

**THIS SECTION FOR STATE USE ONLY**

FEMA-DR-FL  Standard HMGP  5% Initiative Application  Application Complete  
 Initial Submission or  Re-Submission

Support Documents	Eligible Applicant	Project Type(s)
<input type="checkbox"/> Conforms w/ State 409 Plan	<input type="checkbox"/> State or Local Government	<input type="checkbox"/> Wind
<input type="checkbox"/> In Declared Area	<input type="checkbox"/> Private Non-Profit (Tax ID Received)	<input type="checkbox"/> Flood
<input type="checkbox"/> Statewide P	<input type="checkbox"/> Recognized Indian Tribe or Tribal Organization	<input type="checkbox"/> Other:

Community NFIP Status: (Check all that apply) LMS Ranking: \_\_\_\_\_  
 Participating Community ID#: \_\_\_\_\_ County: \_\_\_\_\_  
 In Good Standing  Non-Participating  CRS

State Application ID: \_\_\_\_\_

This application is for all Federal Emergency Management Agency (FEMA Region IV) Hazard Mitigation Grant Program (HMGP) proposals. Complete ALL sections and provide the documents requested. If you require technical assistance, contact the Florida Division of Emergency Management at [DEM\\_HazardMitigationGrantProgram@em.myflorida.com](mailto:DEM_HazardMitigationGrantProgram@em.myflorida.com).

**Section I – Applicant**

**A. Applicant Instruction:** Complete all sections that correspond with the type of proposed project

<b><i>Application Sections I-IV:</i></b>	<i>All Applicants must complete these sections</i>
<b><i>Environmental Review:</i></b>	<i>All Applicants must complete these sections</i>
<b><i>Maintenance Agreement:</i></b>	<i>Any Applications involving public property, public ownership, or management of property</i>
<b><i>Flood Control – Drainage Improvement Worksheet:</i></b>	<i>Acquisition, Elevation, Dry Flood Proofing, Drainage Improvements, Flood Control Measures, Floodplain and Stream Restoration, and Flood Diversion</i> <b>– one worksheet per structure</b>
<b><i>Generator Worksheet:</i></b>	<i>Permanent, portable generators, and permanent emergency standby pumps</i>
<b><i>Tornado Safe Room Worksheet:</i></b>	<i>New Safe Room, Retrofit of existing structure, Community Safe Room, Residential Safe Room</i>
<b><i>Hurricane Safe Room Worksheet:</i></b>	<i>New Safe Room, Retrofit of existing structure</i>
<b><i>Wind Retrofit Worksheet:</i></b>	<i>Wind Retrofit projects only – one worksheet per structure</i>
<b><i>Wildfire Worksheet:</i></b>	<i>Defensible Space, Hazardous Fuels Reduction, Ignition Resistant Construction, other</i>
<b><i>Drought Worksheet:</i></b>	<i>Aquifers, other</i>
<b><i>Request for Public Assistance Form:</i></b>	<i>FEMA Form 90-49 (Request for Public Assistance): All applicants must complete, if applicable.</i>
<b><i>Acquisition Forms:</i></b>	<i>If project type is Acquisition, these forms must be completed. (Only one of the two Notice of Voluntary Interest forms is necessary.) Model Statement of Assurances for Property Acquisition Projects Declaration and Release Notice of Voluntary Interest (Town Hall Version) Notice of Voluntary Interest (Single Site Version) Statement of Voluntary Participation FEMA Model Deed Restriction Language</i>

**Application Completeness  
Guidance / Checklist :**

All applicants are recommended to complete this checklist and utilize the guidance for completing the application.

