

- Construct Walkovers on Environmentally Sensitive Lands
- Discourage the Use of Chemical Treatments
- Enhance Natural System Resiliency by Reducing Unsanctioned Trails

Infrastructure:

- Construct/Enhance ADA Trails/Walkovers
- Provide ADA Connectivity; Construct ADA Parking
- Enhance Educational Signage for Disabled Persons

Economic:

- Tourism Enhancements
- Improves Recreational Opportunities for all Citizens and Visitors
- Increases Access to Recreational Fishing Spots
- Provides Job Creation

Total Funding Requested: \$3,350,000

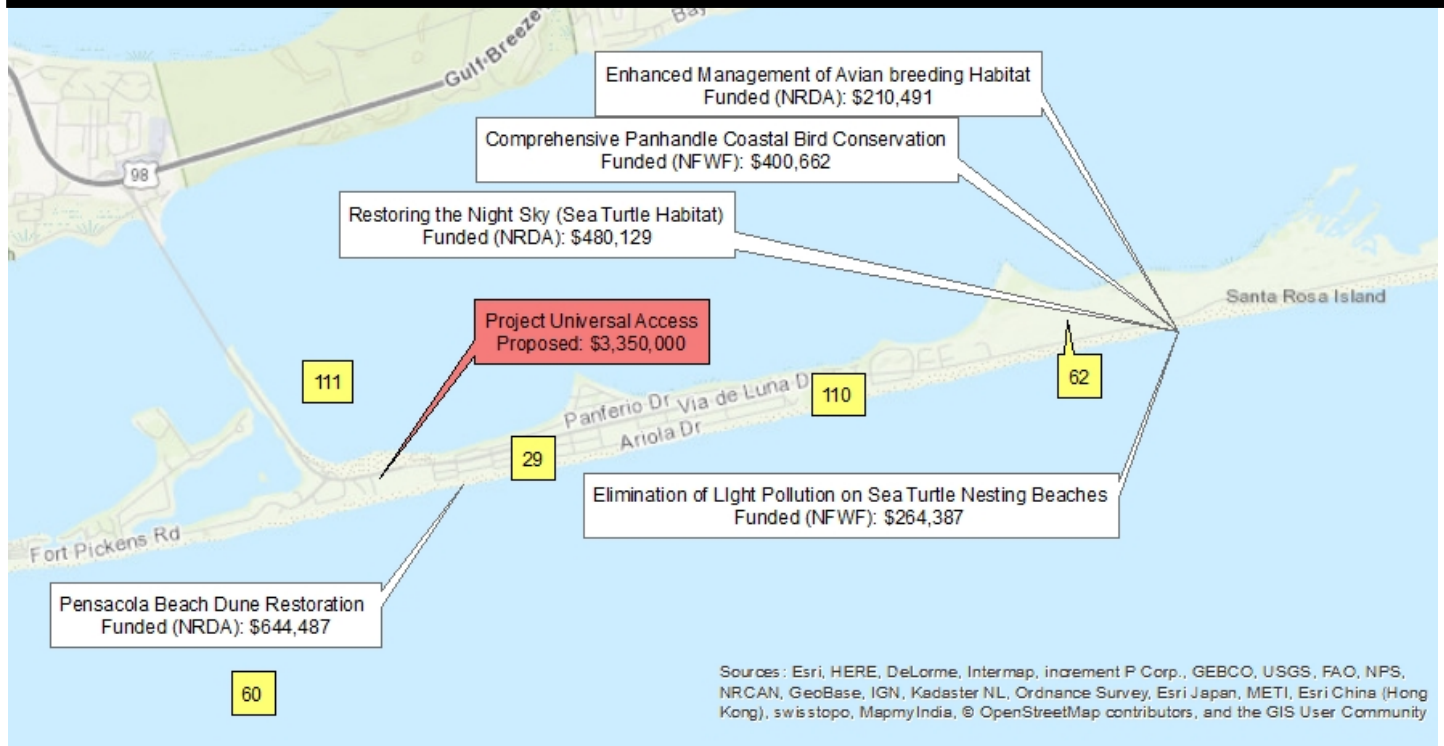
Phase 1 Requested: \$100,000 (Planning/Design)

Leverage: In-kind services from CILDRC

Complementary Projects: N/A



SANTA ROSA SOUND AND GULF OF MEXICO BASIN



MAP KEY

- = Current Proposed Direct Component Project
- = Other Proposed Direct Component Projects in the Same Watershed
- = Projects Funded through Other Oil Spill Restoration Dollars

App #	Project Title	Budget
29	Pensacola Beach Reclaimed Water System Expansion - Phase IV	\$375,000
60	rebuild 2nd sandbar	\$100,000
62	Escambia County Santa Rosa Island Property Boardwalk and Observation Towers	\$5,000,000
110	Pensacola Beach Dune Walkover Replacements	\$705,000
111	Electrify the Ferry Service	\$2,691,520



11 MILE CREEK BASIN - 51



RANK: INFRASTRUCTURE- 5, OVERALL- 8

PROJECT DESCRIPTION

This project will add eleven ponds in the Eleven Mile Creek basin that will provide flood attenuation, improve water quality, create additional recreation facilities within the project area, and have a direct impact on all coastal areas of Escambia County that border Perdido Bay. Site one (1) is a pond near the Green Hills Road Tributary. The remaining ten (10) pond/stream restoration sites in the Eleven Mile Creek basin are being rated for land acquisition purposes. One of the broader goals of this project is to reduce downstream stormwater flow rates and improve overall water quality for the downstream outfall locations. The Green Hills site consists of construction of pond and/or floodplain restoration site upstream of the Green Hills Road culvert crossing. An immediate benefit is that Green Hills Road will not be subject to roadway flooding during a 25-year storm event. Construction of eleven ponds will reduce roadway flooding throughout the Eleven Mile Creek basin. Ponds 2 through 11 are stormwater ponds/floodplain creation sites that will similarly improve the Eleven Mile Creek Watershed downstream of the Green Hills Road culvert crossing. Construction of the attenuation sites will directly improve water quality, reduce downstream flooding, and has the potential to further improve water quality by measurably reducing the amount of sedimentation and pollutants that enter Perdido Bay.

PROJECT DETAILS

Environment:

- Water Quality Improvements
- Stream/Floodplain/Wetland Restoration
- Habitat Restoration/Protection

Infrastructure:

- Reduces Roadway Flooding
- Provides Stormwater Retention/Treatment
- Reduces Flooding Potential

Economic:

- Improved Habitat will Enhance Recreational Use and Fishing
- Create Temporary, Part Time and Full Time Jobs
- Flood Protection will Encourage Economic Growth

Total Funding Requested: \$4,024,000

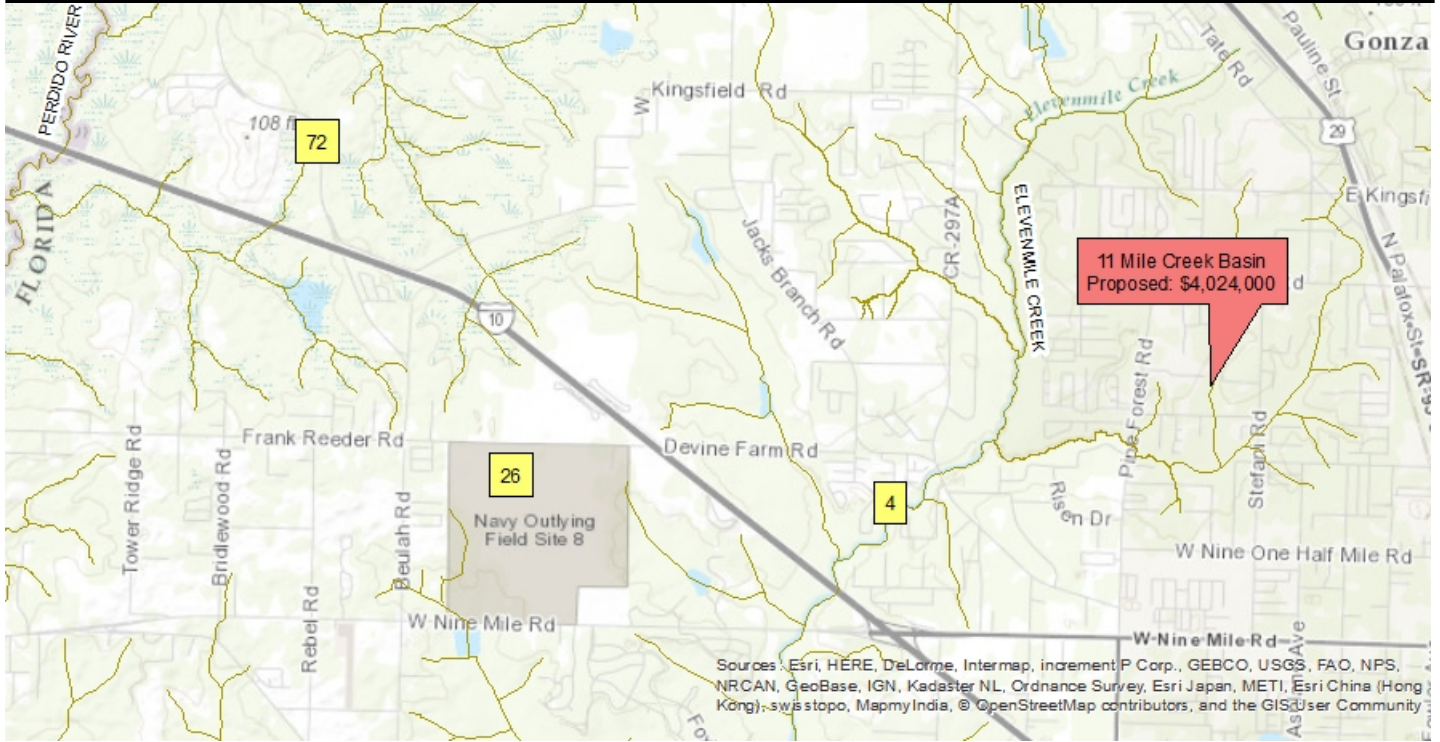
Phase 1 Requested: N/A

Leverage: \$1,510,000 (Programmed LOST)

Complementary Projects: Proposed Eleven Mile Creek Stream Restoration (#4) project



ELEVEN MILE CREEK BASIN



MAP KEY

= Current Proposed Direct Component Project

= Other Proposed Direct Component Projects in the Same Watershed

= Projects Funded through Other Oil Spill Restoration Dollars

App #	Project Title	Budget
4	Eleven Mile Creek Stream Restoration	\$12,929,908
26	OLF8 Commerce Park Improvements	\$19,037,790
72	Escambia County/ ECUA Resource Recovery Project-Energy Island	\$3,570,000





RANK: INFRASTRUCTURE- 6, OVERALL- 10

PROJECT DESCRIPTION

This project improves coastal flood protection by retrofitting and replacing existing stormwater management infrastructure, strategically adding new stormwater management components, increasing attenuation volume, and enhancing species habitats and existing ecosystems. Water quality enhancements will be provided via a phased approach consisting of erosion stabilization, stormwater infrastructure improvements, and stormwater runoff treatment. The Bridle Trail Project will install an emergency outfall from the Bridle Trail Pond to a county owned wetland named Turtle Lake Swamp, west of Campbellton Lane. Installation of the emergency outfall will reduce flooding in Bridle Trail and Lake Charlene areas. Phase I will obtain permits, design an emergency outfall from the Bridle Trail Pond and install a stormwater system to Turtle Lake Swamp. Phase II will construct the emergency outfall and stormwater system. Phase III consists of wetland restoration. Phase IV Operation, maintenance, monitoring. A boardwalk and signage will allow residents to view and read about the local habitat.

PROJECT DETAILS

Environment:

- Wetland Restoration
- Stormwater Treatment
- Water Quality Improvements
- Wetland Preservation

Infrastructure:

- Stormwater Retention/Flow Improvements
- Reduces Flooding Risks
- Improves Resiliency in Lake Charlene/Bridle Trail Area

Economic:

- Boardwalk will Provide Recreational Opportunities
- Provides Temporary, Part Time and Full Time Jobs
- Intern Training

Total Funding Requested: \$1,000,000

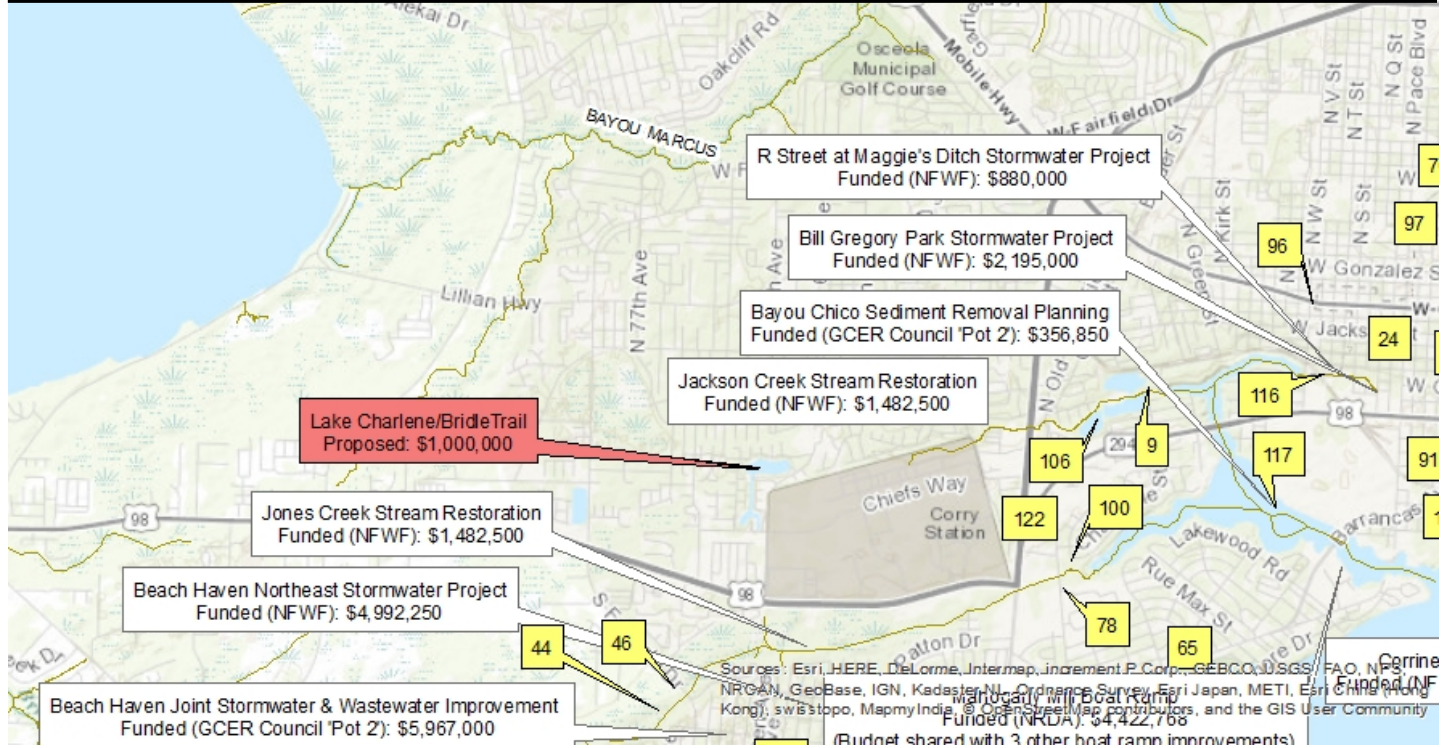
Phase I Requested: \$100,000 (Planning/Design)

Leverage: \$961,825 (HMGP grant; programmed LOST)

