

## Award

<b>Federal Award Identification Number (FAIN)</b>	FL-2017-108-00
<b>Temporary Application Number</b>	1038-2017-1
<b>Award Name</b>	Paul S. Sarbanes Transit in Parks Program
<b>Award Status</b>	Active (Executed)
<b>Award Budget Number</b>	0

### Part 1: Recipient Information

**Name: PINELLAS, COUNTY OF**

Recipient ID	Recipient OST Type	Recipient Alias	Recipient DUNS
1038	Planning Commission	PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION	135944887

Location Type	Address	City	State	Zip
Headquarters				
Physical Address	310 COURT ST	CLEARWATER	FL	33756
Mailing Address	310 COURT STREET	CLEARWATER	FL	33756

## Union Information

There are no union contacts for this application

## Part 2: Award Information

<b>Title: Paul S. Sarbanes Transit in Parks Program</b>
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<b>FAIN</b>	<b>Award Status</b>	<b>Award Type</b>	<b>Date Created</b>	<b>Last Updated Date</b>	<b>From TEAM?</b>
FL-2017-108-00	Active (Executed)	Grant	7/13/2017	7/13/2017	No

**Award Start Date**

9/12/2017

**Award End Date**

12/31/2023

**Award Executive Summary**

The 300-acre Egmont Key National Wildlife Refuge is accessible via watercraft only. Currently, the closest public access point to the refuge is the Bay pier/dock at Fort De Soto Park, which is where a public ferry launches daily trips to Egmont Key. This project is the replacement of the existing Bay pier/dock, which is also a docking point for the U.S. and Florida Fish and Wildlife agencies, U.S. Coast Guard and the Tampa Bay Marine Pilots. Florida Marine Patrol, County Sheriff and emergency response agencies also use the pier/dock. There is no private use of the facility. A 2002 study deemed the pier/dock in need of replacement. The original grant application from 2011 is attached, as is the original proposal.

FTA, the Pinellas County MPO and Pinellas County have been communicating about the project in order to utilize the funds before they lapse. Select correspondence between the agencies discussing the project, its requirements and corresponding time frames is attached. This award will be utilized for planning, design, engineering and other pre-construction activities related to the Bay pier/dock, including completing the NEPA checklist and other related requirements. The budget spreadsheet for these funds is attached. Following pre-construction activities, local match funds will be utilized for construction. The earmark ID for this Sarbanes award is D2011-ATPL-009. The awards were released in GNS on 1/11/12 and the public announcement was made at Cuyahoga Valley National Park in Ohio on 1/17/12.

**Frequency of Milestone Progress Reports (MPR)**

Quarterly

**Frequency of Federal Financial Reports (FFR)**

Quarterly

**Does this application include funds for research and/or development activities?**

This award does not include research and development activities.

**Pre-Award Authority**

This award is using Pre-Award Authority.

**Does this application include suballocation funds?**

Recipient organization is the Designated Recipient and can apply for and receive these apportioned funds.

**Will this Grant be using Lapsing Funds?**

Yes, this Grant will use Lapsing Funds.

**Will indirect costs be applied to this application?**

This award does not include an indirect cost rate.

*Indirect Rate Details: N/A*

**Requires E.O. 12372 Review**

Yes, this application requires E.O. 12372 Review

*State Application ID:*

*Date Received by State: 7/13/2017 12:00 AM GMT+00:00*

**Delinquent Federal Debt**

No, my organization does not have delinquent federal debt.

**Award Point of Contact Information**

First Name	Last Name	Title	E-mail Address	Phone
	richelle.gosman@dot.gov	Community Planner		
	christopher.white@dot.gov	General Engineer		
Rebecca	Stysly	Accounting Services Coordinator	rstysly@forwardpinellas.org	7274648250

**Award Budget Control Totals**

Funding Source	Section of Statute	CFDA Number	Amount
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49 USC 5320 - Paul S. Sarbanes Transit in Parks Program	5320	20520	\$1,000,000
Local			\$0
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
<b>Total Eligible Cost</b>			<b>\$1,000,000</b>