**B. Applicant Information:**

FEMA- -DR-FL DISASTER NAME: \_\_\_\_\_

Title of Project: Span Wire Intersection Replacement Program/Traffic  
Signal Hardening (9 locations)

1. Applicant (Organization): Pinellas County

2. Applicant Type: County

3. County: Pinellas

4. State Legislative Senate District(s): 16, 19, 24 State Legislative House District(s): 64, 65, 66, 67, 68, 69, 70 Congressional House District(s): \_\_\_\_\_

5. Federal Tax I.D. Number: 596000800

6. Data Universal Numbering System (DUNS): \_\_\_\_\_

7. Federal Information Processing Standards (FIPS) Code\*: \_\_\_\_\_

8. National Flood Insurance Program (NFIP) Community Identification Number: \_\_\_\_\_  
(this number can be obtained from the FIRM map for your area)

9. Point of Contact: (Applicant staff serving as the coordinator of project)

First Name: Thomas Last Name: Washburn

Title: Transportation Division Director

Address: 22211 US Highway 19 N., Bldg.1

City: Clearwater State: FL Zip Code: 33765

Telephone: 727-464-8804 Email: twashburn@pinellascounty.org

10. Application Prepared by:

First Name: Alexis Last Name: Ferguson

Title: \_\_\_\_\_

Address: 22211 U.S. 19

City: Clearwater State: FL Zip Code: 33765

Telephone: 7274648076 Email: aferguson@pinellascounty.org

Organization: Pinellas County Government, Public Works

11. Authorized Applicant Agent (proof of authorization authority required)

First Name: Barry Last Name: Burton

Title: County Administrator

Address: 315 Court Street

City: Clearwater State: FL Zip Code: 33756

Telephone: 7274643485 Email: bburton@pinellascounty.org

Signature:  Barry Burton

Date: 12/20/2021

12. Local Mitigation Strategy (LMS) Compliance

- All proposed projects must be included in the county's Local Mitigation Strategy (LMS) Project List, and on file with FDEM's Mitigation Bureau Planning Unit. Does your jurisdiction have a current FEMA Approved Mitigation Plan and this project is listed?  Yes  No
- Attached is a letter of endorsement for this project from the county's LMS Coordinator.  Yes  No

- c. The LMS project list and endorsement letter both have an estimated cost column and Federal Share amount that is within \$500.00 between the two.  Yes  No
13. Has this project been submitted under a previous disaster event?  No  Yes, provide the disaster number and project number (as applicable):  
4486

## Section II – Project Description

### A. Hazards to be Mitigated / Level of Protection

1. Select the type of hazards the proposed project will mitigate: Hurricane Wind;Infrastructure Failure;Severe Storm;Other  
 Become a more disaster resilient community
2. Identify the type of proposed project: Other Structural Project, Hardening of Span Wire Traffic Signal to Mast Arm
3. List the total number of persons that will be protected by the proposed project  
 (include immediate population affected by the project only): 248000
4. List how many acres of “Total Impacted Area” is to be protected by the proposed project  
 (include immediate area affected by the project only): 0.52
5. Fill in the level of protection and the magnitude of event the proposed project will mitigate.  
 (e.g. 23 structures protected against the 100-year storm event (1% chance) 35 traffic signal structures (4 mast arms in 8 of the intersection locations; 3 mast arms at one location) protected against the 100-year storm event.  
35 traffic signal structures (4 mast arms in 8 of the intersection locations; 3 mast arms at one location) protected against 150 mile per hour (mph) winds.
6. Check **all** item(s) the project may impact: Health & Safety
7. **Engineered projects:** If your project has been already designed and engineering information is available, attach to your application **ALL** calculations, H&H study and design plans (e.g. Drainage Improvement, Erosion Control, or other special project types).

### B. Project Description, Scope of Work, and Protection Provided (Must be Completed in Detail)

Describe, in detail, the existing problem, the proposed project, and the scope of work. Explain how the proposed project will **solve** the problem(s) and provide the level(s) of protection described in Part A. Also, if available, attach a vendor’s estimate and/or a contractor’s bid for the scope of work. **Ensure that each proposed project is mitigation and not maintenance.**

1. Describe the existing problems:

This structural mitigation project is a countywide benefit that will replace nine (9) existing span wire intersections with mast arms made of galvanized steel; by having a more robust system in place this will improve the safe, efficient flow of traffic countywide in the event of a storm or flood. Traffic signals hung by span wire are susceptible to damage or falling due to strong wind. The fall of span wire results in traffic signals becoming inoperable and potentially blocking vehicle access on the road. Mast arm signals in place of span wire at these intersections located on evacuation routes will allow for the roads to remain open and for emergency personnel to have better access to support citizen needs.