Complementary Projects: N/A



BAYOU CHICO BASIN



MAP KEY

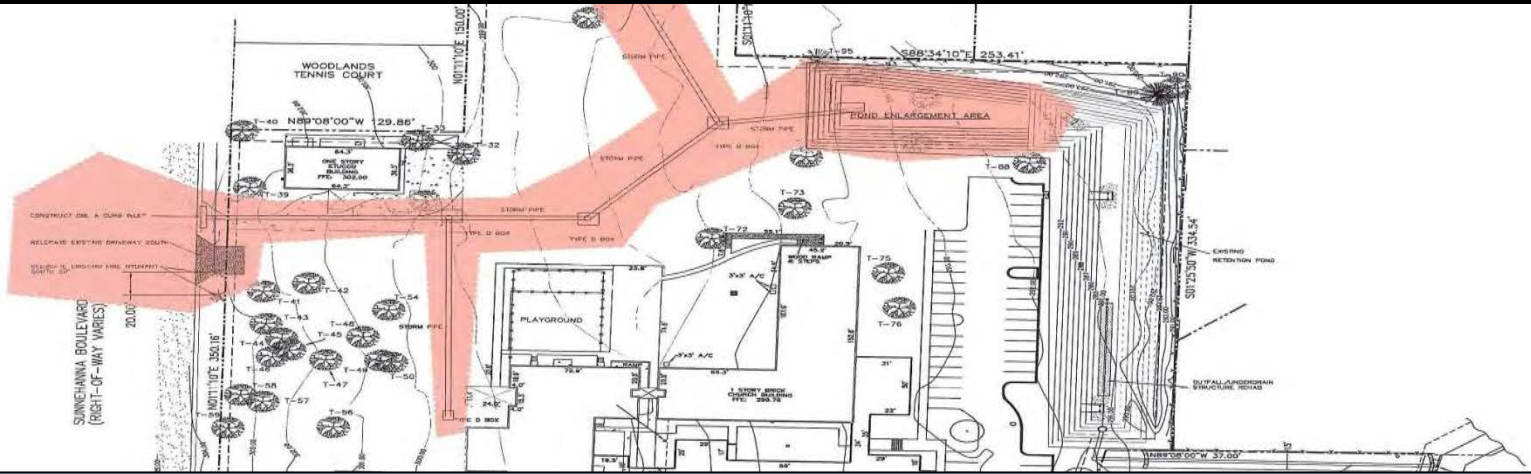
= Current Proposed Direct Component Project

= Other Proposed Direct Component Projects in the Same Watershed

= Projects Funded through Other Oil Spill Restoration Dollars



App #	Project Title	Budget
9	Oakland Community Park	\$90,000
24	SOAR WITH RESTORE	\$750,000
44	Jones Swamp Wetland Preserve Management & Ecosystem Restoration	\$940,000
46	Native Paths Boardwalk	\$150,000
65	Culinary Entrepreneurial Incubator Center	\$991,100
78	Forest Creek Apartment Complex Acquisition/Demolition & Jones Creek Floodplain Restoration Project	\$2,029,200
91	Building Community Resilience in Escambia County	\$54,995
96	Brownsville Redevelopment Initiative	\$4,700,000
97	Reaching Our Community	\$248,940
100	S Old Corry Field Rd Bridge Replacement	\$2,900,000
106	Jackson's Lakes Diversion & Wakeboard Park	\$930,000
116	Brownsville Nature Trail	\$8,000,000
117	Bayou Chico Restoration	\$22,828,151
122	Community Gathering Center	\$500,000



RANK: INFRASTRUCTURE- 7, OVERALL- 12

PROJECT DESCRIPTION

Project will restore and protect natural resources by restoring ecological function, increasing native vegetation, increasing wetland varieties of plants and species, removing non-native and invasive species, utilizing best management practices, and reducing pollutant loadings and nutrients through increased stormwater treatment. The project utilizes an enhancement of the existing public drainage system in the Woodlands Subdivision, combined with drainage and water quality improvements to existing private stormwater management systems to create a public drainage system through donation of easements. Project partners include UWF Scenic Hills Country Club, Sunnehanna Apartments, Battery Source, Inc., Woodland Condominiums, and Woodlands Home Owners Association, and Saint Luke's Methodist Church. The overall stormwater management improvements up-gradient of the golf course combined with the wetland, stream restoration, and conservation improvements to the drainage-ways through the SHCC golf course, is the basic concept for the project scope. The resulting stormwater treatment volume increases will directly provide water quality improvements. Repair, modification, and expansion of the existing stormwater features, wetland and floodplain restoration, and conservation management will provide for flooding and environmental benefits.

PROJECT DETAILS

Environment:

- Wetland/Floodplain Habitat Restoration
- Invasive Species Removal
- Water Quality Improvements
- Erosion Control/Bank Stabilization

Infrastructure:

- Drainage/Flooding Control Improvements
- Stormwater Treatment Train
- Improves Community Resiliency

Economic:

- Enhances Tourism Potential by Protecting Natural Resources
- Job Creation from Project Implementation/Surrounding Businesses
- Possible Business Growth due to Drainage Improvements

Total Funding Requested: \$3,770,180

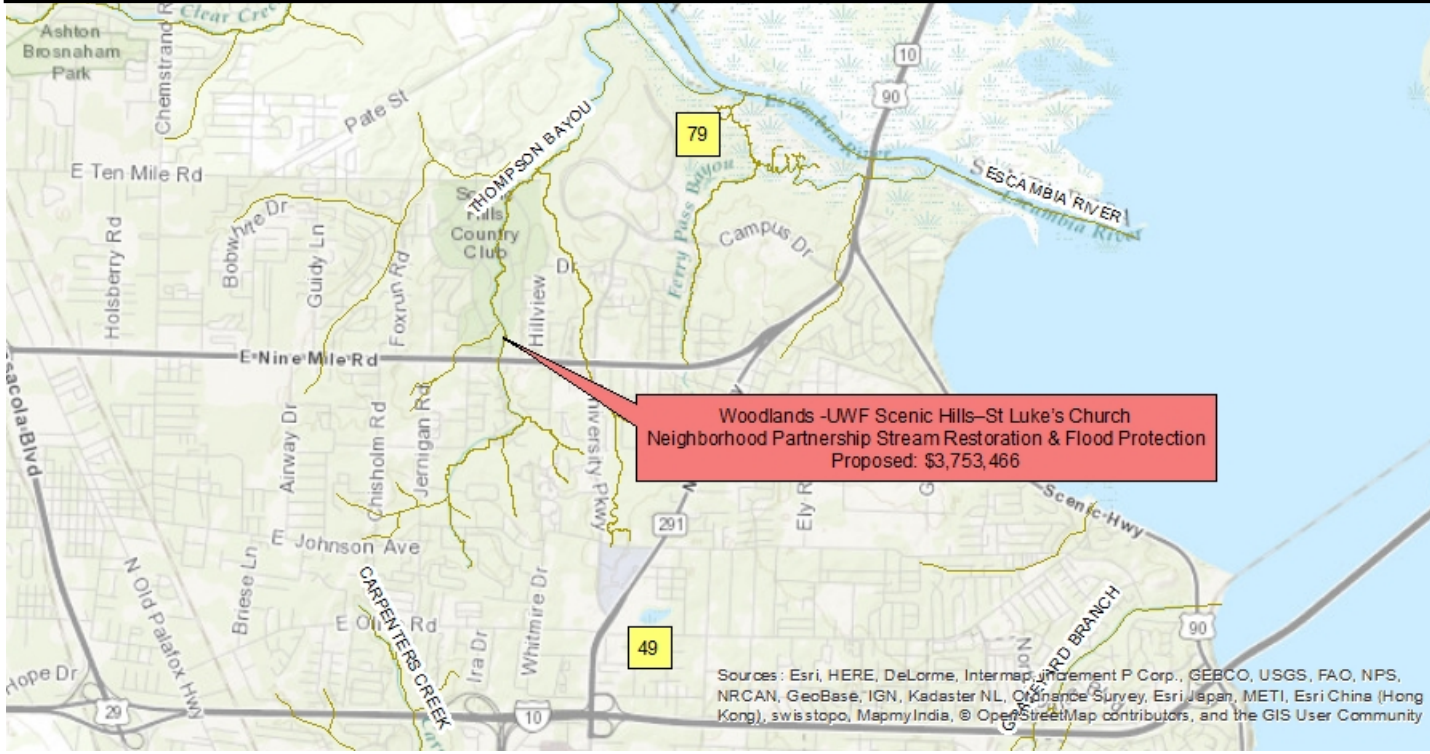
Phase 1 Requested: \$549,970 (Planning/Design)

Leverage: \$1,217,701 (property value for donated easements)

Complementary Projects: N/A



ESCAMBIA RIVER AND BAY BASIN



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

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App #	Project Title	Budget
49	Olive Road Phase II East-Ferry Pass Zone 5	\$11,100,000
79	Emerald Coast Institute for Living Shorelines	\$2,500,000





RANK: INFRASTRUCTURE- 8, OVERALL- 14

PROJECT DESCRIPTION

The project will be a joint venture between the City of Pensacola and Escambia County to acquire lands from willing sellers along the shore of Pensacola Bay from the Sanders Beach Community Center eastward to the breakwater protecting the Seafood Harbor. The park addition would be designed and constructed to include; (1) parking for visitors and supplemental parking for the Sanders Beach - Corrine Jones Community Center; (2) pedestrian access points for the Sanders Beach neighborhood; (3) a one mile long walking/jogging/biking path; (4) picnic and day use shelters; (5) environmental/historical education kiosks; (6) observation tower located on the Seafood Harbor breakwater; (7) kayaking and paddle board launching facility; (8) public fishing pier; (9) grassy play zones in upland areas; (10) stormwater retention & wetland construction at the SE ditch stormwater outfall. The Park will compliment the proposed living shoreline being designed off of Sanders Beach. Phase I - Acquisition of the western most property, this serves as much needed addition to the existing Sanders Beach - Corinne Jones Facility; Phase II - Acquisition of the eastern properties, beach restoration and a standalone new waterfront park with observation tower, fishing pier and environmental and historical education elements; and Phase III - Acquisition of the center properties or easement to establish the link, resulting in the Mile Long Park.

PROJECT DETAILS

Environment:

- Removal of Hardened Shoreline with Natural Shoreline
- Beach Habitat Restoration for Aquatic/Terrestrial Species
- Water Quality Improvements
- Reduce Shoreline Erosion/Wave Attenuation

Infrastructure:

- Develop Multi-use Path Connecting to Downtown
- Reduces Impervious Cover; Riparian Buffer
- Improves Resiliency to Natural/Manmade Threats

Economic:

- Enhances Tourism/Recreational Opportunity
- Improves Recreational Fishing & Local Seafood Access
- Provides Temporary/Permanent Jobs

Total Funding Requested: \$17,268,246

Phase 1 Requested: \$2,330,346 (Property Acquisition)

Leverage: N/A

Complementary Projects: N/A



DOWNTOWN PENSACOLA BAY DRAINAGE BASIN



MAP KEY

- = Current Proposed Direct Component Project
- = Other Proposed Direct Component Projects in the Same Watershed
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App #	Project Title	Budget
2	Women's Transitional Shelter & Support Center	\$923,647
8	Clean Energy for Pensacola!	\$900,000
11	Restore the City Creek	\$5,760,000
18	Pensacola Adaptive Sailing Outreach	\$1,000,000
47	Maritime Sports Tourism Development Project/ Maritime Infrastructure Project	\$2,100,000
91	Building Community Resilience in Escambia County	\$54,995
98	LA's Funtainment Center	\$8,957,649
112	Pensacola Botanical Garden-Estuarium	\$500,000





RANK: INFRASTRUCTURE- 9, OVERALL- 16

PROJECT DESCRIPTION

This project proposes to adapt empty lots in a low-lying area of Navy Point for a low-impact, green infrastructure solution to managing stormwater, restoring the Bayou Grande estuary, preserving habitat, and revitalizing the neighborhood. The design employs two key components: (1) rain gardens and other bioretention measures and (2) community garden plots. Improvements in stormwater management have ameliorated but not eliminated the flood risk in this area. The current solution relies on funneling stormwater, along with pollutants and sediment, directly into the bayou, an EPA 303(d) impaired body of water. The primary goal of this project is to provide environmentally friendly support to the existing stormwater infrastructure: rain gardens and bioretention measures such as infiltration trenches and dry wells will retain sheet run-off; water will be redirected to an underground cistern system; solar panels will power the pumps; and the conserved water will be utilized to irrigate the garden plots. These community greens will provide a needed boost to the Navy Point community, a CRA neighborhood that has experienced dramatic challenges in recent years: the tidal surge from Hurricane Ivan, pollution and loss of habitat in Bayou Grande, shoreline erosion, severe depreciation of property values, and the continued existence of abandoned homes and empty lots.

PROJECT DETAILS

Environment:

- Water Quality Improvements
- Bioretention of Stormwater
- Habitat Conservation
- Rain Garden Development

Infrastructure:

- Green Infrastructure; Stormwater Treatment
- Flooding Abatement of Roadway/Park
- Shoreline Resiliency/ Natural Buffer Development

Economic:

- Enhances Recreational Opportunities
- Provides Community Gardens
- Improves Aquatic Habitat and by Extension Recreational Fishing Opportunity

Total Funding Requested: \$645,980

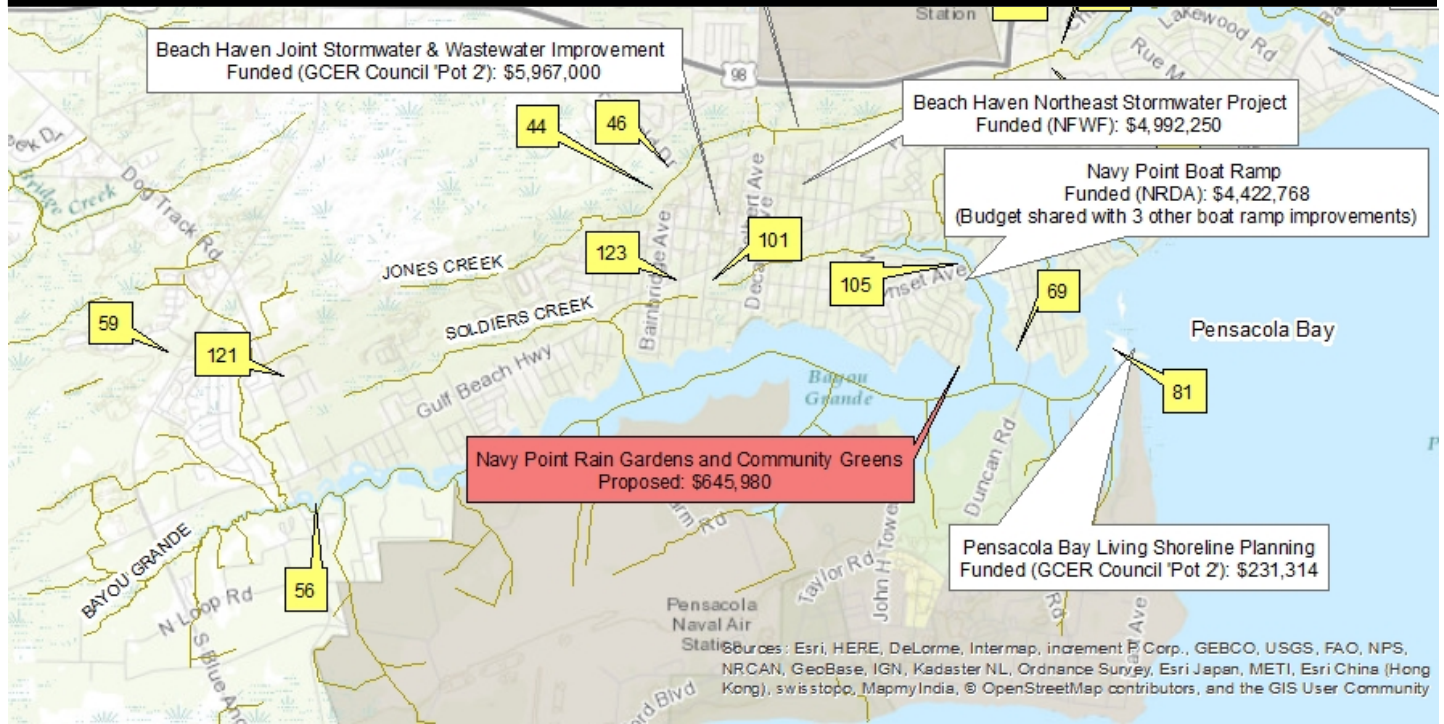
Phase 1 Requested: \$37,500 (Planning/Design)

Leverage: In-Kind Volunteer Labor

Complementary Projects: Navy Point Drainage Project; Navy Blvd Beautification and Navy Point Restoration (#105)



BAYOU GRANDE BASIN



MAP KEY

- = Current Proposed Direct Component Project
- = Other Proposed Direct Component Projects in the Same Watershed
- = Projects Funded through Other Oil Spill Restoration Dollars

App #	Project Title	Budget
44	Jones Swamp Wetland Preserve Management & Ecosystem Restoration	\$940,000
46	Native Paths Boardwalk	\$150,000
56	Pleasant Grove Inlet	\$300,000
59	South Dogtrack Drainage- Coral Creek, Hampton Lake, Three Waters Green (aka, Mariner Village), Liberty Church	\$8,100,000
69	Warrington Multi-Use Facility	\$11,750,000
81	White Island Restoration	\$169,000
101	Beach Haven S & NE	\$18,000,000
105	Navy Blvd Beautification and Navy Point Restoration	\$17,020,000
121	Hampton Lakes Flooding Issue	\$85,000
123	Raise the Homes	\$20,000,000





RANK: INFRASTRUCTURE- 10, OVERALL- 18

PROJECT DESCRIPTION

This project restores and protects natural resources eliminating nonpoint source loadings by converting septic tank systems into a closed service sanitary sewer system, restoring ecological function of Bayou Grande, restoring shorelines, wetland creation, stream restoration along a tributary of Bayou Grande, improving water quality and pollutant loadings into Bayou Grande, increase stormwater attenuation prior to discharge, increasing native vegetation, restoring wetland varieties of plants and species, removing non-native and invasive species, and reducing pollutant loadings and nutrients through treatment. This is a joint project between Escambia County and the Emerald Coast Utilities Authority (ECUA). The project scope includes drainage enhancements to the existing drainage system, reconstruction with additional safety features including dedicated sidewalks, signs, access management, and abundant landscaping throughout the corridor segment. Other safety aspects that are addressed are the prevention of roadway flooding, roadway shoulder pooling, and lot flooding.