### Award Budget

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
FL-2017-108-01-00	113-00 (113-A1) BUS - STATION/STOPS/TERMINALS	\$915,000.00	\$0.00	\$915,000.00	1
FL-2017-108-01-00	11.31.05 ENG/DESIGN - FERRY BOAT TERMINAL	\$915,000.00	\$0.00	\$915,000.00	1
FL-2017-108-01-00	117-00 (117-A2) OTHER CAPITAL ITEMS (BUS)	\$85,000.00	\$0.00	\$85,000.00	1
FL-2017-108-01-00	11.79.00 PROJECT ADMINISTRATION	\$85,000.00	\$0.00	\$85,000.00	1

### Earmark and Discretionary Allocations

This application does not contain earmarks or discretionary allocations.

### Sources of Federal Financial Assistance

PO Number	Project Number	Scope Name	Scope Number	Scope Suffix	UZA Code	Area Name	Account Class Code	FPC Description	Amendment Amount	Cumulative Amount
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FL-20-X004	FL-2017-108-01-00	BUS - STATION/STOPS/TERMINALS	113-00 (113)	A1	120620	Tampa--St. Petersburg, FL	2011.25.20.PG.2	00	Park Grants to Transit Systems	\$915,000	\$915,000
FL-20-X004	FL-2017-108-01-00	OTHER CAPITAL ITEMS (BUS)	117-00 (117)	A2	120620	Tampa--St. Petersburg, FL	2011.25.20.PG.2	00	Park Grants to Transit Systems	\$85,000	\$85,000

### Part 3: Project Information

<b>Project Title: Bay Pier/Dock - Egmont Key NWR Ferry</b>
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Project Number	Temporary Project Number	Date Created	Start Date	End Date
FL-2017-108-01-00	1038-2017-1-P1	7/13/2017	10/2/2017	7/31/2023

**Project Description**

The Bay pier/dock located at Fort De Soto County Park (Pinellas County, Florida) was identified in an engineering condition assessment as recommended for replacement. Emergency repairs have been conducted to address structural integrity concerns; however, replacement is still required.

This project was originally selected for the FY 2011 Paul S. Sarbanes Transit in Parks grant program. The original proposal and grant application package are attached. In March of 2017, FTA informed the Pinellas County MPO and Pinellas County that the funds were lapsing. Working together with FTA, the MPO and Pinellas County have revised the project. Specifically, Paul S. Sarbanes Transit in Parks Program funding would cover pre-construction activities. This includes design, engineering and completing the NEPA process. During this process, replacement options will be considered, as well as features and amenities. Local funding is available for construction of the replacement pier/dock following the successful completion of this project.

The original project proposal and application package detail the need for this project and describe the bay pier/dock. The original pier/dock was built in 1960 and replaced in 1984, with a 24 year lifespan. The existing pier/dock is built to withstand the extreme weather conditions typical of coastal Florida: tropical storms, high tides, rough surf and corrosive salt. The catwalks, for example, have largely been removed due to damage from Tropical Storm Debby.

The replacement pier/dock will likely be very similar in features to the existing facility; however, this is dependent on the design and engineering process, as well as environmental requirements. The design and engineering process, including an environmental review, will result in the details regarding the replacement pier/dock. The new pier/dock is anticipated to be in the same footprint or next door to the existing pier/dock, though this will be evaluated in the design, engineering and environmental processes before a final determination is made. It will also be similar in features to the existing facility, with considerations given to shaded bench areas, a reprieve from the hot sun for visitors and ferry customers. An analysis of catwalk/docking options will be reviewed to determine if recycled materials requiring reduced maintenance will be suitable for construction. Lighting will also be analyzed for improvements and anti-corrosion construction material. Lights will be constructed using energy efficient technology and will also be automatically timed during sea turtle

nesting season.

Engineering of the pier/dock will incorporate the needs of all the docking users. This includes easy docking access for the ferry and for the Tampa Bay Marine Pilots. Docking sites are also needed for boats used by U.S. Fish and Wildlife staff and state Department of Environmental Protection park staff who must daily commute via waterborne transportation to Egmont Key. The replacement pier/dock will be engineered and constructed to be structurally robust, attentive to potential chloride intrusion to avoid corrosion problems, and built to outlast its predecessor.