During past hurricane and storm events, traffic signal infrastructure hung by span wire fell or became damaged due to storm-force winds. The hardening of traffic signal infrastructure will support the safety of citizens by reducing the risk of evacuation routes being blocked in the event of an emergency.

2. Describe the type(s) of protection that the proposed project will provide:

Mast Arms: Mast arms made of galvanized steel are designed to withstand wind speeds up to 150 mph. The implementation of mast arms would have numerous benefits to the community. They are more resilient to strong winds and hurricanes, reducing safety risk to citizens. They will also improve safety by placing traffic signals in-line with road lanes. Finally, mast arms provide a more aesthetically pleasing, cleaner look throughout the county by reducing the number of overhead wires along the roadways.

Span Wires: Held in place by concrete poles, span wires begin to fail when wind speeds are between 65 - 90 mph. In order to reduce the risk of the span wire falling in an intersection or on moving vehicles, span wire traffic signals are designed for the connection of the span to fall before the poles that are set to hold the span in place. The fall of the span wire results in the traffic signal becoming inoperable and blocks access on the roadway for motorists and emergency personnel.

Intersection Hardware: The common hardware found at an intersection includes: 12 signal heads, power disconnect (electrical connection point for the signals), signal cable, signage and controller (computer hardware and software located in the signal cabinet that controls the traffic signal). If a span wire falls due to strong winds, all of this hardware would need to be replaced.

The average repair time of traffic signal infrastructure varies based on damage.

If No Pole Damage: Approximately three days per intersection, based on experience during Hurricane Irma in 2017.

If Pole Damage: Approximately 4 - 8 weeks per intersection, depending on manufacturer lead time and the availability of replacement poles. This is based on experience from storms that occurred 2004 and 2005 when span wire traffic signals at 15 intersections was required to be replaced due to storm damage. Since this time, Florida has been working to harden its transportation infrastructure and make it stronger.

**3. Scope of Work (describe in detail what you are planning to do):**

Replacement of nine (9) existing span wire intersections with mast arms made of galvanized steel. Intersections are along major evacuation routes throughout Pinellas County. Approx. \$650k per intersection for construction. Estimated completion time: more than 12 months.

Each mast arm structure is installed by drilling a 4.5 foot diameter hole in the ground a maximum depth of 18 feet, installing a steel reinforcing cage, and then filling the hole with concrete to the original existing ground elevation. The pole and mast arm structure is then attached to this foundation.

The pole and mast arm structures are located above ground; as such, they are not subject to scour. All electrical wiring is shielded and housed within the pole and mast arm or in pvc conduit; all other signal control equipment is placed within a cabinet at the intersection which minimizes any damage due to flooding. The attachment of the mast arm to the foundation is designed to withstand 150 mph winds, making it unlikely to wash away in a flood.

There are other operational as well as aesthetic benefits of using a mast arm in place of span wire. The implementation of mast arms will improve safety and visibility for road users. By placing traffic signals in-line with road lanes, it provides a cleaner look by reducing the number of overhead wires and roadway obstructions.