PROJECT DETAILS

Environment:

- Shoreline/Wetland Restoration
- Water Quality Improvements; Pollutant Loading Reduction
- Resiliency to Storm Events

Infrastructure:

- Drainage Improvements
- Sanitary Sewage Expansion
- Flood Protection
- Sidewalk, Lighting, Signage Improvements

Economic:

- Safe Corridor
- Water Quality Improvements will Enhance Fishing & Local Seafood Potential
- Temporary Employment

Total Funding Requested: \$17,020,000

Phase 1 Requested: \$3,150,000

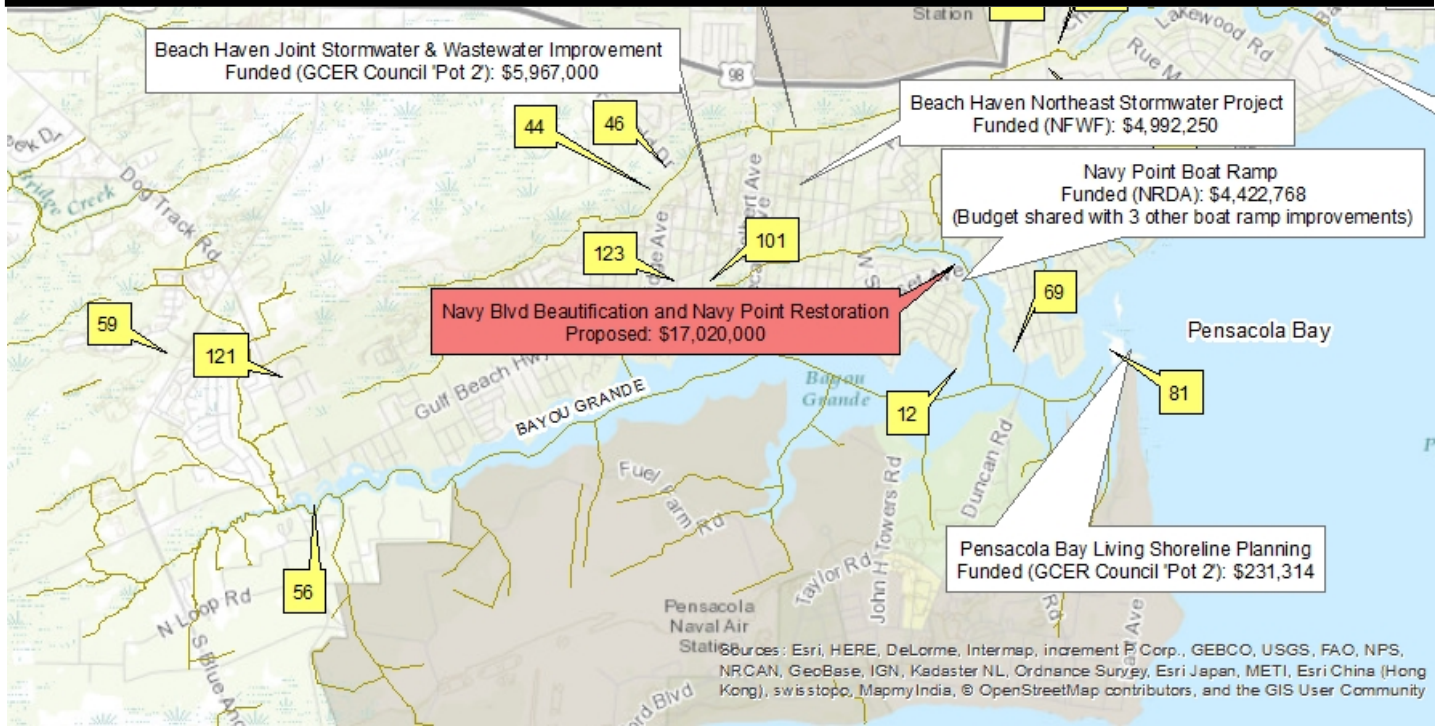
(Planning/Design)

Leverage: \$1.8 million Phase I-III (Escambia County/ECUA)

Complementary Projects: Phase I-III drainage improvements have been funded as referenced above.



BAYOU GRANDE BASIN



MAP KEY

- = Current Proposed Direct Component Project
- = Other Proposed Direct Component Projects in the Same Watershed
- = Projects Funded through Other Oil Spill Restoration Dollars

App #	Project Title	Budget
12	Navy Point Rain Gardens and Community Greens	\$645,980
44	Jones Swamp Wetland Preserve Management & Ecosystem Restoration	\$940,000
46	Native Paths Boardwalk	\$150,000
56	Pleasant Grove Inlet	\$300,000
59	South Dogtrack Drainage- Coral Creek, Hampton Lake, Three Waters Green (aka, Mariner Village), Liberty Church	\$8,100,000
69	Warrington Multi-Use Facility	\$11,750,000
81	White Island Restoration	\$169,000
101	Beach Haven S & NE	\$18,000,000
121	Hampton Lakes Flooding Issue	\$85,000
123	Raise the Homes	\$20,000,000





1. **APPENDIX A - DIRECT COMPONENT PROPOSALS RANKED**

Escambia County RESTORE Project Applications 2015

Draft Rank	RAC Score	Application #	Project Title	RESTORE Act Primary Eligible Activity	Budget	Phase 1	Potential Match	Comments
1	66.91	4	Eleven Mile Creek Stream Restoration	Restore and protect natural resources	\$12,929,908	\$1,110,776	\$6,235,620	
2	65.27	78	Forest Creek Apartment Complex Acquisition/Demolition & Jones Creek Floodplain Restoration Project	Coastal flood protection & related infrastructure	\$17,857,796	\$2,029,200	\$0	Strong project; Match was not acquired though they will be re-applying for FEMA funds
2	65.27	57	Carpenter Creek and Bayou Texar Economic and Environmental Revitalization Plan	Restore and protect natural resources	\$2,440,000	\$665,000	\$0	
4	60.82	107	Perdido Key Gulf of Mexico Public Access	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$1,648,000	\$1,648,000	\$3,100,000	Project could be completed using the County's bed tax
5	60.55	50	Port Pensacola Maritime Infrastructure Berth 6 Restoration	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$3,750,000	\$3,750,000	\$11,250,000	Good leverage of state funds & best return on investment, Good economic and environmental benefits, High Economic Development value
6	60.36	99	Project Universal Access	Promotion of tourism, & recreational fishing	\$3,350,000	\$3,350,000	\$0	Good project; Strong appeal but most things are ADA compliant; much of the scope should fall under routine inspections; Project should be incorporated into all RESTORE projects; Project could be completed using the County's bed tax
7	59.80	81	White Island Restoration	Restore and protect natural resources	\$169,000	\$169,000	\$231,314	Great project
8	59.09	51	11 Mile Creek Basin	Coastal flood protection & related infrastructure	\$4,024,000	\$4,024,000	\$1,510,000	Good project to protect the stream and community
9	57.82	39	Hollice T. Williams Park - Stormwater Management/Recreational Facilities Project	Restore and protect natural resources	\$3,764,000	\$3,764,000	\$0	Good project but no City leverage; Should include City Storm water Utility
10	56.91	95	Lake Charlene/Bridle Trail	Coastal flood protection & related infrastructure	\$1,000,000	\$100,000	\$498,077	Other budgeted funds; county budget
11	54.18	26	OLF8 Commerce Park Improvements	Workforce development & job creation	\$19,037,790	\$635,000	\$2,000,000	No environmental benefit; Applicant said N/A on job creation but implies much job creation and workforce development; Only requesting Phase one funds; Good draw to new business development; highest value Economic Development project
12	53.27	43	Woodlands -UWF Scenic Hills—St Luke's Church Neighborhood Partnership Stream Restoration & Flood Protection	Coastal flood protection & related infrastructure	\$3,753,466	\$549,970	\$1,217,701	
13	53.00	68	Escambia Wood Treating Superfund Redevelopment Master Plan	Planning assistance	\$500,000	\$500,000	\$0	Good type of development (environmentally); This potential has to be developed and needs a plan; Good economic development benefits

14	52.82	48	Sanders Beach Park Addition / Beach Restoration	Promotion of tourism, & recreational fishing	\$17,268,246	\$2,330,346	\$0	End result is a wonderful benefit to broad numbers; Add needed waterfront casual space; add similar value to landmark cities like Charleston, Pt. Clear or Beaufort
15	52.64	42	REAP/SCA's Escambia Conservation Corps	Workforce development & job creation	\$2,499,171	\$2,499,171	\$50,000	Interesting 'throwback' concept to WPA CCC era; Could easily be utilized in many of the labor intensive conservation projects
16	52.55	12	Navy Point Rain Gardens and Community Greens	Coastal flood protection & related infrastructure	\$645,980	\$37,500	\$0	New model for handling run-off on a smaller scale
17	52.18	44	Jones Swamp Wetland Preserve Management & Ecosystem Restoration	Restore and protect natural resources	\$940,000	\$940,000	\$0	
18	51.18	105	Navy Blvd Beautification and Navy Point Restoration	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$17,020,000	\$3,150,000	\$1,800,000	Too many moving parts
19	51.09	101	Beach Haven S & NE	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$3,651,000	\$2,151,000	\$17,250,187	
19	51.09	110	Pensacola Beach Dune Walkover Replacements	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$705,000	\$705,000	\$100,000	Project could be completed using the County's bed tax
21	50.91	100	S Old Corry Field Rd Bridge Replacement	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$2,900,000	\$2,900,000	\$0	Please use other funding for this project; County receives over \$8M/yr in local gas/fuel tax and this is a primary purpose for those funds; Can be collaborative with Forest Creek, Lake Charlene
22	50.82	11	Restore the City Creek	Coastal flood protection & related infrastructure	\$5,760,000	\$883,500	\$0	Not necessarily addressing Environmental concerns it claims; Interesting end result
23	50.27	10	Belmont-DeVilliers:Restored Heritage Revisited	Planning assistance	\$437,000	\$437,000	\$0	
24	49.73	104	Project AIMS	Workforce development & job creation	\$1,566,253	\$1,566,253	\$2,329,075	Only true and best Workforce Development project
25	49.45	117	Bayou Chico Restoration	Restore and protect natural resources	\$22,828,151	\$1,902,346	\$0	
26	48.82	22	Lionfish Commercialization & Harvest	Promotion of the consumption of seafood	\$326,480	\$326,480	\$147,970	Something has to be done as soon as possible, please find a way to fund; Covers Economic Development & Environmental but not necessarily the highest value of Economic Development; Byproduct of an environmental effort to control an invasive species that is a threat to native species
26	48.82	94	Escambia County Offer Your Shell To Enhance Restoration (OYSTER) Project	Restore and protect natural resources	\$555,275	\$555,275	\$0	
28	48.64	59	South Dogtrack Drainage-Coral Creek, Hampton Lake, Three Waters Green (aka, Mariner Village), Liberty Church	Coastal flood protection & related infrastructure	\$8,100,000	\$1,200,000	\$0	State fixing Blue Angel; Let state do it.

28	48.64	45	IHMC Community Meeting Hall Expansion	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$600,000	\$600,000	\$600,000	Benefits large numbers of 'groups' through the generosity of IHMC; Best interests county & the citizenry should be protected through adjusting the corporate minutes and placing a second position lien assuring no changes of building use or refund if to be sold
30	48.55	34	Perdido River Habitat Restoration	Restore and protect natural resources	\$304,500	\$304,500	\$63,900	
31	48.27	86	Town of Century Water Quality Improvements	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$486,000	\$486,000	\$228,000	Only Century project; Important for Century's development; Escambia River water quality improvement, Upstream project = higher impact environmentally -> high importance
32	48.00	24	SOAR WITH RESTORE	Workforce development & job creation	\$750,000	\$750,000	\$1,499,120	High value workforce development project; Many moving parts to this project
33	47.55	61	General Daniel "Chappie" James, Jr. Memorial Park Low Impact Development and Stormwater Treatment Project	Promotion of tourism, & recreational fishing	\$645,000	\$645,000	\$645,000	Many things to accomplish in a small area; More creating a memorial park than having environmental benefits
34	47.45	106	Jackson's Lakes Diversion & Wakeboard Park	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$930,000	\$250,000	\$58,575	Private venture conflict with Lakes as written (bayou Chico dredging); Concerns about ownership of park
35	47.00	49	Olive Road Phase II East-Ferry Pass Zone 5	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$11,100,000	\$7,500,000	\$7,960,000	
36	46.91	30	Tarkiln Bayou Preserve restoration of Big Muddy	Improve State parks located in coastal areas affected by the spill	\$374,884	\$374,884	\$50,000	
37	46.55	54	Sunset Island Seagrass Restoration Project	Restore and protect natural resources	\$840,000	\$840,000	\$0	Seagrass restoration can be difficult with some species
38	46.00	77	Museum Plaza	Promotion of tourism, & recreational fishing	\$740,000	\$740,000	\$0	
39	45.55	29	Pensacola Beach Reclaimed Water System Expansion - Phase IV	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$375,000	\$375,000	\$3,525,000	
40	44.64	62	Escambia County Santa Rosa Island Property Boardwalk and Observation Towers	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$5,000,000	\$500,000	\$0	County lacking this type of project; Project could be completed using the County's bed tax
41	44.55	3	Belmont Cultural Center Heritage Tourism Destination Phase I	Promotion of tourism, & recreational fishing	\$1,500,000	\$1,500,000	\$100,000	
42	44.00	17	Escambia County Large Vessel Reef(s) Project	Promotion of tourism, & recreational fishing	\$1,500,000	\$1,500,000	\$0	Tourism is not environmental
42	44.00	52	Perdido Bay Bronson Field Living Shoreline Project	Restore and protect natural resources	\$840,000	\$840,000	\$0	
44	43.27	47	Maritime Sports Tourism Development Project/ Maritime Infrastructure Project	Promotion of tourism, & recreational fishing	\$2,100,000	\$2,100,000	\$0	RESTORE projects shouldn't encourage oil usage; Good project because there is no public access for boats downtown