Ferry service from Fort De Soto Park to Egmont Key has existed for years. It is the only public access to Egmont Key. Otherwise, those traveling to Egmont Key are forced to rely on charter service and private boats.

### **Project Benefits**

The benefits of this project include: reducing traffic congestion; enhancing visitor mobility, accessibility, and safety; visitor education, recreation and health; protecting natural, cultural and historic resources; and reducing pollution.

**Reducing Traffic Congestion.** The existing 46-foot long ferry has a maximum seating capacity of 50 passengers and a peak capacity of 4 runs to the island per day. Therefore, the use of the ferry by 200 persons (4 runs) reduces the number of private marine vessels to Egmont Key by an estimated 35 vessels (calculating approximately 6 passengers per private vessel). Access to Egmont Key from anywhere in Pinellas County requires crossing a major shipping channel (Egmont Channel) just north of Egmont Key, which is used by ocean-going commercial shipping vessels utilizing the Port of Tampa. This project takes private vessels off the waterways with cargo traffic in the shipping channel, as detailed in the 2011 project information.

**Enhancing Visitor Mobility, Accessibility, and Safety.** The proposed replacement of the pier/dock is critical from a safety perspective. It is the closest docking site for any watercraft to Egmont Key. An emergency vessel dispatched from this pier/dock can reach the island faster than from any other launching point. This makes the project critical for access to the island for safety reasons for any of the marine pilots housed on the island, the State Park rangers, including the ranger who lives on the island, for any potential visitor medical emergency, vessel collision or any other problem on the island or surrounding waters for which an emergency response is needed.

This project also provides the docking site for staff of the multiple agencies that travel to Egmont Key for work related activities. This includes but may not be limited to: U.S. Coast Guard, U. S. Fish and Wildlife Service, National Oceanic and Atmospheric Administration, Environmental Protection Agency, Florida Department of Environmental Protection, Tampa Bay Estuary Program, Pinellas County Sheriff, Florida Marine Patrol, Florida Fish and Wildlife Conservation Commission, Hillsborough County, Tampa Bay Pilots Association, U. S. Geological Survey, Florida Natural Areas Inventory, Audubon, Florida Marine Research Institute, University of South Florida, Tampa Bay Watch, Eckerd College, Southwest Florida Water Management District and many others.

Without this project, the commute to Egmont Key would be increased by at least 45 minutes or more as access to the Key would take place from launching off the boat ramp facility at Fort De Soto Park, St. Pete Beach, or Manatee County. The park is a very heavily used boat ramp that often has waiting times for launching of vessels. That adds congestion to the waterways along with time to reach the destination.

A major safety factor this project provides is the reduction of private boats approaching Egmont Key.

**Visitor Education, Recreation and Health.** The proposed project would enhance the visitor experience. Fort De Soto's almost three million visitors annually

will have access to Egmont Key from the park. Past inventory indicates approximately 11,000 annual visitors take one ferry to Egmont Key. The ferry provides access to the island, which offers visitors recreational opportunities such as hiking, shelling, swimming, wildlife observation, picnicking, photography etc. Spending time with family and friends is a quality of life issue and public health benefit. Having access to the island for recreational purposes would not be possible at all for most visitors as they may not have access to a private boat. On the ferry ride to the Key, the visitors are provided and participate in a very entertaining educational experience which includes conversation about marine wildlife, environmental stewardship, marine habitat, the island's amazing historical features and various other environmental topics.

Protecting Natural, Cultural, and Historic Resources. Egmont Key serves as a loggerhead sea turtle nesting index beach (CCP). This is a site where data is collected to determine the overall health of the sea turtle population based on nesting habits of the sea turtles at this relatively undisturbed nesting beach. The Key is also designated as critical habitat for piping plovers (CCP), a federally Threatened species. Egmont is known for its cultural and historical resources, especially its now 150-year old lighthouse. The Key had a part in the Civil War, serving as a base of operations for Union blockades along the Florida coast. When the Spanish-American War began, Egmont Key was called upon for fortification against potential Spanish attack. The Coast Guard took over island ownership in the 1930's and used it for shooting practice. In summary, the ecological, historical and cultural resources on Egmont Key are abundant and need continued protection because Egmont Key is the only Tampa Bay Refuge open to the public.

