



IMMOKALEE COMPLETE STREETS

GROWING CONNECTIONS TO CREATE MOBILITY OPPORTUNITIES

TIGER 2016 APPLICATION



LOCATION: Collier County, Florida
SUBMITTED BY: Collier County Growth Management
GRANT REQUESTED: \$ 10,493,792
MATCHING FUNDING: \$ 2,623,448
TOTAL PROJECT COST: \$ 13,117,240





EXECUTIVE SUMMARY

Immokalee Complete Streets

Growing Connections to Create Mobility Opportunities

Project Sponsor: Collier County, Florida

Project Type: Rural

FY2016 TIGER Request: \$10,493,792

Non-Federal Match: \$2,623,448 (20%)

Total Project Cost: \$13,117,240



Collier County, Florida is embarking upon an urgently-needed and transformative plan to provide livable city amenities to the citizens of Immokalee, a rural farming enclave of 24,154, **where 45 percent of the population live below the national poverty line and 47 percent use public transit or bicycles to get to work or walk to work.** The project’s sponsors include the **Seminole Tribe of Florida**, which has members living adjacent to Immokalee’s southern border on 600 acres of tribal land and who will directly benefit from the project’s improvements.

The \$10,493,792 in requested FY2016 TIGER funds would be used to design and construct 20 miles of new sidewalk facilities, 4.5 miles of street lighting (including 76 intersections), 20 bus shelters, landscaping, drainage improvements and pedestrian facilities.

Although the TIGER program does not specifically require projects in rural areas to provide a non-federal match, Collier County will provide \$2,623,448 in unencumbered matching funds from the County’s general fund (roadway impact fees) to demonstrate its commitment to the project.

This design-build project will be constructed within existing agency rights-of-way, impacting no environmentally-sensitive lands or endangered species and is expected to receive a NEPA Categorical Exclusion. The 1.5-year construction project is scheduled to be completed in 2019.

Description	Project Cost	Source
Sidewalk	\$5,729,768	TIGER - Federal
Drainage Improvements	\$ 1,474,704	TIGER - Federal
Pedestrian Facilities	\$ 99,720	TIGER - Federal
Landscaping	\$ 964,800	TIGER - Federal
Lighting	\$ 1,591,200	TIGER - Federal
Transit Facilities	\$ 633,600	TIGER - Federal
Professional Services	\$ 2,623,448	Collier County - Local General Fund
Total	\$ 13,117,240	



Provides residents, students, and workers safe access

EXECUTIVE SUMMARY

This is a flagship project provides much needed pedestrian and bicycle infrastructure to an economically distressed, rural, agricultural community. This project will transform this underserved area, enhancing both mobility and safety, by providing over 20 miles of new sidewalk facilities, 4.5 miles of street lighting (including 76 intersections), 20 bus shelters, landscaping, drainage improvements and pedestrian facilities within a “Rural Enterprise Zone” (EZ).

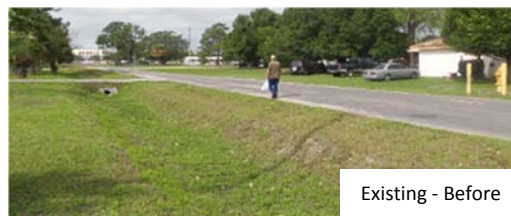
Primary Selection Criteria

- **a. Safety** – The proposed improvements will result in a crash reduction benefit of \$3M/Yr. by separating pedestrians from the roadway, safe street crossings, calming traffic with street enhancements, adding street lights, and reducing VMT.
- **b. State of Good Repair** – All project improvements will be maintained by Collier County at their expense. Annual VMT reduced by 500k largely attributed to modal shift from motorized vehicles to walking and biking. Existing roadway maintenance costs reduced by \$1.8M/20Yr.
- **c. Economic Competitiveness** – Community Reinvestment benefit of \$2M/20Yr. due to increase in property value.
- **d. Quality of Life** – Health benefit of \$11M/20Yr. due to increased mobility options.
- **e. Environmental Sustainability** – Emissions benefit of \$135k/20Yr. as a result of a reduction in VMT.
- **Benefit-Cost Analysis:** The benefit-cost ratio is between 3.22:1 (7% discount rate) and 4.71:1 (3% discount rate).
- **Job Creation and Economic Stimulus:** Project creates 241 jobs. Includes 154 direct/indirect jobs and 87 induced jobs.