45	43.09	28	Ashland Park Sewer Expansion/Stormwater Improvement	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$1,000,000	\$1,000,000	\$917,000	
46	43.00	109	Perdido Key Multi-Use Path	Promotion of tourism, & recreational fishing	\$800,000	\$800,000	\$0	
47	42.64	76	Englewood-Northeast Brownsville-West Moreno Urban Revitalization Project	Planning assistance	\$250,000	\$250,000	\$0	
48	42.36	14	North Palafox Street Road Diet and Beautification	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$3,938,767	\$3,938,767	\$0	DOT Street not City but City supports this project and there are ways to coordinate project with DOT; Good environmental benefits
49	41.55	89	Veterans Memorial Park Improvements	Promotion of tourism, & recreational fishing	\$495,000	\$495,000	\$240,000	
49	41.55	55	Riparian Zone Preservation	Restore and protect natural resources	\$1,000,000	\$100,000	\$0	Amendment 1 funding source; if planned well would be a good project
51	41.27	46	Native Paths Boardwalk	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$150,000	\$150,000	\$0	
52	41.09	41	Seville Harbor Breakwater	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$4,556,708	\$142,500	\$0	Private entity; Area does needs a breakwater
53	41.00	93	Escambia County Heritage Trails	Promotion of tourism, & recreational fishing	\$346,000	\$346,000	\$132,000	
54	39.91	67	Shoreline Habitat and Resilient Coasts (SHaRC)	Restore and protect natural resources	\$98,000	\$98,000	\$0	
55	39.36	96	Brownsville Redevelopment Initiative	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$4,700,000	\$4,700,000	\$0	Gulf Power is open to the idea; Good bonus to the area
56	38.50	20	Big Lagoon State Park and Tarkiln Bayou Preserve State Park Restoration	Improve State parks located in coastal areas affected by the spill	\$118,000	\$118,000	\$37,555	
57	37.82	90	Chimney Park Stormwater Improvements	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$685,000	\$685,000	\$0	
58	37.20	88	Technology Campus Parking Garage	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$500,000	\$500,000	\$0	Hard to call Economic Development; Encouraging oil usage
59	37.18	27	Cooperative Invasive Species Management	Improve State parks located in coastal areas affected by the spill	\$1,530,604	\$1,530,604	\$28,454	
59	37.18	53	Water Quality Targets for Seagrass Restoration in Pensacola and Perdido Bays	Restore and protect natural resources	\$420,000	\$420,000	\$0	Research projects did not score well but this would lead to good decision making; #1 environmental issue locally
61	36.91	63	BAYWALK PROMENADE	Planning assistance	\$300,000	\$300,000	\$0	Going to take a beating if a storm comes; Only expands existing asset; Not necessary
62	36.90	103	Big Lagoon Ecosystem Restoration	Restore and protect natural resources	\$16,250,000	\$4,000,000	\$0	Big cost little benefit; no restoration value; wide rock base=\$\$\$; Most inefficient use of costly material
63	36.36	25	Pensacola MESS Hall New Facility Planning Grant	Planning assistance	\$150,000	\$150,000	\$30,000	
64	35.09	75	Loaves and Fishes Emergency Family Shelter	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$3,429,392	\$3,429,392	\$667,273	

65	34.91	111	Electrify the Ferry Service	Restore and protect natural resources	\$2,691,520	\$533,520	\$4,400,000	Park service has \$'s; Already in design & permitting to build the ferry's; Project would be too late
66	34.82	97	Reaching Our Community	Workforce development & job creation	\$248,940	\$248,940	\$216,324	
67	34.64	82	SCA Internship Ladder to Employment	Workforce development & job creation	\$1,590,273	\$445,235	\$487,980	
68	34.18	83	SCA Internship Ladder to Employment	Workforce development & job creation	\$1,431,091	\$286,255	\$487,980	
69	33.00	79	Emerald Coast Institute for Living Shorelines	Restore and protect natural resources	\$2,500,000	\$2,500,000	\$0	Good research
70	32.82	102	Cantonment Community Center	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$2,000,000	\$2,000,000	\$0	
71	32.73	87	Escambia and Pensacola Bays Oyster Reef Mapping and Condition Assessment	Restore and protect natural resources	\$300,000	\$300,000	\$0	Research
72	32.64	56	Pleasant Grove Inlet	Coastal flood protection & related infrastructure	\$300,000	\$300,000	\$0	Really a drainage outfall; Navy should fix or county; Navy property
72	32.64	21	Community Advocacy Center	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$3,500,000	\$3,500,000	\$0	
74	32.50	18	Pensacola Adaptive Sailing Outreach	Promotion of tourism, & recreational fishing	\$1,000,000	\$500,000	\$0	Too many unrelated tasks
75	32.18	15	Perdido Bay Public Waterway Access Site	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$2,000,000	\$2,000,000	\$0	Negative environment on new development; No preservation; Roadway highest costs
76	32.10	123	Raise the Homes	Coastal flood protection & related infrastructure	\$20,000,000	\$20,000	\$0	
77	32.00	32	Dolphin Conservation Program	Restore and protect natural resources	\$441,426	\$441,426	\$174,355	Research not scored well with our criteria
78	31.91	71	CareerLaunch at Boys & Girls Club	Workforce development & job creation	\$544,044	\$189,615	\$23,000	
79	31.73	1	Maritime Heritage and Nature Trail	Promotion of tourism, & recreational fishing	\$200,000	\$200,000	\$0	
80	31.18	121	Hampton Lakes Flooding Issue	Coastal flood protection & related infrastructure	\$85,000	\$85,000	\$0	
80	31.18	91	Building Community Resilience in Escambia County	Restore and protect natural resources	\$54,995	\$54,995	\$15,000	
82	30.91	108	Scenic Pathway	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$502,659	\$502,659	\$0	State road; Very costly; Building in accessibility; Accurate budget?; It is a needed project
83	29.73	40	Green Roof	Coastal flood protection & related infrastructure	\$674,239	\$674,239	\$0	Water quality, Good environmental project
84	29.70	72	Escambia County/ ECUA Resource Recovery Project-Energy Island	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$3,570,000	\$3,570,000	\$0	Already contracted just not @ desired rate
85	28.45	16	Old East Hill Community Market	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$1,441,700	\$1,441,700	\$0	
86	28.36	119	G.R.U.B	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$20,750	\$20,750	\$0	
87	28.33	6	Human Performance Research Laboratory	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$141,000	\$141,000	\$0	

88	28.09	73	Sam's Surf City, Wavepool/Youth Training & Aquatic Recreation Program	Promotion of tourism, & recreational fishing	\$700,000	\$700,000	\$700,000	Private project; No lifeguard training defect; No industry or job creation
89	28.00	115	Multi-Purpose Suite of Water Quality Models for Escambia County	Planning assistance	\$304,656	\$304,656	\$0	
90	27.55	38	Lambert Bridge Rd	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$500,000	\$500,000	\$0	Please use other funding for this project; County receives over \$8M/yr in local gas/fuel tax and this is a primary purpose for those funds
91	27.36	2	Women's Transitional Shelter & Support Center	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$923,647	\$923,647	\$720,000	
92	27.09	35	ConFund	Restore and protect natural resources	\$348,000	\$348,000	\$0	
93	26.91	113	STEM Story	Workforce development & job creation	\$210,334	\$210,334	\$0	
94	26.50	74	If we build it, they will come	Promotion of tourism, & recreational fishing	\$310,000	\$310,000	\$55,000	
95	26.45	36	Financial Recovery and Preparedness for Escambia County	Workforce development & job creation	\$61,000	\$61,000	\$59,000	
96	25.73	19	Hispanic Community Center	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$1,546,074	\$1,546,074	\$0	
97	25.18	37	Cottage Hill Water Works Infrastructure Update and System Improvements	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$3,700,000	\$3,700,000	\$0	Privately owned system; Even if publicly owned, this is a normal rate payer project
98	25.00	9	Oakland Community Park	Restore and protect natural resources	\$90,000	\$90,000	\$0	Not Economic Development or Workforce Development - > training only
99	24.82	66	Portable Marine Training Facilities	Restore and protect natural resources	\$397,500	\$397,500	\$0	
100	24.64	65	Culinary Entrepreneurial Incubator Center	Workforce development & job creation	\$991,100	\$991,100	\$0	Workforce Development studies doesn't show this as a need
101	24.55	122	Community Gathering Center	Coastal flood protection & related infrastructure	\$500,000	\$20,000	\$0	
102	24.40	58	City Bike Share	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$1,260,000	\$630,000	\$0	
103	24.30	92	Solar Power for Pensacola Habitat	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$1,250,000	\$1,250,000	\$250,000	
104	24.18	85	Learn a Language - Touch the World	Workforce development & job creation	\$428,925	\$428,925	\$0	
105	23.18	69	Warrington Multi-Use Facility	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$11,750,000	\$11,750,000	\$0	
105	23.18	80	Escambia County Regional Sediment Management Plan (ERSMP)	Planning assistance	\$250,280	\$250,280	\$0	
107	23.00	64	One.Net - Pensacola Broadband	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$240,000	\$240,000	\$0	
108	22.90	8	Clean Energy for Pensacola!	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$900,000	\$900,000	\$0	

109	20.80	124	Perdido Key - Additional Public Parking and Beach Access	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$2,000,000	\$2,000,000	\$0	
110	20.55	116	Brownsville Nature Trail	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$8,000,000	\$2,000,000	\$0	
110	20.55	23	Escambia County Website App Tourism	Promotion of tourism, & recreational fishing	\$361,750	\$361,750	\$0	
110	20.55	84	Silver Lining, Inc	Restore and protect natural resources	\$581,000	\$581,000	\$0	
113	20.09	118	Digital Radiology at Nemours	Workforce development & job creation	\$806,000	\$806,000	\$0	Private entity
114	19.18	112	PENSACOLA BOTONICAL GARDEN-ESTUARIUM	Restore and protect natural resources	\$500,000	\$500,000	\$0	
115	17.18	70	Family Prison Transportation Project	Workforce development & job creation	\$60,000	\$60,000	\$0	
116	16.36	5	Cantonment Sportsplex	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$50,000	\$50,000	\$0	
116	16.36	31	shareourshore	Promotion of tourism, & recreational fishing	\$100,000	\$100,000	\$0	
118	16.27	114	Pedestrian safety on Main St.	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$56,450	\$56,450	\$0	Create jam ups; Traffic studies do not agree
119	15.45	7	Paddle Lacrosse Golf Courses	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$140,000	\$140,000	\$0	
120	11.45	98	LA's Funtainment Center	Promotion of tourism, & recreational fishing	\$8,957,649	\$8,957,649	\$0	
121	8.91	13	Economic Loss Zone/ infrastructure	Infrastructure projects for local economy or ecological resources, & port infrastructure	\$417,000	\$417,000	\$0	Typical infrastructure project through government; Can be funded through rates
122	4.00	60	rebuild 2nd sandbar	Restore and protect natural resources	\$100,000	\$100,000	\$0	
123	3.09	33	Sunken Barge Cleanup	Restore and protect natural resources	\$0	\$0	\$0	
124	0.00	120	Dune Walkover Protection Project	Infrastructure projects for local economy or ecological resources, & port infrastructure	Duplicate	Duplicate	Duplication	Duplication



- 1. APPENDIX B - DIRECT COMPONENT
FREQUENTLY ASKED QUESTIONS
DOCUMENT (QUESTIONS 25-29 – DIRECT
COMPONENT FINANCING)**

DIRECT COMPONENT FINANCING

25. Q. If an eligible entity plans to finance an eligible Direct Component project through a bond or other debt obligation and then seek reimbursement through a grant when anticipated BP funds are deposited in the Gulf Coast Restoration Trust Fund (Trust Fund), when should the entity notify Treasury of its plans?

A. An eligible entity is encouraged to notify Treasury in advance whenever it plans to seek reimbursement of pre-award costs as part of a future grant application, including plans to incur a debt obligation to finance a project. The Direct Component multiyear plan provides an excellent opportunity for an eligible entity to communicate plans for projects and its intended use of Trust Funds to both the public and Treasury, including debt financing and the project timeframe.

Nothing prevents an eligible entity from issuing a bond or incurring a debt obligation to finance a project, or from seeking reimbursement for pre-award project costs under the RESTORE Act; however, an eligible entity engages in advance financing and incurs pre-award costs at its own risk. Treasury can only approve pre-award project costs that would have been allowable if incurred within a RESTORE Act grant award. Treasury will provide written approval of pre-award costs only through a notice of award or other post-award notification.

Treasury staff is available to answer questions about the RESTORE Act, Treasury's final rule, and the Office of Management and Budget's Uniform Administrative Requirements, Cost Principles, and Audit Requirements (Uniform Guidance).

26. Q. Are debt financing costs eligible for reimbursement, and if so, under what conditions?

A. If the project is for the acquisition, construction, or replacement of capital assets that would be used by the non-Federal entity in support of Federal awards, the debt financing costs may be allowable subject to the conditions set forth in 2 C.F.R. §

Uniform Guidance at 2 C.F.R. § 200.12 defines "capital assets" as:
Uniform Guidance at 2 C.F.R. § 200.12 defines "capital assets" as:

. . . tangible or intangible assets used in operations having a useful life of more than one year which are capitalized in accordance with GAAP [Generally Accepted Accounting Practices]. Capital assets include:

27. Land, building (facilities), equipment, and intellectual property (including software) whether acquired by purchase, construction, manufacture, lease-purchase, exchange, or through capital leases; and

28. Additions, improvements, modifications, replacements, rearrangements, reinstallations, renovations or alterations to capital assets that materially increase their value or useful life (not ordinary repairs and maintenance).

Thus, under 2 C.F.R. § 200.449, debt financing costs to acquire, construct, or replace capital assets may be allowable, subject to 2 C.F.R. § 200.449(c)—(g).

27. **Q. May an eligible entity continue to receive reimbursement from Treasury for eligible debt financing costs associated with the construction of a Direct Component capital asset project even after the project is completed, as is possible under the Department of Transportation's Grant Anticipation Revenue Vehicle (GARVEE) program?**
- A. No. The RESTORE Act does not provide authority for Treasury to pay for debt-financing costs after a project is completed, unlike some other federal assistance programs.
28. **Q. Can Treasury award a Direct Component grant or provide written approval for pre-award costs to an eligible entity for an amount that exceeds its current Trust Fund allocation available for distribution, in anticipation of future BP deposits?**
- A. No. Federal law prohibits awarding or obligating amounts in excess of the amounts available for award. Treasury may not approve pre-award costs or make a grant to an eligible entity that exceeds the entity's current Trust Fund allocation. An eligible recipient engages in pre-award project activities and incurs pre-award costs at its own risk.
29. **Q. Are there considerations of which eligible entities should be aware when exploring whether to issue bonds for projects that would be reimbursed with Trust Funds?**
- A. An eligible entity will need to consider factors such as the cost of financing and the amount of time needed to complete a project when considering whether to issue a bond to fund a project for which it plans to later seek reimbursement from its Trust Fund allocation.

All grants awarded by Treasury under the RESTORE Act must comply with the RESTORE Act, Treasury's final rule, and federal laws and regulations on grants, including the Uniform Guidance. We encourage eligible entities considering whether to issue bonds for projects for which they plan to seek reimbursement from the Trust Fund, to remain particularly aware of the following provisions in the Uniform Guidance:

- Costs incurred for interest on borrowed capital or the use of the eligible entity's own funds, however represented, are unallowable (See 2 C.F.R. § 200.449(a)). Financing costs (including interest) to acquire, construct, or replace capital assets, that would be used by the non-Federal entity in support of Federal awards, may be allowable, subject to conditions (See 2 C.F.R. § 200.449(c)— (g)).
- If some or all of the work will be accomplished through a contract, the procurement standards of 2 C.F.R. §§ 200.317—200.326, as applicable, must be met.
- Written approval from the Federal awarding agency is required for any costs incurred prior to the issuance of a grant award. Pre-award costs should be requested as part of an application for funding (See 2 C.F.R. § 200.458).
- All of the costs for which an eligible entity plans to seek reimbursement must meet 2 C.F.R. Part 200, Subpart E – Cost Principles of the Uniform Guidance.

Before taking steps to finance a project, an eligible entity should notify OGCR about its plans to seek reimbursement of pre-award costs, including debt financing costs, through a future Direct Component grant.

Committee of the Whole

4.

Meeting Date: 08/11/2016

Issue: Animal Services Advisory Committee

From: Donald R. Mayo, Building Official/Department Director

Information

Recommendation:

Animal Services Advisory Committee

(John Robinson - 15 Minutes)

A. Board Discussion

B. Board Direction

Attachments

Overview of the Animal Services Advisory Committee

BOARD OF COUNTY COMMISSIONERS ESCAMBIA COUNTY, FLORIDA



Wilson B. Robertson
District One

Douglas B. Underhill
District Two

Lumon May
District Three

Grover C. Robinson, IV
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(Suncom) 695-4902

ANIMAL SERVICES ADVISORY COMMITTEE (ASAD)

Board action of July 23, 2009, approved, through Resolution R2009-152, the establishment of the Animal Services Advisory Committee, to assist the County with matters pertaining to animal protection, regulation and control. The Committee shall make recommendations to the Board of County Commissioners (BCC) and staff regarding policies and procedures of the Animal Services Division and any other issues requested by the BCC. The Committee shall consist of seven members, all electors of Escambia County, and shall include at least one veterinarian and one representative from the Escambia County Sheriff's Office. (The Sheriff's Office does not make an appointment to this Committee). Each County Commissioner shall appoint one member, from their district, who shall serve a term concurrent with the term of the appointing Commissioner. The County Administrator shall appoint two at-large members, who shall serve a three-year term. **No member shall serve more than two consecutive three-year terms.** Should any Committee member cease to be an elector of the County, he or she shall cease to be a Committee member and shall be replaced by the official who nominated him or her, subject to confirmation by the BCC.