According to the 2009 CCP, the carrying capacity of the island has not been determined, however, overcrowding and overuse of the refuge has become a problem. Note that the refuge is distinctly defined and referenced separately from the State Park section of the island. This problem is exacerbated by private boats anchoring anywhere they wish along the borders of the refuge. "Lack of a controlled access point" is referenced. This can be improved by use of a ferry that provides a specific and controlled access point to the State Park portion of Egmont Key. This would allow controlled numbers of visitors, specific and regulated access and would dramatically improve protection of resources. It could reduce the problem of private boats anchoring in seagrass areas that are protected, or disembarking in sea turtle nesting area, anchoring on emergent and submerged historic features and other problems. The 2011 project details the potential vessel-marine animal collision that reducing private boat use by ferry utilize could help prevent.

Reducing Pollution. The contributions of ferry travel to climate change have received less scrutiny than land and air transport, and vary considerably according to factors like speed and the number of passengers carried, as described in the 2011 project.

**Additional Information**

*None provided.*

**Location Description**

The Bay Pier/Dock is located in Pinellas County, Florida, at the Fort De Soto County Park. From the Bay Pier/Dock, ferry service embarks to Egmont Key. Egmont Key National Wildlife Refuge is located in Hillsborough County, at the mouth of Tampa Bay in the Gulf of Mexico. Access to Egmont Key is limited to watercraft only.

**Project Location (Urbanized Areas)**

UZA Code	Area Name
120000	Florida
120620	Tampa--St. Petersburg, FL

### Congressional District Information

State	District	Representative
Florida	13	Charlie Crist

### Project Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5320 - Paul S. Sarbanes Transit in Parks Program	5320	20520	\$1,000,000
Local			\$0
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
<b>Total Eligible Cost</b>			<b>\$1,000,000</b>

### Project Budget

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
FL-2017-108-01-00	113-00 (113-A1) BUS - STATION/STOPS/TERMINALS	\$915,000.00	\$0.00	\$915,000.00	1



FL-2017-108-01-00		11.31.05	ENG/DESIGN - FERRY BOAT TERMINAL	\$915,000.00	\$0.00	\$915,000.00	1
FL-2017-108-01-00	117-00 (117-A2)		OTHER CAPITAL ITEMS (BUS)	\$85,000.00	\$0.00	\$85,000.00	1
FL-2017-108-01-00		11.79.00	PROJECT ADMINISTRATION	\$85,000.00	\$0.00	\$85,000.00	1

## Project Budget Activity Line Items

<b>Budget Activity Line Item: 11.31.05 - ENG/DESIGN - FERRY BOAT TERMINAL</b>
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Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
BUS - STATION/STOPS/TERMINALS (113-00)	11.31.05	ENG/DESIGN - FERRY BOAT TERMINAL	ENGINEERING & DESIGN - BUS STATION STOPS/TERMINALS	1

### Extended Budget Description

Engineering/design for ferry boat terminal

### Will 3rd Party contractors be used to fulfill this activity line item?

Yes, 3rd Party Contractors will be used for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5320 - Paul S. Sarbanes Transit in Parks Program	5320	20520	\$915,000
Local			\$0
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0

<b>Total Eligible Cost</b>	<b>\$915,000</b>
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<b>Milestone Name</b>	<b>Est. Completion Date</b>	<b>Description</b>
Start Date	10/2/2017	
End Date	7/31/2023	Construction complete
Consultant Notice to Proceed	11/1/2017	After grant award, the appropriate consultant will come on board and Pinellas County will issue a Notice to Proceed.
Sixty Percent Plans	7/1/2018	Consultant prepared 60% plans
Ninety Percent Plans	1/1/2019	Consultant prepared 90% plans
Construction Documents Completed	1/31/2020	Signed and sealed final plans
NEPA Environmental Assessment & Checklist	3/1/2019	Completion and approval of NEPA documents (FONSI or EA)
Permitting	7/1/2019	Permit acquisition from various agencies

