



The Florida Senate

Local Funding Initiative Request

Fiscal Year 2020-2021

LFIR # 1392

1. **Project Title**
2. **Senate Sponsor**
3. **Date of Request**

4. **Project/Program Description**

NOVA Engineering and Environmental LLC conducted a conditions report in 2018 finding that 81% of the 44 pavement sections are failing across three campuses (Pensacola, Warrington and Milton). Most asphalt roads and parking lots are original from the 1970s. The significant cracking and potholes pose an ongoing safety hazard that cannot be patched without causing additional distress. 41% of the areas are categorized in Zone 2 by having severe pavement distress that must be removed and replaced while 40% fall into Zone 1 suitable for milling and overlay within a two year time frame.

5. **State Agency to receive requested funds**
- State Agency contacted? Yes No

6. **Amount of the Nonrecurring Request for Fiscal Year 2020-2021**

Type of Funding	Amount
Operations	<input style="width: 80%;" type="text" value="000"/>
Fixed Capital Outlay	<input style="width: 80%;" type="text" value="4,104,513"/>
Total State Funds Requested	4,104,513

7. **Total Project Cost for Fiscal Year 2020-2021 (including matching funds available for this project)**

Type of Funding	Amount	Percentage
Total State Funds Requested (from question #6)	<input style="width: 80%;" type="text" value="4104513"/>	<input style="width: 80%;" type="text" value="100.0"/> %
Matching Funds		
Federal	<input style="width: 80%;" type="text" value="00"/>	<input style="width: 80%;" type="text" value="0"/> %
State (excluding the amount of this request)	<input style="width: 80%;" type="text" value="00"/>	<input style="width: 80%;" type="text" value="0"/> %
Local	<input style="width: 80%;" type="text" value="00"/>	<input style="width: 80%;" type="text" value="0"/> %
Other	<input style="width: 80%;" type="text" value="00"/>	<input style="width: 80%;" type="text" value="0"/> %
Total Project Costs for Fiscal Year 2020-2021	4,104,513	100 %

8. **Has this project previously received state funding?** Yes No
- If yes, provide the most recent instance:

Fiscal Year (yyyy-yy)	Amount		Specific Appropriation #	Vetoed
	Recurring	Nonrecurring		
<input style="width: 80%;" type="text"/>	<input style="width: 80%;" type="text"/>	<input style="width: 80%;" type="text"/>	<input style="width: 80%;" type="text"/>	<input style="width: 80%;" type="text"/>

9. **Is future-year funding likely to be requested?** Yes No
- If yes, indicate nonrecurring amount per year.



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10. Details on how the requested state funds will be expended

Spending Category	Description	Amount
Administrative Costs:		
Executive Director/Project Head Salary and Benefits		<input type="text"/>
Other Salary and Benefits		<input type="text"/>
Expense/Equipment/Travel/Supplies/Other		<input type="text"/>
Consultants/Contracted Services/Study		<input type="text"/>
Operational Costs: Other		
Salary and Benefits		<input type="text"/>
Expense/Equipment/Travel/Supplies/Other		<input type="text"/>
Consultants/Contracted Services/Study		<input type="text"/>
Fixed Capital Construction/Major Renovation:		
Construction/Renovation/Land/Planning Engineering	Testing/Surveys; Planning; Architectural and Engineering fees; Inspection Services; On-site representation; asphalt replacement and milling.	4,104,513
Total State Funds Requested (must equal total from question #6)		4,104,513



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11. Program Performance

- a. What specific purpose or goal will be achieved by the funds requested?

A 2018 geotechnical assessment conducted by NOVA Engineering and Environmental LLC finds severe pavement failure--significant cracking and potholes at PSC. The survey identifies 81% of the asphalt across three campuses need to be removed, replaced and/or repaired. PSC is one of the oldest state colleges in Florida and its asphalt roadways and parking lots have reached or surpassed their useful life.

- b. What activities and services will be provided to meet the intended purpose of these funds?

Based on NOVA's visual observations as well as the core/boring results, the pavement sections in "Zone 1" are deemed suitable for milling and overlaying (M&O) of the existing asphalt pavements to produce a new pavement section with a life expectancy estimated at 10+ years. "Zone 2" are at the end of their useful life (i.e., they are already failing, or soon will be) and removal and replacement (R&R) will be required to restore the pavement sections to a life expectancy of 10+ years. The recommended pavement sections should utilize materials and be constructed in accordance with applicable FDOT specifications.

- c. What direct services will be provided to citizens by the appropriation project?

The appropriation will substantially improve the driving, parking and walking conditions for students and visitors on campus and eliminate ongoing ineffective maintenance expenses for patches. Replacing pavement sections in Zone 2 will eliminate many large cracks and potholes which are a safety hazard. Milling and overlaying pavement sections in Zone 1 will address raveling (progressive loss of pavement) and single and branch cracks that must be addressed before worsening. The parking areas will be re-stripped for parking spaces that are currently delayed because the asphalt condition is not conducive to painting.

- d. Who is the target population served by this project? How many individuals are expected to be served?

A median total of 11,584 students and visitors per semester attend classes on these three campuses based on enrollment over the past eight years. The project will serve the current student body and those attending PSC for the next decade.

- e. What is the expected benefit or outcome of this project? What is the methodology by which this outcome will be measured?

The project will improve transportation conditions by replacing and repairing sections of the parking and road asphalt on campus--eliminating related safety issues for students and the general public driving or walking on campus. Upon completion of the project, 100% of the 37 failing pavement sections on the three campuses (Pensacola, Warrington and Milton) will meet FDOT standards.

- f. What are the suggested penalties that the contracting agency may consider in addition to its standard penalties for failing to meet deliverables or performance measures provided for in the contract?

No additional penalties are needed as the standard penalty provisions built into all construction contracts have served the College well over time.



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12. **The owners of the facility to receive, directly or indirectly, any fixed capital outlay funding. Include the relationship between the owners of the facility and the entity.**

The State of Florida, through Pensacola State College, is and will continue to be the owner of all College property.

13. **Requestor Contact Information**

- a. First Name Last Name
- b. Organization
- c. E-mail Address
- d. Phone Number Ext.

14. **Recipient Contact Information**

- a. Organization
- b. Municipality and County
- c. Organization Type
- For-profit Entity
 - Non-Profit 501(c) (3)
 - Non-Profit 501(c) (4)
 - Local Entity
 - University or College
 - Other (please specify)
- d. First Name Last Name
- e. E-mail Address
- f. Phone Number

15. **Lobbyist Contact Information**

- a. Name
- b. Firm Name
- c. E-mail Address
- d. Phone Number Ext.