Members:

Term of Office:

Angel Lint	(District 1)	12/05/2013 – November 2016
Carrie N. Turner	(District 2)	11/18/2014 – November 2018
Patricia Krakowski	(District 3)	11/20/2012 – November 2016
Brenda T. Mader	(District 4)	05/16/2013 – November 2018
Diane Ritchie	(District 5)	06/26/2014 – November 2016
Dr. Andrew "Andy" Hillman	(Administrator)	09/05/2013 – 09/04/2016
Vacant	(Administrator)	

Staff: John Robinson, Escambia County Animal Shelter Manager
Email copies of letters to jarobinson@myescambia.com.
Thomas G. "Tom" Turner, Human Resources Department Director

Committee of the Whole

5.

Meeting Date: 08/11/2016

Issue: Transit Development Plan 5-Year Update

From: Joy D. Blackmon, P.E., Director

Information

Recommendation:

Transit Development Plan 5-Year Update

(Tonya Ellis, Escambia County Area Transit, and Tindale Oliver - 15 minutes)

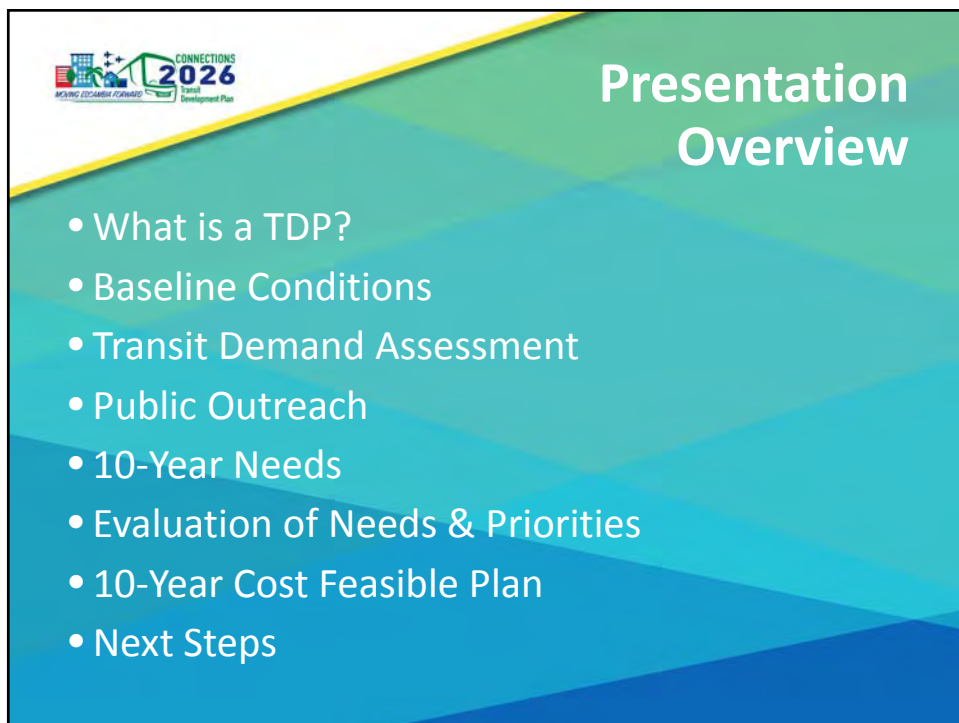
A. Board Discussion

B. Board Direction

Attachments

Connections 2026 TDP - Presentation

Connections 2026 TDP - Summary



What TDP is Not

- Not a Budget
- Not a Capital Improvement Program (CIP)
- Not a binding agreement

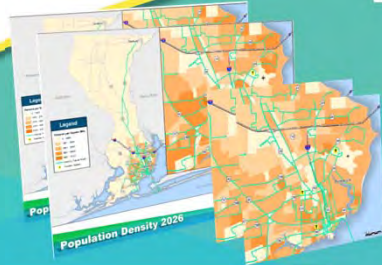
**Ok. What is it,
then?**



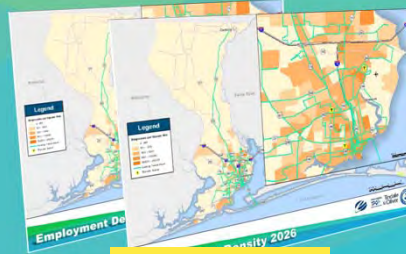
What is a TDP?

- 10-year Strategic Plan for Transit
 - Evaluate demographics & travel behavior
 - Assess existing transit options
 - Conduct public involvement & outreach
 - Determine transit needs
 - Develop service & implementation plans
- FDOT Requirement
- Incorporates Best Practices

Baseline Conditions



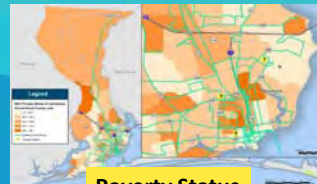
Population and Housing Trends



Employment Trends



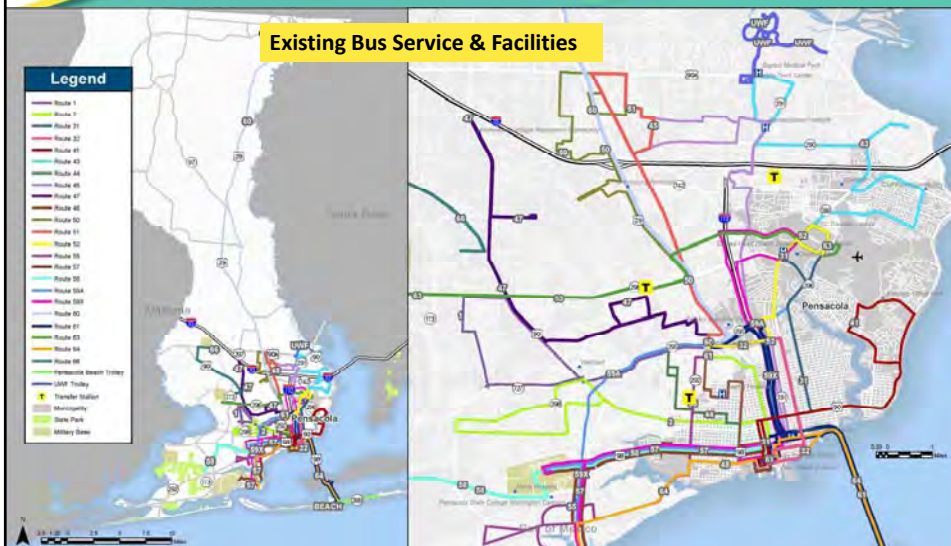
Minority



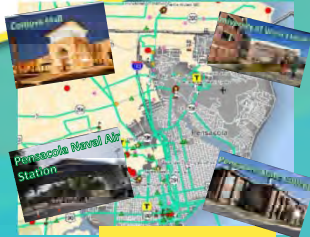
Poverty Status

Baseline Conditions

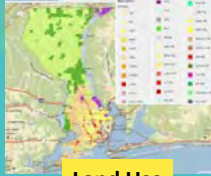
Existing Bus Service & Facilities



Baseline Conditions



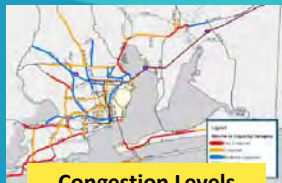
Activity Centers



Land Use



Local/Regional Studies/Plans

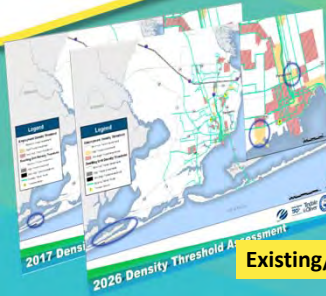


Congestion Levels



Other Transportation Options

Transit Demand Assessment

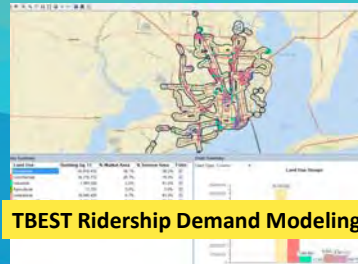


Existing/Future Discretionary Markets

Level of Transit Investment	Dwelling Unit Density Threshold ¹	Employment Density Threshold ²
Minimum Investment	4.5-5 dwelling units/acre	4 employees/acre
High Investment	6-7 dwelling units/acre	5-6 employees/acre
Very High Investment	28 dwelling units/acre	27 employees/acre



Traditional Markets



TBEST Ridership Demand Modeling

Public Outreach

- Public Workshops
- Discussion Groups
- Stakeholder Interviews
- Bus Rider Survey
- Bus Operator Survey
- General Public Survey
- Website/Email/Facebook
- Grassroots Efforts



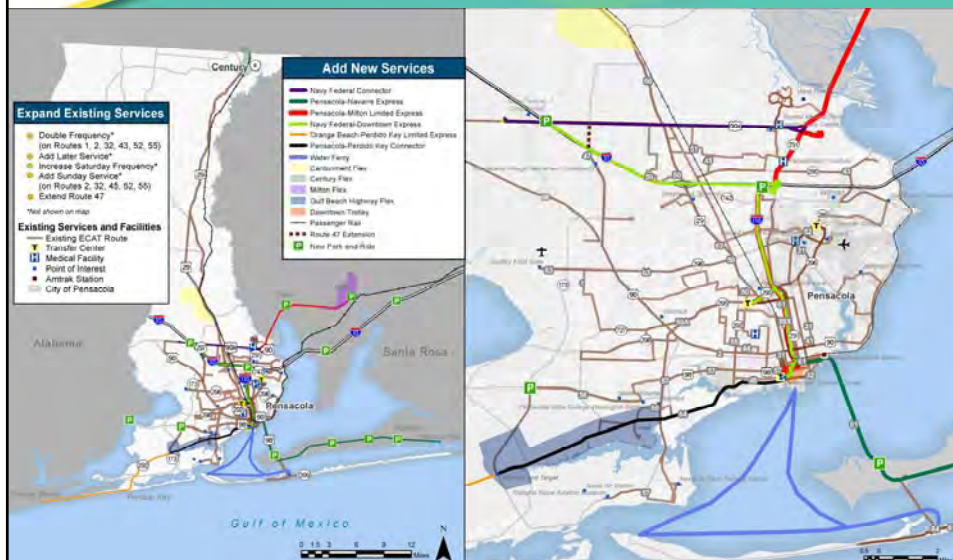
Public Outreach

Outreach Activity	Participants
Discussion Groups	23
Public Workshops/Grassroots Outreach	98
Committees (MTAC, Other)	44
Rider, Non-Rider, Operator Surveys	2,207
E-mail Blasts	171
Facebook & Twitter	283
Santa Rosa Survey	604
Total Participants	3,430

Input on Improvements

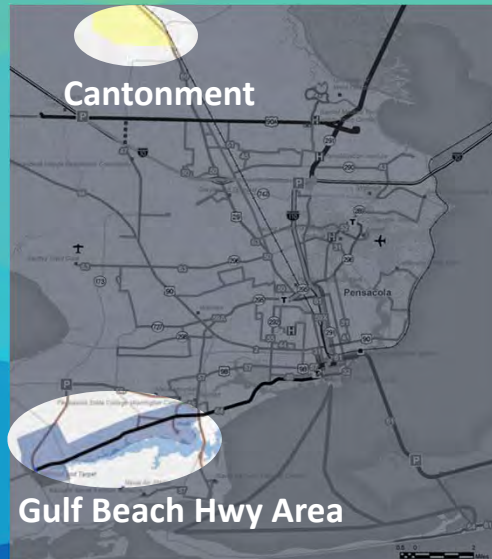
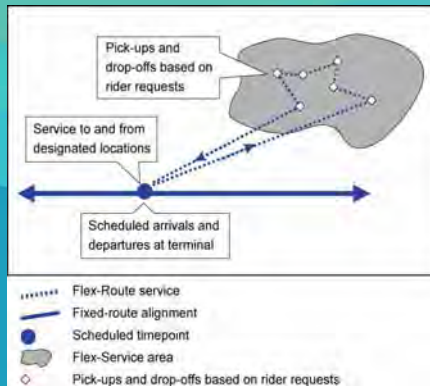
Improvement	Public Workshops	Discussion Groups	On-Board Survey	Bus Operators	Stakeholder Interviews	Mass Transit Advisory Committee	Technical Review Team
Increase Frequency	1	2	3	2	3	1	1
Add Service to New Areas	2	3	4	4	1	2	2
Add Later Hours	3	1	2	1	4	3	3
More Weekend Service	4	4	1	3	2	4	4

10-Year Transit Needs

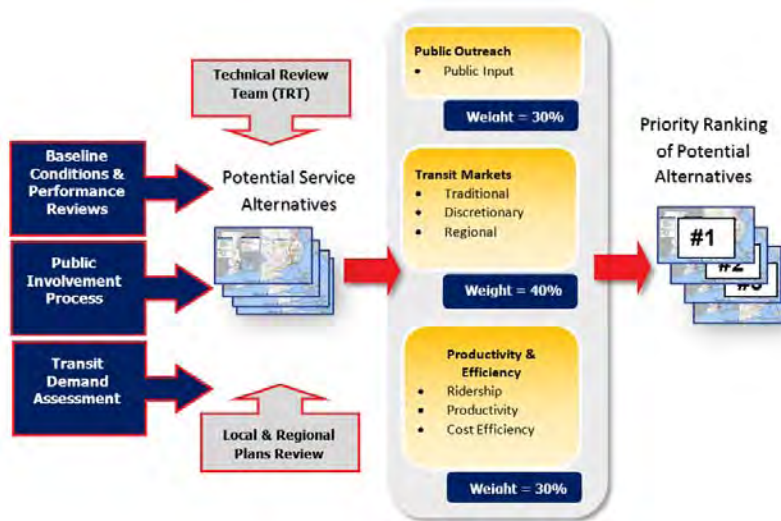


10- Year Transit Needs

Flex Route Service Concept



Alternatives Evaluation



Improvement Priorities

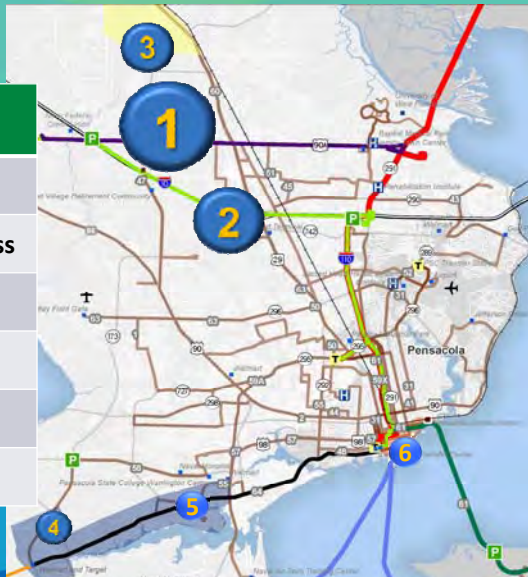
Priorities for Improvements to Existing Routes

- #1 - Add Later Weekday Service to 10 pm on all Routes
- #2 - Increase Saturday Frequency on Existing Routes
- #3 - Double Weekday Frequency on Routes 1, 2, 32, 43, 52, 55
- #4 - Add Sunday Service on Routes 2, 32, 45, 52, 55
- #5 - Extend Route 47 to Nine Mile Road

