**Project Title:**

**Applying Agency (project sponsor):**  **Date:**

**Contact Person:**  **Job Title:**

**Address:**

**Phone:**  **FAX:**

**E-mail:**

**Does the Applying Agency expect to be certified by FDOT to perform work under the Local Agency Program (LAP) process?** [ ]  **YES** [ ]  **NO**

**If not, what local government agency will perform the work on behalf of the Applying Agency?**

*[Attach a letter of intent from the agency that will perform the work.]*

**Governmental entity with maintenance responsibility for roadway facility on which proposed project is located****:**

*[If not the same as Applying Agency, attach letter of support for the proposed project from the responsible entity. This letter of support must include a statement describing the responsible entity’s expectations for maintenance of the proposed improvements, i.e., what the applying agency’s responsibility will be.]*

**Priority of this proposed project relative to other applications submitted by the Applying Agency:**

**Project Description:**

**Project Location** (include project length and termini, if appropriate, and attach location map)**:**

**Project Eligibility for Federal Funds** *(check the appropriate box):*

[ ]  the proposed improvement is located on the Federal-aid system. (Reference the Federal Aid Road Report at http://www.fdot.gov/planning/statistics/fedaid/);

[ ]  the proposed improvement is **not** located on the Federal-aid system, but qualifies as a type of improvement identified in 23 U.S.C. §133 that is not restricted to the Federal-aid system.

**Project Purpose and Need Statement:**

In the space provided below, describe the purpose and need for this proposed project. It is very important that the Purpose and Need Statement is clear and complete. It will be the principle consideration in ranking the project application for a feasibility study. It must convince the public and decision-makers that the expenditure of funds is necessary and worthwhile and that the priority the project is being given relative to other needed transportation projects is warranted. The Purpose and Need Statement will also help to define the scope for the feasibility study, the consideration of alternatives (if appropriate), and project design.

The purpose is analogous to the problem. It should focus on particular issues regarding the transportation system (e.g., mobility and/or safety). Other important issues to be addressed by the project should be identified as ancillary benefits. The purpose should be stated in one or two sentences as the positive outcome that is expected. For example, “The purpose is to provide a connection between a park and a school.” It should avoid stating a solution as a purpose, such as: “The purpose of the project is to add a sidewalk.” It should be stated broadly enough so that no valid solutions will be dismissed prematurely.

The need should establish the evidence that the problem exists, or will exist if anticipated conditions are realized. It should support the assertion made in the Purpose Statement. For example, if the Purpose Statement is based on safety improvements, the Need Statement should support the assertion that there is or will be a safety problem to be corrected. When applying for a feasibility study, you should support your Need Statement with the best available evidence. However, you will not be expected to undertake new studies.

The Purpose and Need Statement should address all of the following Priority Criteria:

1. **Proximity to Community Assets**: this measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 20 points will be assessed.
2. **Connectivity and Accessibility:** this measure considers the gaps that exist in the current network of bike lanes, bike paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities. A maximum of 20 points will be assessed.
3. **Safety/Security:** this measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with significant numbers of safety concerns. A maximum of 25 points will be assessed.
4. **Contribution to “Livability” and Sustainability in the Community:** this measure considers factors that have an impact on “livability“ and sustainability in the community. A maximum of 10 points will be assessed.
5. **Enhancements to the Transportation System:** this measure considers the demonstrated and defensible relationship to surface transportation. A maximum of 10 points will be assessed.
6. **Public Support/Special Considerations:** describe whether the proposed facility has public support and provide documentation (e.g., letters of support/signed petitions/public comments from community groups, homeowners associations, school administrators). Describe any special issues or concerns that are not being addressed by the other criteria. A maximum of 5 points will be assessed.
7. **Local Matching Funds > 10%:** if local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail. A maximum of 10 points will be assessed.

**Commentary:**