**Section III – Project Location** *(Fully describe the location of the proposed project.)*

**A. Site**

- Describe the physical location of this project, including street numbers (or neighborhoods) and project site zip code(s). Provide precise longitude and latitude coordinates for the site utilizing a hand-held global positioning system (GPS) unit or the equivalent:

Nine (9) intersection locations in Pinellas County (See additional detail in Attachment 1)

- Park Blvd. + 125th St., Unincorporated Pinellas/Seminole 33776
- Park Blvd. + 131st St. N., Unincorporated Pinellas/Seminole, 33776
- Park Blvd. + 137th St./Oakhurst Road, Unincorporated Pinellas/Seminole 33776
- West Bay Dr. + Pinellas Shopping Center, Largo 33770
- West Bay Dr. + 14th St., Largo 33770
- West Bay Dr. + 20th St., Largo 33770
- Tampa Rd. + 19th St., Unincorporated Pinellas/Palm Harbor, 34683
- Belcher Rd. + 142nd Ave., Largo 33771
- Belcher Rd. + Lancaster Dr., Largo 33764

2. Title Holder	Address	Zip Code	GPS coordinates (decimal degree format):
-----------------	---------	----------	--

- Is the project site seaward of the Coastal Construction Control Line (CCCL)?  No  Yes

- Provide the number of each structure type (listed below) in the project area that will be affected by the project. Include **all** structures in project area.

Residential property:	<u>16</u>	Public buildings:	<u>0</u>
Businesses/commercial property:	<u>69</u>	Schools/hospitals/houses of worship	<u>2</u>
Other:	<u>                    </u>		

**B. Flood Insurance Rate Map (FIRM) Showing Project Site**

1. Attach one (1) copy of the FIRM map, a copy of the panel information from the FIRM, and, if available, the Floodway Map. <b>FIRM maps are required for this application (if published for your area). Also, all attached maps must have the project site and structures clearly marked on the map.</b> FIRMs are typically available from your local floodplain administrator who may be located in a planning, zoning, or engineering office. Maps can also be ordered from the Map Service Center at 1-800-358-9616. For more information about FIRMs, contact your local agencies or visit the FIRM site on the FEMA Web-page at <a href="https://msc.fema.gov/portal">https://msc.fema.gov/portal</a> .
2. Using the FIRM, determine the flood zone(s) of the project site (Check all zones in the project area) (See FIRM legend for flood zone explanations) (A Zone must be identified)
3. <b>If the FIRM Map for your area is not published</b> , attach a copy of the Flood Hazard Boundary Map (FHBM) for your area, with the project site and structures clearly marked on the map.
4. Attach a copy of a Model Acknowledgement of Conditions for Mitigation in Special Flood Hazard Area

**C. Maps with Project Site and Photographs**

1. Attach a copy of a city or county scale map (large enough to show the entire project area) with the project site and structures marked on the map.
2. Attach a USGS 1:24,000 TOPO map with project site **clearly** marked on the map.
3. For **acquisition** or **elevation** projects, include copy of Parcel Map (Tax Map, Property Identification Map, etc.) showing each property to be acquired or elevated. Include the Tax ID numbers for each parcel, and Parcel information – including year built and foundation.
4. Attach photographs (at a minimum 4 photographs) for each project site per application. The photographs should be representative of the project area, including any relevant streams, creeks, rivers, etc. and drainage areas that affect the project site or will be affected by the project, and labeled. For each structure, include the following angles: front, back and both sides.

**Section IV – Budget/Costs**

In order to assist applicants with filling out the following Budget section, we have provided the following instructions for your convenience. For this section, we ask that you provide details of all the estimated costs of the project, as it is used for the benefit-costs analysis as well as for the feasibility and effectiveness review.

For the cost sections relating to Materials, Labor, and Fees, it is important to note,

- Lump sums without supporting documentation showing a breakdown of those costs are not acceptable. For those items that will not fit in the spaces provided, attach the appropriate documentation to your application.
- Identify your match sources in sections B and I.
- Sub-Total cells will auto sum the costs in their respective columns.
- Do not factor management costs into parts A-C. If management costs are being requested, see part G.
- Contingency Costs need to be justified and reported as a separate line item in part E of this section. From left to right in that part, enter the desired percentage (maximum 5% of Material/Labor), the amount the percentage is to be applied to, and the resulting amount. PLEASE NOTE- These cells will not auto-calculate across the row, but the final cell will be calculated into the Final Project Cost below it. Take care that everything is calculated correctly.
- Pre-Award Costs: costs must be identified as a separate line item, AND a completed HMGP Pre-Award Cost Request Form MUST be submitted with this application, detailing the items/cost and requested start date.
- Mark all In-kind (donated) services with (\*\*); In-house (employee) services with (\*\*\*), per each line item.