Improvement Priorities

New Local Route Priorities

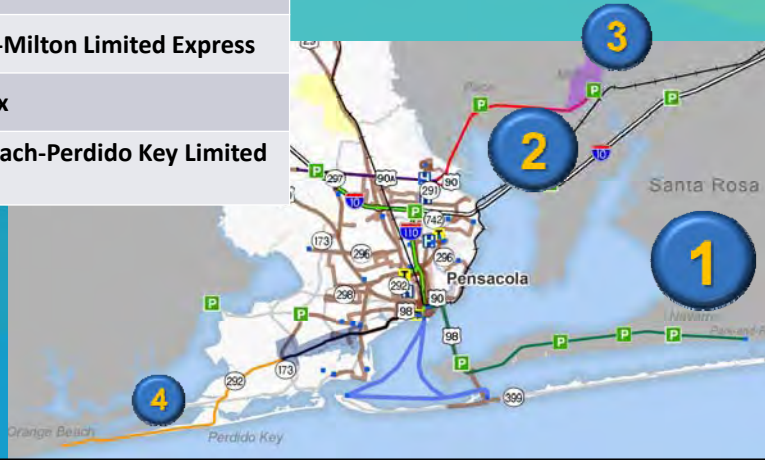
- #1 - Navy Federal Connector
- #2 - Navy Federal-Downtown Express
- #3 - Cantonment Flex
- #4 - Gulf Beach Highway Flex
- #5 - Pensacola-Perdido Key
- #6 - Downtown Trolley



Improvement Priorities

New Routes - Regional Priorities

- #1 - Pensacola-Navarre Express
- #2 - Pensacola-Milton Limited Express
- #3 - Milton Flex
- #4 - Orange Beach-Perdido Key Limited Express



10-Year Needs - Capital

- Bus Stop Infrastructure
- Bus Stop Safety/ADA Accessibility
- Park-and-Ride Lots
- Transit Signal Priority (TSP)
- New ECAT Operations & Maintenance Facility
- Enhance Rosa Parks Transfer Complex
- New Downtown Intermodal Facility
- Replace/Add New Vehicles



10-Year Needs - Other

- Partnership to Establish Water Ferry Connections
- Shared Park-and-Ride Lot Agreements
- Transportation Demand Management (TDM) Strategies
- Land Development Regulations
- Partnerships with Ride-Sourcing Companies
- Ride Voucher Programs
- Study Connection Service to Water Ferry
- Evaluate Implementing Transit Signal Priority

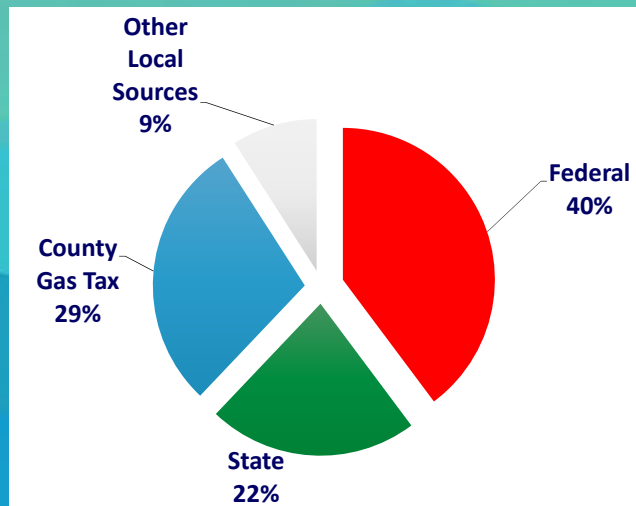
Cost Feasible Plan

- Continue Existing Services
 - 2017 - Extend Route 47
- New Services
 - 2018 - Downtown Trolley
 - 2021 - Pensacola-Navarre Express
- Capital Improvements
 - 2017/26 – Misc. Capital and Amenities
 - 2017/20 - Bus Stop Infrastructure/Accessibility
 - 2017/20 - Park-and-Ride Lots
 - 2023 - ECAT Operations and Maintenance Facility
 - 2024 - Downtown Intermodal Facility

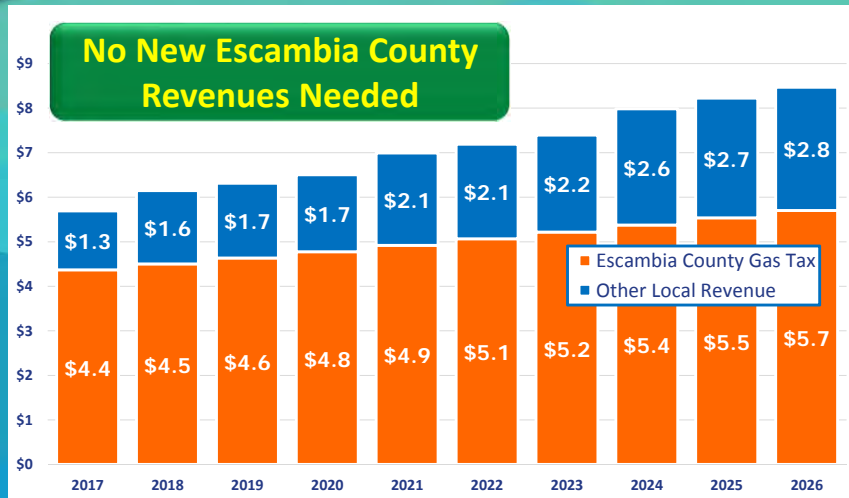
Cost Feasible Plan Costs (millions)



Cost Feasible Plan Revenues



Cost Feasible Plan Local Revenues (millions)



* Assumes 3% annual inflation.

Next Steps

- Plan Adoption
- Submit to FDOT
 - September 1st



Questions/Comments





CONNECTIONS 2026

Escambia County 10-Years Transit Development Plan

Executive Summary

July 2016

Draft



TABILE OF CONTENTS

Introduction	1
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Identifying Needs	4
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10-Year Cost Feasible TDP	12

INTRODUCTION

Connections 2026

This major update of Escambia County's 10-Year Transit Development Plan (TDP), referred to hereinafter as the *Connections 2026* TDP, was initiated by Escambia County on behalf of Escambia County Area Transit (ECAT). Today, ECAT provides fixed-route bus service in the Pensacola area (including specialized services such as the University of West Florida On-Campus Trolley, the Beach Trolley, and the Jury Trolley) and paratransit service countywide. The *Connections 2026* TDP represents the community's vision for public transportation in Escambia County during the FY 2017-2026 planning horizon and allows ECAT to outline actions to be taken in the initial year and set goals for the remaining nine years of the implementation plan.

State Requirement

The *Connections 2026* TDP is consistent with the requirements of the State of Florida Public Transit Block Grant Program, enacted by the Florida Legislature to provide a stable source of funding for public transportation. The Florida Department of Transportation (FDOT) requires recipients of Block Grant Program funds, such as ECAT, to prepare a major TDP update every five years to ensure that the public transportation services being provided and planned for are consistent with the community's mobility needs. Each update must be submitted to the appropriate FDOT District Office by September 1st.

Plan Development

Developing the *Connections 2026* TDP involved a number of planning activities, including documenting the study area conditions and analyzing socio-demographic characteristics, evaluating the existing transit services, gathering and analyzing public input, developing a situation appraisal and needs assessment, and preparing a 10-year financial and implementation plan.



Public Outreach

To prepare a TDP reflective of the Escambia County community, an extensive public outreach process was conducted throughout the *Connections 2026* TDP development process, highlights of which include:

- Development of a plan brand, “*Connections 2026*,” and logo design.
- The convening of a multi-jurisdictional Technical Review Team to guide the plan development.
- Numerous grassroots outreach activities.
- Analysis of 2,000+ rider and non-rider input surveys (both in person and online).
- Maintaining a *Connections 2026* TDP website and marketing the TDP via various social media platforms.



Outreach Activity	Participants
Discussion Groups	23
Public Workshops/Grassroots Outreach	98
Committees*/Meetings	44
Rider, non-rider, operator surveys	2,207
E-mail blasts	171
Facebook** and Twitter	283
Santa Rosa Survey	604
Total Participants	3,430

*Mass Transit Advisory Committee (MTAC), TDP Technical Review Team, Santa Rosa Local Coordinating Board.

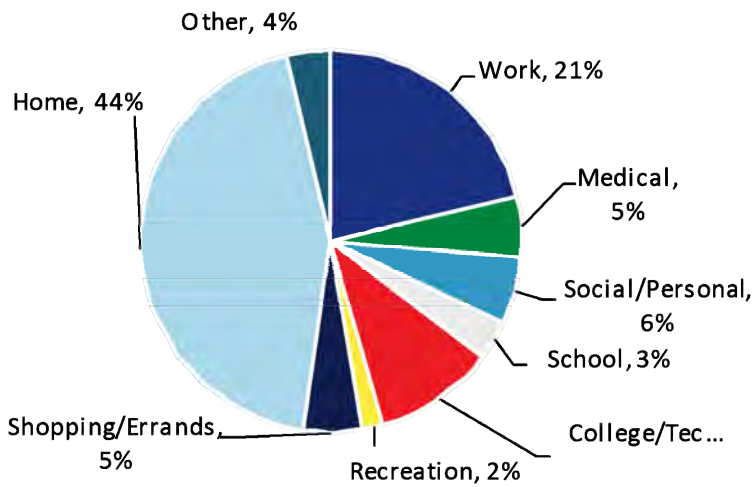
**Over 5,993 Facebook users reached.

Transit Survey Highlights

Current Riders

Where Riders are Going

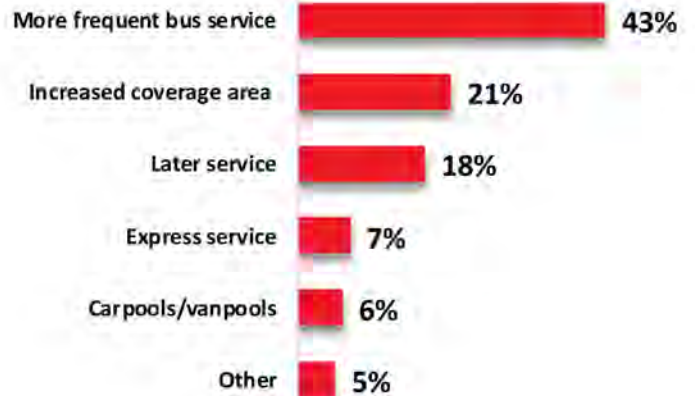
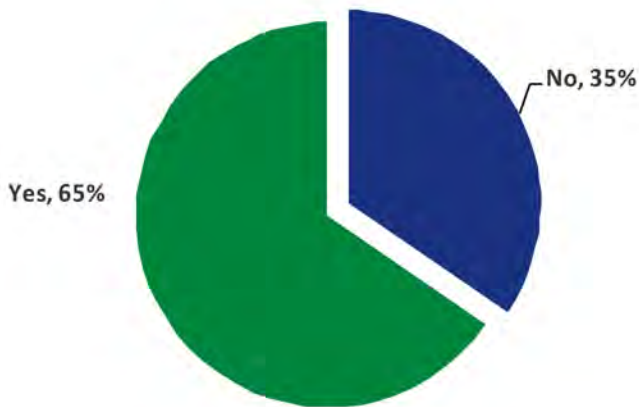
Improvements Riders Want



General Public

Need for Additional Transit

Improvements Citizens Want



Identifying Needs

Transit alternatives developed for the *Connections 2026 TDP* consist of several improvements to enhance the existing level of transit services provided in Escambia County. These alternatives reflect the mobility needs of the community and were developed based on information gathered through the following:

- Public outreach, including public workshops, grassroots outreach events, and stakeholder discussions;
- Transit surveys (completed on-board, online, and hard copies at the ECAT Transfer Center);
- A transit demand assessment; and
- The Situation Appraisal.

These analyses of public input and technical data, together with the baseline conditions assessment and performance reviews conducted throughout the TDP process, were used to develop the potential transit alternatives summarized on the next several pages.



Expand Existing Services

- Double frequency on Routes 1, 2, 32, 43, 52, and 55
- Extend service later for all routes (until 10 PM)
- Increase frequency on Saturdays to 60 minute headways
- Add Sunday service on Routes 2, 32, 45, 52, 55
- Extend Route 47 to Nine Mile Road

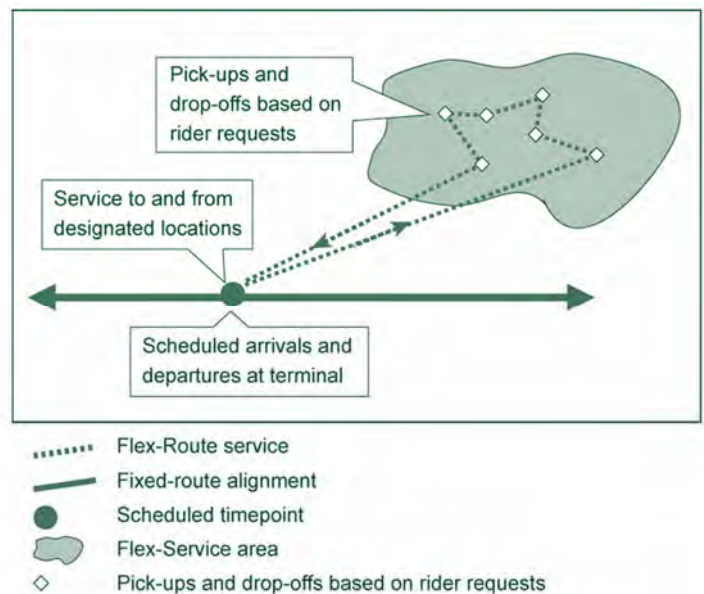
New Transit Services

- **Navy Federal Connector** – This route would connect the Navy Federal Credit Union at the Heritage Oaks Commerce Park via Nine Mile Road to The University Town Center.
- **Pensacola–Navarre Express** – This route would serve US 98, an important arterial, and provide important connections to Gulf Breeze and downtown Pensacola.
- **Pensacola–Milton Express** – An express route would connect Milton to downtown Pensacola with park-and-ride stops at Milton, Pace, the Ellyson Industrial Park, and the ECAT Transfer Center via SR 10 and I-10.

- **Navy Federal –Downtown Express** – The route would connect downtown Pensacola to the Navy Federal Credit Union via I-110 and I-10.
- **Orange Beach-Perdido Key Limited Express** – This route would connect Orange Beach to Perdido Key and end at the Walmart and Target, two major trip attractors located on Blue Angel Parkway and SR 292, via SR 292.
- **Pensacola-Perdido Key Connector** – This route would connect downtown Pensacola to the Walmart and Target located on Blue Angel Parkway and SR 292, via SR 292.
- **Water Ferry** – Based on plans that are already underway to connect downtown Pensacola to Fort Pickens and Pensacola Beach via a water ferry. The service is expected to operate seasonally from mid-March through October. No TDP funds will be allocated as the service is proposed to be funded by the National Park Service.
- **Downtown Trolley** – Trolley service would provide access between the downtown transfer center and marina for transit users looking to connect between the water ferry and ECAT system.
- **Passenger Rail** – A study commissioned by the Southern Rail Commission reviewed the feasibility of returning passenger rail to the Gulf Coast area. If implemented, this rail service would connect New Orleans to Jacksonville with a stop in several cities, including Pensacola.

New Flex Routes

- **Cantonment Flex** – This flex route would serve the Cantonment area and connect residents to Route 60, which currently connects Century to downtown Pensacola, three times a day.
- **Milton Flex** – The flex route would connect residents in Milton in Santa Rosa County to the proposed Pensacola-Milton Express.
- **Gulf Beach Highway Flex** – This route would serve the residential area surrounding Gulf Beach Highway/SR 292 from Navy Boulevard to South Blue Angel Parkway. The route would connect to the proposed Pensacola-Perdido Key Connector, the proposed Orange-Beach-Perdido Key Connector, and existing Routes 55, 57, 59A, 59X and 64.
- **Century Flex**–This route could service the urbanized areas of Century and Flomaton (AL) and connect to existing Route 60.



As shown in the figure above, flex-route service is a hybrid service that combines the predictability of fixed-route bus service with the flexibility of demand-response service.

Identifying Needs (Cont.)