Quick Start Criteria:

- **Project Schedule** – The project will be completed by June 2019.
- **Environmental Approvals** – According to National Environmental Policy Act (NEPA) regulations, the project is considered a Categorical Exclusion. No ROW required, no environmental impacts, no negative socioeconomic impacts.
- **Legislative Approvals** – No specific legislative approvals are required to progress this project.
- **State and Local Planning** – Projects have been identified in the Collier MPO Comprehensive Pathway Plan and the Immokalee Walkable Community Study.
- **Technical Feasibility** – No aspects of the project are anticipated to cause any engineering or constructability concerns.
- **Financial Feasibility** – Matching funds are anticipated to be provided by a general fund transfer. All projects

have ample contingency reserves built into cost estimates.



Existing - Before



Project Rendering - After

Secondary Selection Criteria:

- **Innovation** – Design-Build to expedite the project phases. Economic revitalization within a Rural Enterprise Zone.
- **Partnership** – Collier County, Seminole Tribe of Florida, Immokalee CRA, FDOT, Pathways Advisory Committee.

Priority Criteria

- **Requested TIGER funding of \$10,493,792** and total project cost of \$13,117,240
- The project is located in **Rural Enterprise Zone**.
- The project **quickly creates/preserves jobs in economically distressed area**.
- Access Ladders of Opportunity **significantly improves long-term efficiency in the movement of people and goods**, and makes the region more attractive for existing and potential residents and employers.
- The application includes **commitments of financial support (20% match)** from the Collier County Board of Commissioners.
- The project will result in more livable communities throughout the region.
- **Environmental Justice** – These much needed infrastructure improvements will provide the Immokalee Community the ability to live, work and play in “high quality of life” multi-modal neighborhood.

Note: Project is scalable and can be modified to match funding availability.



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OTHER SUPPORTING DOCUMENTS:

[TIGER VII Supporting Documents Link](#)

Immokalee Walkable Community Study
 Letters of Support
 Benefit-Cost Analysis

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PROJECT DESCRIPTION

PROJECT DESCRIPTION

The “**Growing Connections to Create Mobility Opportunities in Immokalee**” project is a surface transportation improvement that will **Connect** a growing community with sidewalks and provide increased **Mobility** for people of all socioeconomic status. The Immokalee community is a small unincorporated town surrounded by agricultural lands in rural Collier County Florida. The town’s small size and tight knit streets make it conducive to getting around by walking or cycling. Unfortunately most of the central developments were built before codes requiring sidewalks were in place. While efforts have been undertaken to add sidewalks and crosswalks to thoroughfares, many local streets still lack basic pedestrian infrastructure. **This project will retrofit existing right-of-ways with pedestrian facilities to increase Immokalee’s state of good repair, economic competitiveness, quality of life, environmental sustainability, and provide for the most benefit at the least cost.**

Project Location

Collier County is in Southwest Florida, just above the Everglades, on Florida’s Gulf Coast. Immokalee is an unincorporated town in the northeastern part of rural Collier County (see Figure 2). **With almost 45 percent of the population living below the poverty line¹**, the Immokalee community has an above average

population of economically disadvantaged people when compared with the rest of Florida and with the country as a whole.

Figure 1: Project Location - Immokalee Florida



Almost 50 percent of those living within the project area use public transit, bike or walk to work. Those who live in the project area use these methods to commute to work more than 4.5 times the rate of others in Collier County. **This dependency on bicycle and pedestrian facilities is in part due to a lack of access to private vehicles.** 23.8 percent of workers in Immokalee do not have access to a vehicle compared to only 5% in Collier County, and there remains a 14.6 percent unemployment rate.