- All funding sources (In-kind, In-house, Global Match, and Other Agencies) must be identified (below) AND identified on the Funding Sources - Section IV I.

For project management costs, in compliance with Disaster Relief and Recovery Act of 2018 (DRRA) and the subsequent FEMA Interim Policy #104-11-1, the Florida Division of Emergency Management has included a section for applicants to request, or refuse, project management funds that are available to them. Under this new policy, HMGP projects awarded under disasters declared on or after August 1, 2017, are eligible for project management costs up to 5 percent of their total project costs.

Applicants choosing to apply for this funding must detail the specific administrative costs in Part G of this section. These costs must be eligible administrative costs, conforming to the requirements set in 2 CFR Part 200 Subpart E. Applicants must ensure that their administrative costs are reasonable, allowable, allocable, and necessary for the performance of the federal award.

The State will allot these management costs on a project-by-project basis per the amount requested by the sub-recipient, up to 5 percent of the total project cost. A sub-recipient may request less than this, but no higher. These management costs will be considered a separate pool of funding, and WILL NOT affect a project’s benefit-cost analysis.

Management costs will be reimbursed per reimbursement request, and no more than 5 percent of any given reimbursement request amount. All management costs reimbursements will be contingent upon adequate documentation from the sub-recipient.

Management costs will be reimbursed at 100 percent of the amount of management costs requested, so far as they are adequately documented and are no more than 5 percent of the request. Any unused management costs at closeout following the final payment will be de-obligated. If the final total project cost results in an under-run, management costs will be reduced accordingly.

Applicants must make the determination to request or refuse management costs at the time of formal application submittal. The State will accept the initial determination from the applicant. There will be no recourse from the State for applicants wishing to change their initial determination after the application has been formally submitted.

<b>Budget</b>	
Name	Amount
Pre-Award Costs	\$0.00
Labor	\$0.00
Contingency	\$218,250.00
Fees	\$1,089,000.00
Material	\$4,365,000.00
<b>Subtotal</b>	<b>\$5,672,250.00</b>
Subrecipient Management Costs	\$283,587.00
<b>Total</b>	<b>\$5,955,837.00</b>

**A. Funding Sources** (round figures to the nearest dollar)

*The maximum FEMA share for HMGP projects is 75%.* The other 25% can be made up of State and Local funds as well as in-kind services. HMGP funds may be packaged with other Federal funds, but other Federal funds (except for Federal funds that lose their Federal identity at the State level, such as CDBG, and certain tribal funds) may not be used for the Non-Federal share of the costs.

<b>Funding Sources</b>		
Federal	Amount	Percent

Estimated Federal Share	\$4,466,838.00	74.999332 588%
Non-Federal Funding Share		
Cash	\$1,488,999.00	25.000667 412%
In-Kind	\$0.00	0%
In-House	\$0.00	0%
Global Match	\$0.00	0%
Other Agency Share		
	\$0.00	0%
<b>Total</b>	<b>\$5,955,837.00</b>	<b>100%</b>

## B. Project Milestones/Schedule of Work

List the major milestones in this project by providing an estimated time-line for the critical activities not to exceed a period of 3 years (36-months) of performance. (e.g. Contracting, Designing, Engineering, Permitting, Inspections, closeout, etc.)