Capital Improvements

- **Expand and Improve Bus Stop Infrastructure** – Improved infrastructure at bus stops, including benches, shelters, bicycle storage facilities, and other infrastructure, would enhance the rider’s experience while waiting for the bus and could also potentially attract new riders.
- **Improve Bus Stop Safety and ADA Accessibility** – Ensuring the safety all riders while accessing bus stops and waiting for the bus, as well as guaranteeing that ADA requirements are fulfilled for all transit facilities is important to the overall safety and accessibility of the transit system.
- **Establish Park-and-Ride Lots** — Establish park-and-ride facilities to provide collection points for travelers to transfer from auto to transit or between autos (from a single-occupant vehicle to a carpool or vanpool).
- **Transit Signal Priority (TSP)** – TSP is any operational strategy that facilitates and prioritizes the movement of transit vehicles through traffic-signal controlled intersections. Implementing TSP technologies on selected congested corridors could improve bus on-time performance.
- **New ECAT Operations and Maintenance Facility** – A need for a new operations and maintenance facility was identified due to inadequate space and drainage issues at the current Rosa Parks Transfer Complex. Potential locations for the new facility are yet to be determined.
- **Enhance Rosa Parks Transfer Complex** – A need to enhance the Rosa Parks Complex was identified to more efficiently utilize the current



location/space. If a new operations and maintenance facility is constructed, this would provide space for further enhancements at this existing facility.

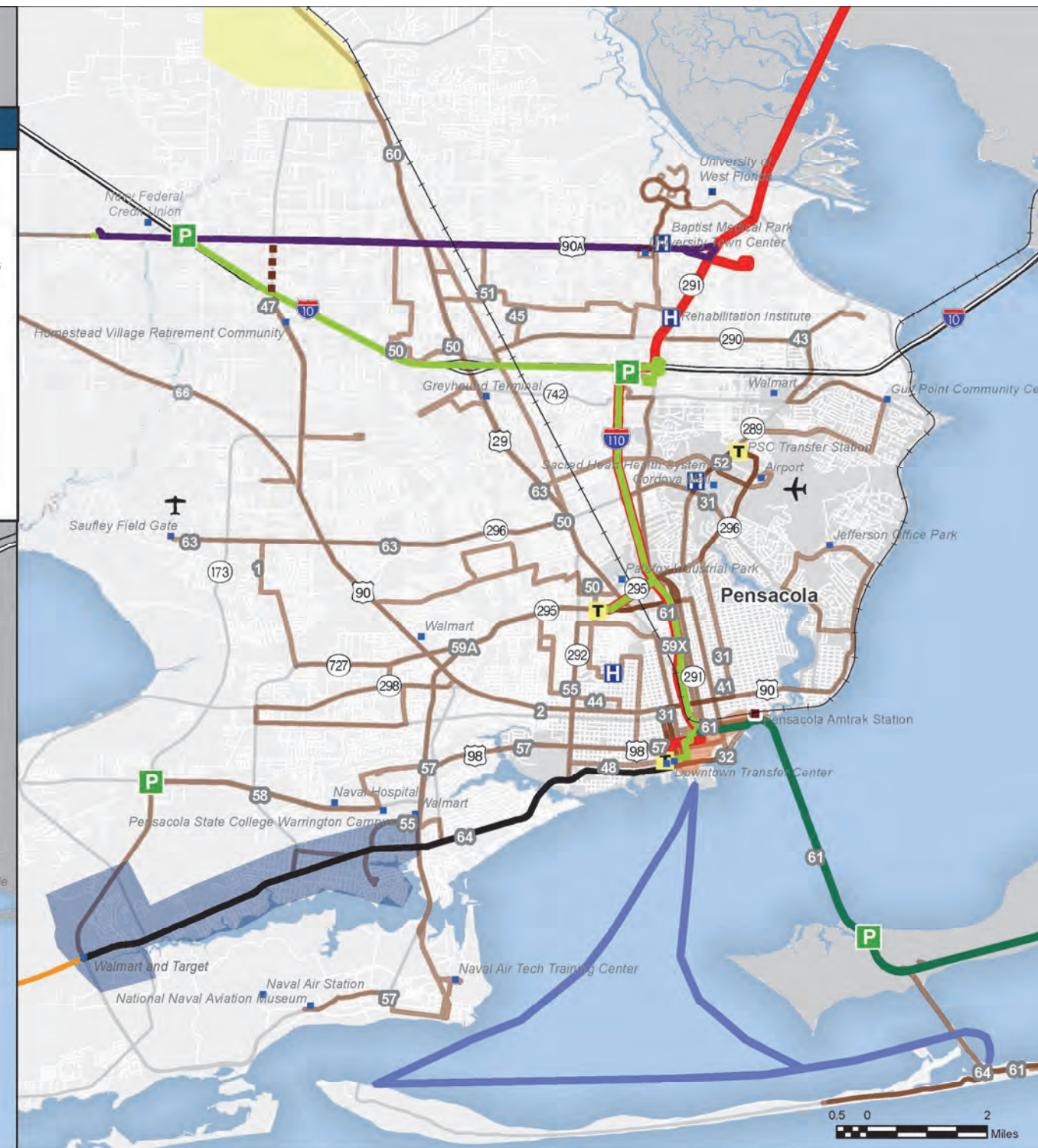
- **Development of Downtown Intermodal Facility** – The need for a new intermodal transit center for ECAT in downtown Pensacola was also identified. In addition to connecting passenger to the proposed water ferry, this facility could provide added benefit by allowing for seamless transfers to the Amtrak station by proximity or through an effective shuttle system, when passenger rail service returns.

- **Replace/Add New Vehicles** – Continue the existing vehicle fleet replacement program and add new vehicles to serve the proposed service improvements and new routes.
- **Miscellaneous Capital Needs/Amenities** – ECAT has identified several miscellaneous capital needs, such as air conditioning improvements, bathroom facility upgrades, employee parking expansion, computer software/security technologies, and other amenities/improvements.

Policy/Other Improvements

- **Partnership to Establish Water Ferry Connections** – Escambia County should explore partnerships with local business and community organizations to coordinate transportation to the planned water ferry marina.
- **Shared Park-and-Ride Lot Agreements** – Agreements to allow parking spaces to be shared by transit passengers in underutilized and/or off-peak private lots are another way to provide park-and-rides at a lower or no cost.
- **Transportation Demand Management (TDM) Strategies** – Coordinate with the West Florida Regional Planning Council (WFRPC) on its rideOn program for FDOT District 3. There was an expressed need for vanpooling, especially for the area surrounding the Navy Federal Credit Union, Lilian (AL), Orange Beach, and other areas like Century.
- **Land Development Regulations** – Escambia County should encourage and guide other local governments in modifying their policies and regulations by adopting more multimodal supportive land uses and land development regulations to enhance the overall transportation network and connectivity within the county.
- **Partnerships with Ride-Sourcing Companies** – Establish partnerships with ride-sourcing companies such as Uber and Lyft.
- **Ride Voucher Programs** – Ride voucher programs would be designed to meet the transportation needs of those who cannot access the fixed-route service network because of their work schedule or because they live or work outside the fixed-route service area. Through this type of program, a user would purchase a voucher from ECAT, which would qualify him/her for a ride with a participating ride-sourcing company, such as Uber, up to a predetermined fare.
- **Study Connection Service to Water Ferry** to help determine the most feasible means of connecting water ferry services to the ECAT downtown transfer center.
- **Evaluate Implementing Transit Signal Priority** to determine the feasibility and impact of implementing various TSP technologies in the most appropriate corridors and intersections.





Capital/Infrastructure

- Expand and Improve Bus Stop Infrastructure
- Improve Bus Stop Safety and ADA Accessibility
- Establish Park-and-Ride Lots
- Transit Signal Priority (TSP)
- New ECAT Operations and Maintenance Facility
- Enhance Rosa Parks Transfer Complex
- Development of Downtown Intermodal Facility
- Replace/Add New Vehicles
- Miscellaneous Capital Needs/Amenities

Policy/Other

- Partnership to Establish Water Ferry Connections
- Shared Park-and-Ride Lot Agreements
- Transportation Demand Management (TDM) Strategies
- Land Development Regulations
- Partnerships with Ride-Sourcing Companies
- Ride Voucher Programs
- Study Connection Service to Water Ferry
- Evaluate Implementing Transit Signal Priority

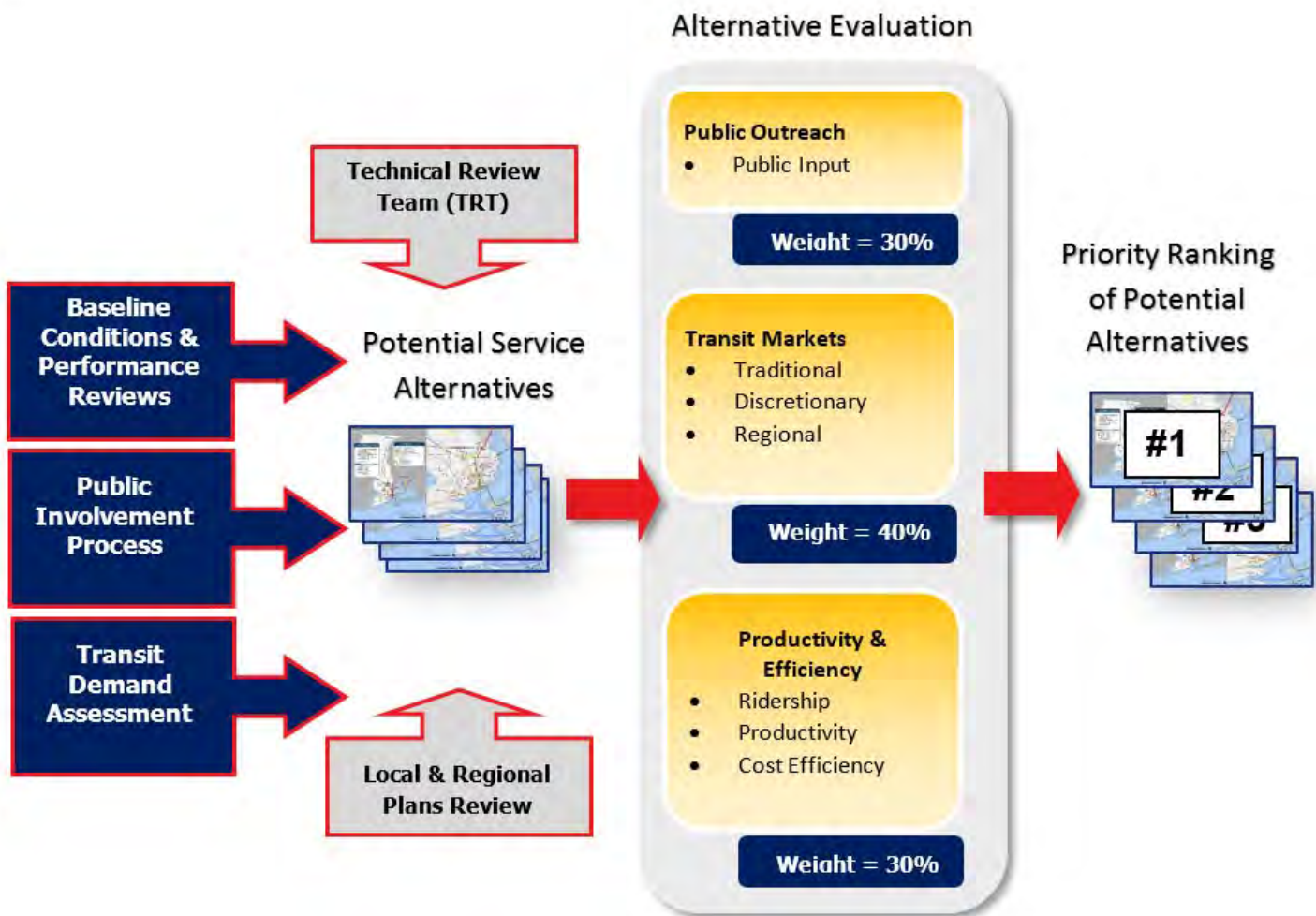


Evaluation of Alternatives

An alternatives evaluation process is used to prioritize proposed improvements and allocate funding using an objective service implementation process. The process illustrated below was designed and used to evaluate and prioritize the transit service needs presented previously in this Executive Summary.

The benefits of each service improvement were weighed against the others. Public interest, percent of service area within both the traditional and choice transit markets, regional connectivity, boardings per hour, and operating cost per hour were all factors in this process.

Alternatives Evaluation Process



Improvement Priorities

Each service alternative was scored based on a series of specific evaluation criteria and thresholds and then ranked based on the total score awarded.

These rankings, as shown in the table below, were used to identify the prioritizes and assist in the development of a recommended 10-year implementation and financial plan for the *Connections 2026* TDP.

Priority #	Service Improvements	Weighted Score
1	Add Later Weekday Service to 10 pm on all Routes	5.70
2	Increase Saturday Frequency on Existing Routes	5.40
3	Double Weekday Frequency on Routes 1, 2, 32, 43, 52, 55	4.50
4	Navy Federal Connector	4.50
5	Add Sunday Service on Routes 2, 32, 45, 52, 55	4.20
6	Pensacola-Navarre Express	4.00
7	Pensacola-Milton Limited Express	4.00
8	Navy Federal-Downtown Express	3.90
9	Cantonment Flex	3.60
10	Milton Flex	3.60
11	Gulf Beach Highway Flex	3.60
12	Extend Route 47	3.30
13	Pensacola-Perdido Key Fixed Route	3.30
14	Downtown Trolley	3.00
15	Orange Beach-Perdido Key Limited Express	2.90

Recommended 10-Year Cost Feasible TDP

This section presents the capital and operating assumptions as well as the costs and revenues associated with the 10-Year Cost Feasible Plan prepared for the *Connections 2026* TDP. The Cost Feasible Plan identifies the service (operating), capital, and other improvements that can be programmed and funded within the next 10 years.

Cost Feasible Improvements

Of the alternatives identified in the previous section, the following are proposed for implementation in the Cost Feasible Plan, with the proposed year of implementation noted in parentheses.

Operating

- Extend Route 47 (2017)
- Implement the Downtown Trolley (2018)
- Implement the Pensacola-Navarre Express (2021)

Capital

- Construct the new ECAT Operations and Maintenance Facility (2023)
- Construct the Downtown Intermodal Facility (2024)
- Establish park-and-ride lots (2017-2020)
- Complete bus stop infrastructure improvements (2017-2020)
- Replace existing vehicles (fixed-route, paratransit, and support)
- Purchase vehicles required for new services (as needed)
- Fund other capital needs, such as air conditioning improvements, bathroom facility upgrades,

employee parking expansion, computer software/security technologies, and other amenities (2017-2026)

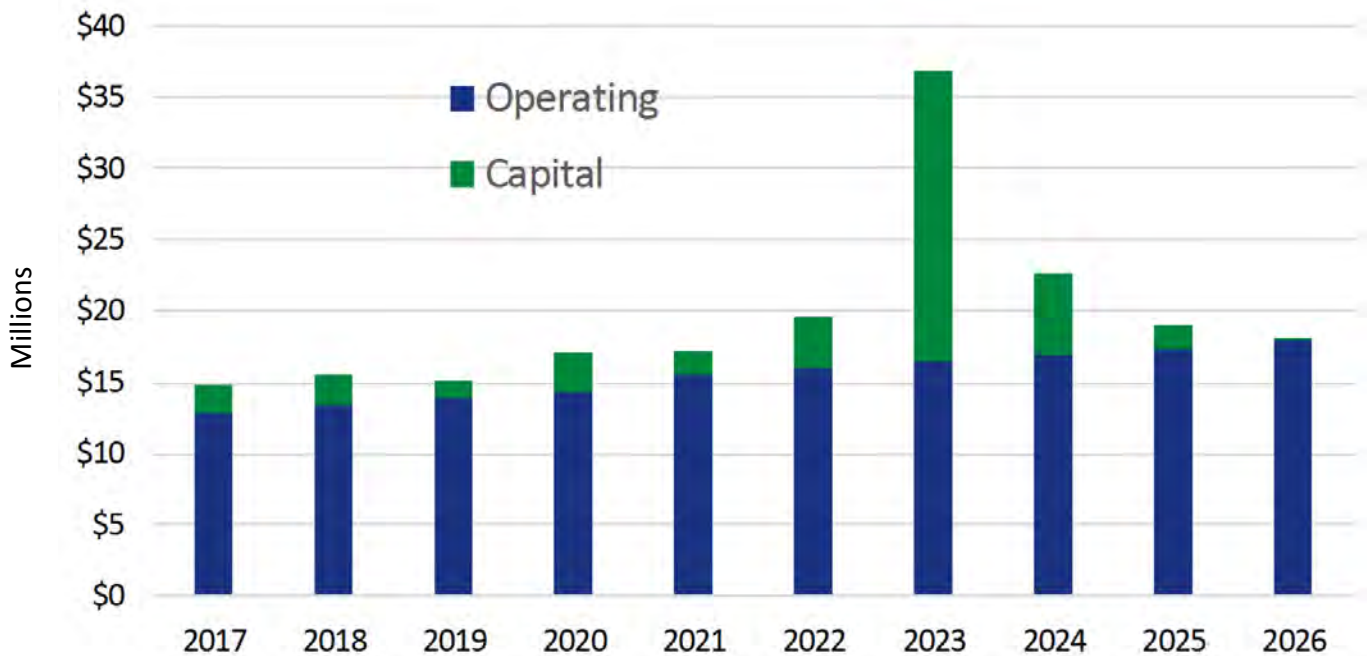
The operational recommendations were included primarily based on the sources of additional revenue available over the next 10 years. Expanding existing services, such as extending service hours or adding additional days of service, is often the most difficult improvement to fund since it typically relies on local revenue sources for implementation, rather than federal and state grants (particularly in the initial years of operation).