**Budget Activity Line Item: 11.79.00 - PROJECT ADMINISTRATION**

<b>Scope Name / Code</b>	<b>Line Item #</b>	<b>Custom Item Name</b>	<b>Activity</b>	<b>Quantity</b>
OTHER CAPITAL ITEMS (BUS) (117-00)	11.79.00	PROJECT ADMINISTRATION	OTHER CAPITAL ITEMS (BUS)	1

**Extended Budget Description**  
 Project administration, including planning and project management

**Will 3rd Party contractors be used to fulfill this activity line item?**  
 No, 3rd Party Contractors will not be used for this line item.

<b>Funding Source</b>	<b>Section of Statute</b>	<b>CFDA Number</b>	<b>Amount</b>
49 USC 5320 - Paul S. Sarbanes Transit in Parks Program	5320	20520	\$85,000
Local			\$0
Local/In-Kind			\$0
State			\$0

State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
<b>Total Eligible Cost</b>			<b>\$85,000</b>

Milestone Name	Est. Completion Date	Description
Start Date	10/2/2017	Begin project administration
End Date	7/31/2023	Project complete

## Project Environmental Findings

### Finding: Class II(c) - Categorical Exclusions (C-List)

#### Class Level Description

Class II(c) consists of projects called categorical exclusions (CEs) which are known not to have, either individually or cumulatively, a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. Class II(c) does not require documentation.

#### Categorical Exclusion Description

Type 04: Planning and administrative activities which do not involve or lead directly to construction, such as: training, technical assistance and research; promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.

Date	Description
	Class IIc CE Approved

## Part 4: Fleet Details

No fleet data exists for this application.

# Part 5: FTA Review Comments

## Application Review Comments

<b>Comment By</b>	<b>doretha.foster@dot.gov</b>
Comment Type	Application Details
Date	8/31/2017

### Civil Rights Concurrence with Comments

Pinellas County must comply with all applicable Federal laws and regulations related to this project, including the ADA Standards for Transportation Facilities, based on the U.S. Access Board's ADA Accessibility Guidelines. Found here: <http://www.access-board.gov/guidelines-and-standards/transportation/facilities/ada-standards-for-transportation-facilities>

#### Requirements to Remember for: New Construction of Facilities

- As required under DOT ADA Standard 206.4.1, Pinellas County must ensure that 60 percent of all public entrances to the facility will be accessible. If a station has only two entrances, then both must be accessible.
- As required under DOT ADA Standard 810.10, for rail projects, Pinellas County must ensure that no flange way gap can be greater than 2.5" where passenger circulation paths cross tracks at grade (i.e. a street-level pedestrian crossing over streetcar tracks).
- As required under DOT ADA Standard 206.3, Pinellas County must ensure that accessible routes coincide with or are located in the same area as general circulation paths, and elements such as ramps, elevators, and fare vending and collection areas are placed to minimize the distance that wheelchair users and other persons who cannot climb steps must travel in comparison to the general public.
- As required under DOT ADA Standard 406.8, Pinellas County must ensure that curb ramps will have detectable warnings.
- As required under DOT ADA Standard 810.2, Pinellas County must ensure that bus boarding and alighting areas are in compliance with the ADA-ABA Guidelines (Section 810.2), which address surfaces (sturdy); dimensions (96" long x 60" wide); connection to sidewalks, streets, and pedestrian paths; slope (not steeper than 1:48); signs; and public address systems.
- As required by DOT ADA Standard 810.5.3, Pinellas County must ensure that station platforms must be coordinated with the vehicle floor height.

Comment

The information provided above is intended as technical assistance and applies only to the project as described. Should the project scope change or new information on the project be provided, FTA may require a re-evaluation of the project information as it relates to ADA and require additional information. This confirmation is not an express or implied promise of project compliance with the ADA.