Milestones			
Name	Start Date	Target Completion Date	
State and Local Contracting -			
Construction Plan /Technical Specifications -			
Bidding / Local Procurement -			
Permitting -			
Construction / Installation -			
Local Inspections / Compliance -			
State Final Inspections / Compliance -			
Closeout Compliance -			

## Section V. Environmental Review and Historic Preservation Compliance

**(NOTE: This application cannot be processed if this section is not completed.)**

Because the HMGP is a federally funded program, all projects are required to undergo an environmental and historic preservation review as part of the grant application process. Moreover, all projects must comply with the National Environmental Policy Act (NEPA) and associated Federal, State, Tribal, and Local statutes to obtain funding. **NO WORK can be done prior to the NEPA review process. If work is done on your proposed project before the NEPA review is completed, it will NOT be eligible for Federal funding.**

### A. The following information is required for the Environmental and Historic Preservation review:

All projects must have adequate documentation to determine if the proposed project complies with NEPA and associated statutes. The State Environmental Staff provide comprehensive NEPA technical assistance for Applicants, with their consent, to complete the NEPA review. The type and quantity of NEPA documents required to make this determination varies depending upon the project's size, location, and complexity. However, at a minimum, provide the applicable documentation from this section to facilitate the NEPA compliance process.

1.  Detailed project description, scope of work, and budget/costs (Section II and Section IV of this application).
2.  Project area maps (Section III, part B & C of this application).
3.  Project area/structure photographs (Section III, part C of this application).
4.  Preliminary project plans.
5.  Project alternatives description and impacts (Section V of the application).

6.  Complete the applicable project worksheets.  
Documentation showing dates of construction are required for all structures.
7.  Environmental Justice – Provide any applicable information or documentation regarding low income or minority populations in the project area. See Section V.B of this application for details.
8.  Provide any applicable information or documentation referenced on the *Information and Documentation Requirements by Project Type* below.

**B. Executive Order 12898; Environmental Justice for Low Income and Minority Population:**

1. Are there low income or minority populations in the project area or adjacent to the project area?

No  Yes; describe any disproportionate and adverse effects to these populations:

A map of Pinellas County is attached that directly shows the low income and minority census tract for each of the intersection. Four of the intersections are directly within a two mile radius of a low income area. There will be no disproportionate or adverse effects to these populations. The project will support the safety of all communities within Pinellas County.

---

2.  To help evaluate the impact of the project, explain below or attach any other information that describes the population, or portion of the population, that would be either disproportionately or adversely affected. Include specific efforts to address the adverse impacts in your proposal narrative and budget.

A map of Pinellas County is attached that directly shows the low income and minority census tract for each intersection. Four of the intersections are directly within a two mile radius of a low income area. There are no adverse impacts to the population. There are other operational as well as aesthetic benefits of using a mast arm in place of span wire. The implementation of mast arms will improve safety, by placing traffic signals in-line with road lanes and provide a cleaner look by reducing the number of overhead wires along roadways.

---

**C. Tribal Consultation (Information Required)**

*Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to take into account the effect of their undertakings on historic properties. The NHPA requires that agencies must complete this process prior to the expenditure of any Federal funds on the undertaking. A Tribal Consultation is required for any project disturbing ground or moving soil, including but not limited to: drainage projects; demolition; construction; elevation; communication towers; tree removal; utility improvements.*

1. Describe the current and future use of the project location. A land use map may be provided in lieu of a written description.

N/A - It is not anticipated that a Section 106 Consultation would be required for this project.

---

2. Provide information on any known site work or historic uses for project location.

N/A - There are no historic designated areas within the footprint of the intersection locations.

---

Attach a copy of a city or county scale map (large enough to show the entire project area) with the horizontal limits (feet) and vertical depths (square feet) of all anticipated ground disturbance of 3 inches or more.

**D. Alternative Actions (Information Required)**

The NEPA process requires that at least two alternative actions be considered that address the same problem/issue as the proposed project. In this section, list **two feasible** alternative projects to mitigate the hazards faced in the project area. One alternative is the “No Action Alternative”.

**1. No Action Alternative**

Discuss the impacts on the project area if no action is taken.

Span Wires: Held in place by concrete poles, span wires begin to fail when wind speeds are between 65 - 90 mph. In order to reduce the risk of the span wire falling in an intersection or on moving vehicles, span wire traffic signals are designed for the connection of the span to fall before the poles that are set to hold the span in place. The fall of the span wire results in the traffic signal becoming inoperable and blocks access on the roadway for motorists and emergency personnel.