Cost Assumptions

Numerous factors were considered in forecasting transit costs for the 2017-2026 time period. Factors contributing to the projected costs include service performance data, information from other recent Florida TDPs, and discussions with ECAT staff. The annual operating and capital costs for the Cost Feasible Plan are illustrated on the following page and were developed based on the following assumptions:

Operating

- An average annual inflation rate of 3% was used for all operating cost projections, based on discussions with ECAT staff.
- Annual operating costs for existing services are based on ECAT's FY 2017 budget for the base year of 2017 and inflated at 3% for each year thereafter.
- Annual operating costs for future service enhancements are based on the projected annual service hours and cost per revenue hour



of \$85.55 for fixed-route service and \$58.32 for paratransit service (both in 2016\$). The cost per hour was derived using historical and current cost per revenue hour data for existing services. The operating cost per hours figures are inflated annually using the 3% factor.

- Extending Route 47 does not require any additional cost as the existing buses can serve the additional route miles within the current schedule.

Capital

- New vehicles planned to be purchased under this Cost Affordable Plan include those necessary to replace vehicles within the existing fleet that have reached the end of their useful life, as well as vehicles to implement the new service. This

includes purchasing one trolley for the Downtown Trolley and two buses for the Pensacola-Navarre Express.

- Vehicles are assumed to cost \$350,000 for a mid-size 29-passenger bus, \$100,000 for a smaller 22-passenger bus, and \$218,000 for a trolley. The vehicle unit costs are based on information provided by ECAT.
- An annual growth rate of 3% was used for capital cost projections, based on the data available from recent transit plans in Florida and data published by FDOT.
- Unused Section 5311 funds allocated to Santa Rosa County are assumed to be available to fund proposed improvements that also serve this area. For the first four years (2017-2021), it is assumed

Recommended 10-Year Cost Feasible TDP

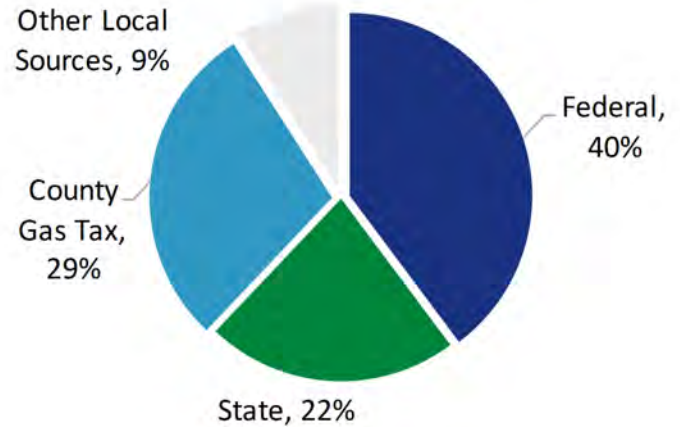
that \$10,000 of this revenue will be allocated annually to improving bus stop infrastructure and \$45,000 will be allocated annually to develop new park-and-ride lots. Starting in 2021, this funding source will transition to offset local revenue required for operating the new Pensacola-Navarre Express, which also serves Santa Rosa County. Since Section 5311 funds are intended for non-urbanized areas, there may be limitations on where these funds can be used for various bus stop and park-and-ride improvements.

Revenue Assumptions

Revenues for the proposed Cost Feasible Plan are based on information provided by ECAT and assumptions for different revenue sources, including the following:

- Annual revenues from federal, state, and local sources are based on ECAT’s FY 2017 budget, approved by the Escambia County Board of County Commissioners, and discussions with ECAT staff.
- The chart (above right) illustrates the total revenue by source included in the 10-year Cost Feasible Plan. The “Other Local Revenue” category includes Escambia County’s non-gas tax contribution for vehicle maintenance, fare and advertising revenue, and other contributions for the beach, UWF, and juror trolley routes.
- An annual growth rate of 3% was used increase all revenues beyond FY 2017.
- Federal grant funds are assumed to fund the purchase of vehicles needed for new service and

10-Year Allocation of Revenues by Source



the replacement of existing vehicles as needed over the next 10 years.

- FDOT Strategic Intermodal System (SIS) funds are assumed for the new Downtown Intermodal Facility.
- FTA Section 5339/State of Good Repair Program funds with a 20% local match from Florida toll revenue credit revenue are assumed to fund the new ECAT Operations and Maintenance Facility.
- New service for the Downtown Trolley is assumed to be funded by fare revenue and contributions from the City of Pensacola. New service for the Pensacola-Navarre Express is assumed to be funded by fare revenue, FDOT Service Development Program funds (for the first three years), Santa Rosa County excess Section 5311 funds, and contributions from Santa Rosa County.
- Projected fare revenue for new services are calculated using historical validated farebox recovery ratio data available from the National Transit Database (NTD). The three year historical

farebox recovery ratio for ECAT’s fixed-route service is 21.3%. Since the farebox recovery ratio represents a system average, to be conservative the estimated fare revenue generated by new transit service is assumed to gradually approach the system-wide average ratio average over time, based on the type of service and area served.

10-year Cost Feasible Plan

Using these operating and capital cost and revenue assumptions, the costs and revenues for the next 10 years were developed for the *Connections 2026 TDP Cost Feasible Plan*, as summarized in the table on the following page.

Plan Highlights

- No additional Escambia County funding assumed.
- Increased efficiency of existing routes, such as the extension of Route 47, with no cost impacts.
- Better regional connectivity between Escambia and Santa Rosa counties.
- Better integration of different transportation networks, including the ECAT system and future water ferry and Amtrack services.
- Better access to jobs/services.
- More opportunities to access the ECAT network through park-and-ride lots.
- Improved operations and efficiency of service through the new Operations and Maintenance Facility.



Concept drawing for the new ECAT Operations and Maintenance Facility.

Recommended 10-Year Cost Feasible TDP



10-Year Cost Feasible Plan: Costs and Revenues

Cost/Revenue	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	10-Year Total
Operating Costs											
Maintain Existing Fixed-Route	\$10,027,435	\$10,328,258	\$10,638,106	\$10,957,249	\$11,285,966	\$11,624,545	\$11,973,282	\$12,332,480	\$12,702,455	\$13,083,528	\$114,953,305
Maintain Paratransit	\$2,687,565	\$2,768,192	\$2,851,238	\$2,936,775	\$3,024,878	\$3,115,624	\$3,209,093	\$3,305,366	\$3,404,527	\$3,506,663	\$30,809,921
New/Local Express Service	\$0	\$317,223	\$326,740	\$336,542	\$1,097,687	\$1,130,618	\$1,164,537	\$1,199,473	\$1,235,457	\$1,272,521	\$8,080,797
Total Operating Cost	\$12,715,000	\$13,413,673	\$13,816,083	\$14,230,566	\$15,408,532	\$15,870,788	\$16,346,912	\$16,837,319	\$17,342,439	\$17,862,712	\$153,844,023
Capital Costs											
Vehicles											
Replacement Buses (Existing Service)	\$1,050,000	\$1,081,500	\$742,630	\$1,147,363	\$393,928	\$3,651,713	\$394,037	\$1,697,226	\$1,469,453	\$0	\$11,627,851
Replacement Paratransit Vehicles (Existing Service)	\$0	\$309,000	\$0	\$1,420,545	\$450,204	\$0	\$0	\$0	\$0	\$0	\$2,179,749
Replacement of Support Vehicles	\$100,000	\$103,000	\$53,045	\$54,636	\$0	\$0	\$0	\$0	\$0	\$0	\$310,681
Vehicles for New Transit Service	\$0	\$224,540	\$0	\$0	\$787,856	\$0	\$0	\$0	\$0	\$0	\$1,012,396
Other Capital/Infrastructure											
ECAT Operating and Maintenance Facility	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000,000	\$0	\$0	\$0	\$20,000,000
Downtown Intermodal Facility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000
Park-and-Rides Lots	\$45,000	\$46,350	\$47,741	\$49,173	\$0	\$0	\$0	\$0	\$0	\$0	\$188,263
Bus Stop Infrastructure Program	\$10,000	\$10,300	\$10,609	\$10,927	\$0	\$0	\$0	\$0	\$0	\$0	\$41,836
Miscellaneous Capital/Amenities	\$720,000	\$226,600	\$401,906	\$75,218	\$77,474	\$79,799	\$82,193	\$84,658	\$87,198	\$89,814	\$1,924,860
Total Capital Cost	\$1,925,000	\$2,001,290	\$1,255,931	\$2,757,863	\$1,709,462	\$3,731,512	\$20,476,230	\$5,781,884	\$1,556,651	\$89,814	\$41,285,637
Revenues											
Federal Grants	\$4,543,000	\$4,903,830	\$4,819,669	\$4,964,259	\$5,901,043	\$5,266,582	\$5,424,580	\$5,587,317	\$5,754,936	\$5,927,585	\$53,092,800
Section 5339/State of Good Repair (ECAT O&M Facility)	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000,000	\$0	\$0	\$0	\$16,000,000
State Grants	\$2,935,000	\$3,023,050	\$3,113,742	\$3,207,154	\$3,658,868	\$3,756,259	\$3,860,449	\$3,609,680	\$3,717,970	\$3,829,509	\$34,711,680
FL Toll Revenue Credit Match (ECAT O&M Facility)	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000
FDOT SIS Funds (Downtown Intermodal Facility)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000
Escambia County Gas Tax	\$4,370,000	\$4,501,100	\$4,636,133	\$4,775,217	\$4,918,473	\$5,066,028	\$5,218,009	\$5,374,549	\$5,535,785	\$5,701,859	\$50,097,153
Fare Revenue	\$1,292,017	\$1,364,550	\$1,422,851	\$1,465,477	\$1,549,431	\$1,620,605	\$1,686,159	\$1,736,684	\$1,788,725	\$1,842,327	\$15,768,828
Other Local Sources	\$1,322,000	\$1,645,051	\$1,676,979	\$1,727,289	\$2,072,704	\$2,122,510	\$2,177,688	\$2,609,601	\$2,687,889	\$2,768,525	\$20,810,236
Total Revenue	\$14,462,017	\$15,437,582	\$15,669,373	\$16,139,395	\$18,100,520	\$17,831,984	\$38,366,884	\$22,917,831	\$19,485,306	\$20,069,805	\$198,480,696
10-Year Cost Feasible Plan											
Total Revenue	\$14,462,017	\$15,437,582	\$15,669,373	\$16,139,395	\$18,100,520	\$17,831,984	\$38,366,884	\$22,917,831	\$19,485,306	\$20,069,805	\$198,480,696
Total Cost	\$14,640,000	\$15,414,963	\$15,072,014	\$16,988,428	\$17,117,994	\$19,602,300	\$36,823,141	\$22,619,203	\$18,899,090	\$17,952,526	\$195,129,659
Rollover from Prev. Year	\$0	-\$177,983	-\$155,364	\$441,996	-\$407,038	\$575,488	-\$1,194,828	\$348,914	\$647,542	\$1,233,758	
Surplus/(Shortfall)	(\$177,983)	(\$155,364)	\$441,996	(\$407,038)	\$575,488	(\$1,194,828)	\$348,914	\$647,542	\$1,233,758	\$3,351,037	\$3,351,037

Recommended 10-Year Cost Feasible TDP

The implementation plan in the tables below (for operating) and on the following page (for capital) outline service improvements that are included in the Cost Feasible Plan from 2017 through 2026, as well as unfunded needs for FDOT's transportation deficiency assessment.

The table also shows the implementation years, operating and capital costs associated with the improvements, and proposed category of funding

source (existing or new) within the Cost Feasible Plan (or anticipated for unfunded improvements).

It is important to emphasize that the schedule shown in the table does not preclude the opportunity to delay or advance any projects. As priorities change, funding assumptions do not materialize, or more funding becomes available, this implementation schedule should be adjusted.

10-Year Implementation Plan and Unfunded Needs—Operating

Improvement	Implementation Year	Annual Operating Cost (2016\$)	Total Capital Cost (2016\$)	Existing or New Revenues
Maintain Existing Service				
Maintain Existing Fixed-Route Service	2017-2026	\$10,027,435	\$9,450,000	Existing
Maintain Existing Paratransit Service	2017-2026	\$2,687,565	\$2,000,000	Existing
Improvements to Existing Routes				
Extend Route 47	2017-2026	\$0	\$0	N/A
Double Weekday Frequency (Routes 1, 2, 32, 43, 52, 55)	Unfunded	\$2,480,978	\$6,300,000	New
Add Later Weekday Service to 10 pm on all Routes	Unfunded	\$1,850,382	\$0	New
Double Saturday Frequency on Existing Routes	Unfunded	\$887,591	\$11,200,000	New
Add Sunday Service on Routes 2, 32, 45, 52, 55	Unfunded	\$421,339	\$2,100,000	New
New Service Expansion				
Fixed-Routes				
Downtown Trolley	2018	\$307,984	\$218,000	New
Pensacola-Navarre Express	2021	\$667,298	\$700,000	New
Navy Federal Connector	Unfunded	\$333,649	\$350,000	New
Pensacola-Milton Limited Express	Unfunded	\$667,298	\$700,000	New
Navy Federal–Downtown Express	Unfunded	\$222,433	\$700,000	New
Orange Beach-Perdido Key Limited Express	Unfunded	\$667,298	\$700,000	New
Pensacola-Perdido Key Fixed Route	Unfunded	\$333,649	\$350,000	New
ADA service for Navy Federal Connector	Unfunded	\$307,984	\$200,000	New
ADA service for Pensacola-Perdido Key Fixed Route	Unfunded	\$307,984	\$100,000	New
Flex Routes				
Cantonment Flex	Unfunded	\$307,984	\$100,000	New
Milton Flex	Unfunded	\$307,984	\$100,000	New
Gulf Beach Highway Flex	Unfunded	\$307,984	\$100,000	New

10-Year Implementation Plan and Unfunded Needs—Capital

Improvement	Implementation Year	Annual Operating Cost (2016\$)	Total Capital Cost (2016\$)	Existing or New Revenues
Capital/Infrastructure Improvements				
Support Vehicles	2017-2020	N/A	\$300,000	Existing/New
Park-and-Rides Lots	2017-2020	TBD	\$180,000	New
Bus Stop Infrastructure Program	2017-2021	N/A	\$40,000	New
ECAT Operating and Maintenance Facility	2023	TBD	\$20,000,000	New
Downtown Intermodal Facility	2024	TBD	\$4,000,000	New
Security	2017-2020	N/A	\$300,000	Existing /New
Amenities	2017-2020	N/A	\$730,000	Existing /New
Expand Employee Parking	2017	N/A	\$250,000	Existing /New
Air Conditioning - Facility	2017	N/A	\$200,000	Existing /New
Bathrooms- Facility	2019	N/A	\$300,000	Existing /New
Computer/Software	2017-2019	N/A	\$30,000	Existing /New
Transit Signal Priority (TSP)	Unfunded		TBD	New
Other Improvements				
Shared Park-and-Ride Lot Agreements	2017-2026	TBD	\$0	Existing
Partnership to Establish Water Ferry Connections	2017-2026	N/A	N/A	N/A
Transportation Demand Management (TDM) Strategies	2017-2026		TBD	New
Land Development Regulations	2017-2026		N/A	N/A
Partnerships with Ride-Sourcing Companies	2017-2026		TBD	New
Ride Voucher Programs	2017-2026		TBD	New
Study Connection Service to Water Ferry	2017-2026		TBD	New
Evaluate Implementing Transit Signal Priority	2017-2026		TBD	New

For more information about
the *Connections 2026 TDP*,
please visit:

www.connections2026.com

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