## Application Review Comments

<b>Comment By</b>	<b>elizabeth.orr@dot.gov</b>
Comment Type	FTA Post Review Comments for Grantee
Date	9/1/2017
Comment	Returning to Grantee to add discretionary id information.

## Application Conditions

**Entered By** micah.miller@dot.gov

Condition Type Special Conditions  
Date 8/31/2017

### CONDITIONS OF AWARD

The Recipient agrees that the following Condition of Award applies to this Paul S. Sarbanes Transit in Parks Program grant. This Condition of Award supersedes any conflicting provisions of this Grant Agreement and applicable Master Agreement, unless FTA determines otherwise in writing.

Condition

The Recipient has been awarded \$1,000,000 in 49 USC 5320 (Paul S. Sarbanes Transit in Parks Program) funding for planning, design, engineering and other pre-construction activities (including completing the NEPA checklist and other related requirements) related to the Fort De Soto County Park (Pinellas County, Florida) Bay pier/dock. Following these pre-construction activities, the Recipient intends to utilize local funds for the construction of a new Bay pier/dock. If, after December 31, 2023, the Recipient has not constructed a new Bay pier/dock pursuant to the pre-construction activities funded in this award, the Recipient agrees to reimburse FTA for the entire \$1,000,000.

## Part 6: Agreement

**UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION**

**GRANT AGREEMENT  
(FTA G-23, October 1, 2016)**

On the date the authorized U.S. Department of Transportation, Federal Transit Administration (FTA) official signs this Grant Agreement, FTA has obligated and awarded federal assistance as provided below. Upon execution of this Grant Agreement by the Recipient named below, the Recipient affirms this FTA Award, enters into this Grant Agreement with FTA, and binds its compliance with the terms of this Grant Agreement.

The following documents are incorporated by reference and made part of this Grant Agreement:

- (1) "Federal Transit Administration Master Agreement," FTA MA(23), October 1, 2016, <http://www.fta.dot.gov>,
- (2) The Certifications and Assurances applicable to the FTA Award that the Recipient has selected and provided to FTA, and
- (3) Any Award notification containing special conditions or requirements, if issued.

WHEN THE TERM "FTA AWARD" OR "AWARD" IS USED, EITHER IN THIS GRANT AGREEMENT OR THE APPLICABLE MASTER AGREEMENT, "AWARD" ALSO INCLUDES ALL TERMS AND CONDITIONS SET FORTH IN THIS GRANT AGREEMENT.

FTA OR THE FEDERAL GOVERNMENT MAY WITHDRAW ITS OBLIGATION TO PROVIDE FEDERAL ASSISTANCE IF THE RECIPIENT DOES NOT EXECUTE THIS GRANT AGREEMENT WITHIN 90 DAYS FOLLOWING FTA'S AWARD DATE SET FORTH HEREIN.

### **FTA AWARD**

Federal Transit Administration (FTA) hereby awards a Federal grant as follows:

#### **Recipient Information**

Recipient Name: PINELLAS, COUNTY OF

Recipient ID: 1038

DUNS No: 135944887

#### **Award Information**

Federal Award Identification Number: FL-2017-108-00

Award Name: Paul S. Sarbanes Transit in Parks Program

Award Start Date: 9/12/2017

Award End Date: 12/31/2023

Award Executive Summary: The 300-acre Egmont Key National Wildlife Refuge is accessible via watercraft only. Currently, the closest public access point to the refuge is the Bay pier/dock at Fort De Soto Park, which is where a public ferry launches daily trips to Egmont Key. This project is the replacement of the existing Bay pier/dock, which is also a docking point for the U.S. and Florida Fish and Wildlife agencies, U.S. Coast Guard and the Tampa Bay Marine Pilots. Florida Marine Patrol, County Sheriff and emergency response agencies also use the pier/dock. There is no private use of the facility. A 2002 study deemed the pier/dock in need of replacement. The original grant application from 2011 is attached, as is the original proposal.