**2. Other Feasible Alternative**

Describe a feasible alternative project that would be the next best solution if the primary alternative is not accomplished. This could be an entirely different mitigation method or a significant modification to the design of



the current proposed project. Include a Scope of Work, engineering details (if applicable), estimated budget and the impacts of this alternative. Complete *all* of parts a-e (below).

**a. Project Description for the Alternative**

Describe, in detail, the alternative project, and explain how the alternative project will solve the problem(s) and/or provide protection from the hazard(s). Also, provide pros and cons for this alternative and a reason for why it was not selected.

Besides the No Action Alternative, the other Feasible Alternative would be a steel pole/span wire design. Steel poles will provide additional protection from the existing signal configuration in that the new poles would be designed to withstand additional wind loads in accordance with current requirements.

The primary benefit for this alternative is a reduction in cost for the structural elements (poles), a reduction of approximately \$40,000 per intersection. The primary detriments of this alternative are: (1) mast arms are required within 10 miles of the coast unless they physically cannot be installed due to geometric constraints (this requires formal exception) and (2) a pole and span wire system would still likely fall during a high wind event at the connection point of the pole and span wire.

**b. Project Location of the Alternative** (*describe briefly, if different from proposed project*)

Same nine (9) intersection locations as the proposed project.

- Attach a map or diagram showing the alternative site in relation to the proposed project site (*if different from proposed project*)

**c. Scope of Work for Alternative Project**

Scope of work for signal design and construction is the same as listed in Section IV Budget/Costs.

---

**d. Impacts of Alternative Project**

Discuss the impact of this alternative on the project area. Include comments on these issues as appropriate: Environmental Justice, Endangered Species, Wetlands, Hydrology (Upstream and Downstream Surface Water Impacts), Floodplain/Floodway, Historic Preservation and Hazardous Materials.

---

**e. Estimated Budget/Costs for Alternative Project**

In this section, provide details of all the estimated costs of the alternative project (round figures to the nearest dollar). A lump sum budget is acceptable.

4005000

---

## Section VI – Maintenance Agreement

All applicants whose proposed project involves the retrofit or modification of existing public property or whose proposed project would result in the public ownership or management of property, structures, or facilities, must first sign the following agreement prior to submitting the application to FEMA.

(NOTE: Not applicable to projects solely related to residential or private property.)

Pinellas County hereby agrees that if it receives any Federal aid as a result of the attached project application, it will accept responsibility, at its own expense if necessary, for the **routine** maintenance of any real property, structures, or facilities acquired or constructed as a result of such Federal aid. Routine maintenance shall include, but not be limited to, such responsibilities as keeping vacant land clear of debris, garbage, and vermin; keeping stream channels, culverts, and storm drains clear of obstructions and debris; and keeping detention ponds free of debris, trees, and woody growth.

The purpose of this agreement is to make clear the Sub-recipient's maintenance responsibilities following project award and to show the Sub-recipient's acceptance of these responsibilities. It does not replace, supersede, or add to any other maintenance responsibilities imposed by Federal law or regulation and which are in force on the date of project award.

Signed by Barry Burton the duly authorized representative  
*(printed or typed name of signing official)*

County Administrator  
*(title)*

This twentieth day of December, 2021

Signature\* 

**\*Note: The above signature must be by an individual with legal signing authority for the respective local government or county (e.g., the Chairperson, Board of County Commissioners or the County Manager, etc.)**

# Attachment Index

Use the following template to list any supporting documentation that is **included on the CD or flashdrive**. Clearly and concisely label each attachment on this form to correspond with the file name on the CD or flashdrive. In the first column list which section and item (from the HMGP application) the attachment refers to. *Example: Section 2, Item 1.* **If any required documentation is not included on the CD or flashdrive, the application will be considered incomplete and will not be considered for possible funding.**

Section # & Item	Attached Document Name
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	
20.	