FTA, the Pinellas County MPO and Pinellas County have been communicating about the project in order to utilize the funds before they lapse. Select correspondence between the agencies discussing the project, its requirements and corresponding time frames is attached. This award will be utilized for planning, design, engineering and other pre-construction activities related to the Bay pier/dock, including completing the NEPA checklist and other related requirements. The budget spreadsheet for these funds is attached. Following pre-construction activities, local match funds will be utilized for construction. The earmark ID for this Sarbanes award is D2011-ATPL-009. The awards were released in GNS on 1/11/12 and the public announcement was made at Cuyahoga Valley National Park in Ohio on 1/17/12.

Research and Development: This award does not include research and development activities.

Indirect Costs: This award does not include an indirect cost rate.

Suballocation Funds: Recipient organization is the Designated Recipient and can apply for and receive these apportioned funds.

Pre-Award Authority: This award is using Pre-Award Authority.

### **Award Budget**

Total Award Budget: \$1,000,000.00

Amount of Federal Assistance Obligated for This FTA Action (in U.S. Dollars): \$1,000,000.00

Amount of Non-Federal Funds Committed to This FTA Action (in U.S. Dollars): \$0.00

Total FTA Amount Awarded and Obligated (in U.S. Dollars): \$1,000,000.00

Total Non-Federal Funds Committed to the Overall Award (in U.S. Dollars): \$0.00

### **Award Budget Control Totals**

(The Budget includes the individual Project Budgets (Scopes and Activity Line Items) or as attached)

<b>Funding Source</b>	<b>Section of Statute</b>	<b>CFDA Number</b>	<b>Amount</b>
49 USC 5320 - Paul S. Sarbanes Transit in Parks Program	5320	20520	\$1,000,000
Local			\$0
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
<b>Total Eligible Cost</b>			<b>\$1,000,000</b>

(The Transportation Development Credits are not added to the amount of the Total Award Budget.)

**U.S. Department of Labor Certification of Public Transportation Employee Protective Arrangements:**

Original Certification Date:

**Special Conditions**

**Comment By**      **micah.miller@dot.gov**

**Comment Type**      Special Conditions

**Date**                      8/31/2017

**CONDITIONS OF AWARD**

The Recipient agrees that the following Condition of Award applies to this Paul S. Sarbanes Transit in Parks Program grant. This Condition of Award supersedes any conflicting provisions of this Grant Agreement and applicable Master Agreement, unless FTA determines otherwise in writing.

**Comment**

The Recipient has been awarded \$1,000,000 in 49 USC 5320 (Paul S. Sarbanes Transit in Parks Program) funding for planning, design, engineering and other pre-construction activities (including completing the NEPA checklist and other related requirements) related to the Fort De Soto County Park (Pinellas County, Florida) Bay pier/dock. Following these pre-construction activities, the Recipient intends to utilize local funds for the construction of a new Bay pier/dock. If, after December 31, 2023, the Recipient has not constructed a new Bay pier/dock pursuant to the pre-construction activities funded in this award, the Recipient agrees to reimburse FTA for the entire \$1,000,000.



## **FTA AWARD OF THE GRANT AGREEMENT**

Awarded By:  
yvette.taylor@dot.gov  
Regional Administrator  
FEDERAL TRANSIT ADMINISTRATION  
U.S. DEPARTMENT OF TRANSPORTATION  
Contact Info: Yvette.Taylor@dot.gov  
Award Date: 9/12/2017

## **EXECUTION OF THE GRANT AGREEMENT**

Upon full execution of this Grant Agreement by the Recipient, the Effective Date will be the date FTA or the Federal Government awarded Federal assistance for this Grant Agreement.

By executing this Grant Agreement, the Recipient intends to enter into a legally binding agreement in which the Recipient:

- (1) Affirms this FTA Award,
- (2) Adopts and ratifies all of the following information it has submitted to FTA:
  - (a) Statements,
  - (b) Representations,
  - (c) Warranties,
  - (d) Covenants, and
  - (e) Materials,
- (3) Consents to comply with the requirements of this FTA Award, and
- (4) Agrees to all terms and conditions set forth in this Grant Agreement.

Executed By:  
*Rebecca Stysly*  
*Accounting Services Coordinator*  
*PINELLAS, COUNTY OF*  
*9/14/2017*