The Seminole Tribe of Florida owns approximately 600 acres of land in the southern part of Immokalee. As of 2006, there were 72 members of the tribe living



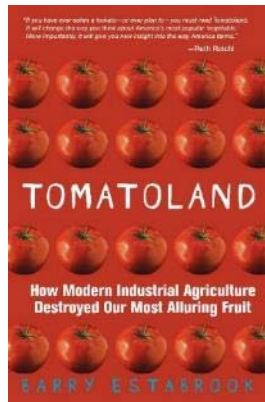
¹ 2014 American Community Survey (ACS), 5-year estimates.



PROJECT DESCRIPTION

on the Immokalee Reservation.² The residences are situated at the southern edge of Immokalee’s boundary, isolated from the majority of Immokalee’s population and services.

Immokalee is renowned nationally as an epicenter of farmworker vs farm owner labor woes, but also twenty years of inspiring advocacy to improve working conditions and standards of living. The community and surrounding lands are a crucial source of the nation’s food supply, harvested from over 400 square miles of productive farmland. The area contributes 90 percent of the country’s winter tomatoes³ and contributes nearly half of the \$1.3 billion tomato industry.



National media coverage of the area has been plentiful, most notably with a 1960’s *Harvest of Shame*, Eva Longoria’s critically acclaimed documentary *Food Chains*, the IACP award-winning book *Tomatoland*, and several articles in the *New York Times*. An area of less than 25,000 people receiving over fifty years of nationwide-coverage just highlights how large of an impact Immokalee, Florida has throughout the food industry and the country as a whole.



Immokalee Residents desire safe crossings such as the one shown here.

Immokalee residents taking sidewalk issue personally

Posted: Mar 18, 2016 5:42 PM EST
Updated: Mar 18, 2016 6:56 PM EST



Figure 2 NBC 2 Local Media Coverage Identified Immediate Safety Concerns

Despite the ongoing economic hardships of much of Immokalee’s population, the community is very young and growing. The median age is 27.6, much lower than the state median age of 41. **Despite the fact that 95 percent of the students at Immokalee High School are classified as economically needy**, the graduation rate has increased from 67 percent in 2010 to 89 percent in 2014. Many of those

² Seminole Tribe of Florida, 2035 Long Range Transportation Plan, June 2015.

³ Greenhouse, Steven. “In Florida Tomato Fields, a Penny Buys Progress.” *The New York Times*. April 24, 2014.



PROJECT DESCRIPTION

graduates either stay in the area or return to the area after attending college.

Existing Conditions

Most local streets in the project area are two-lane asphalt roads in 60 feet of right-of-way. **There are 73 linear miles of public roads, yet 63 percent have no sidewalks to offer the community.**



People routinely walk in the road unless traffic volumes or speeds discourage them. Worn footpaths offer evidence that the roadside has been used despite the lack of pedestrian infrastructure. After a rainfall, the lack of swales turn these footpaths to mud for hours or days, further discouraging walking as a form of transportation. When under the hot Florida sun, the sparsely planted urban landscape causes people to endure the discomfort via the heat island effect and risk heat stroke. Crosswalks that communicate to drivers where to expect a conflict with a pedestrian movement, are absent from intersections. The residents of Immokalee endure these conditions because socioeconomic status limits access to private vehicles. What is needed is quality pedestrian infrastructure that people of all means would actually prefer to utilize.

⁴<http://www.colliermpo.com/modules/showdocument.aspx?documentid=932>

Proposed Improvements

Collier County has been steadily implementing the walkability improvements detailed in the 2011 Immokalee Walkability Assessment,⁴ but the needs are more than a rapidly growing county can fund in a timely manner. **What this application proposes is a wholesale reinvestment to elevate the existing community to a walkability standard consistent with that of new subdivisions.** The improvements include adding concrete sidewalks, ADA crosswalks, swale ditches, native trees, transit stop enhancements, and street furniture. These improvements are planned on the following streets:





- Madison Ave. W
- Jefferson Ave.
- Adams Ave.
- Washington Ave.
- Roberts Ave.
- Jerome Dr.
- S 9th St.
- Stockade Rd.
- Alachua St.
- Broward St.
- Charlotte St.
- Dade St.
- Flagler St.
- Glades St.
- Hendry St.

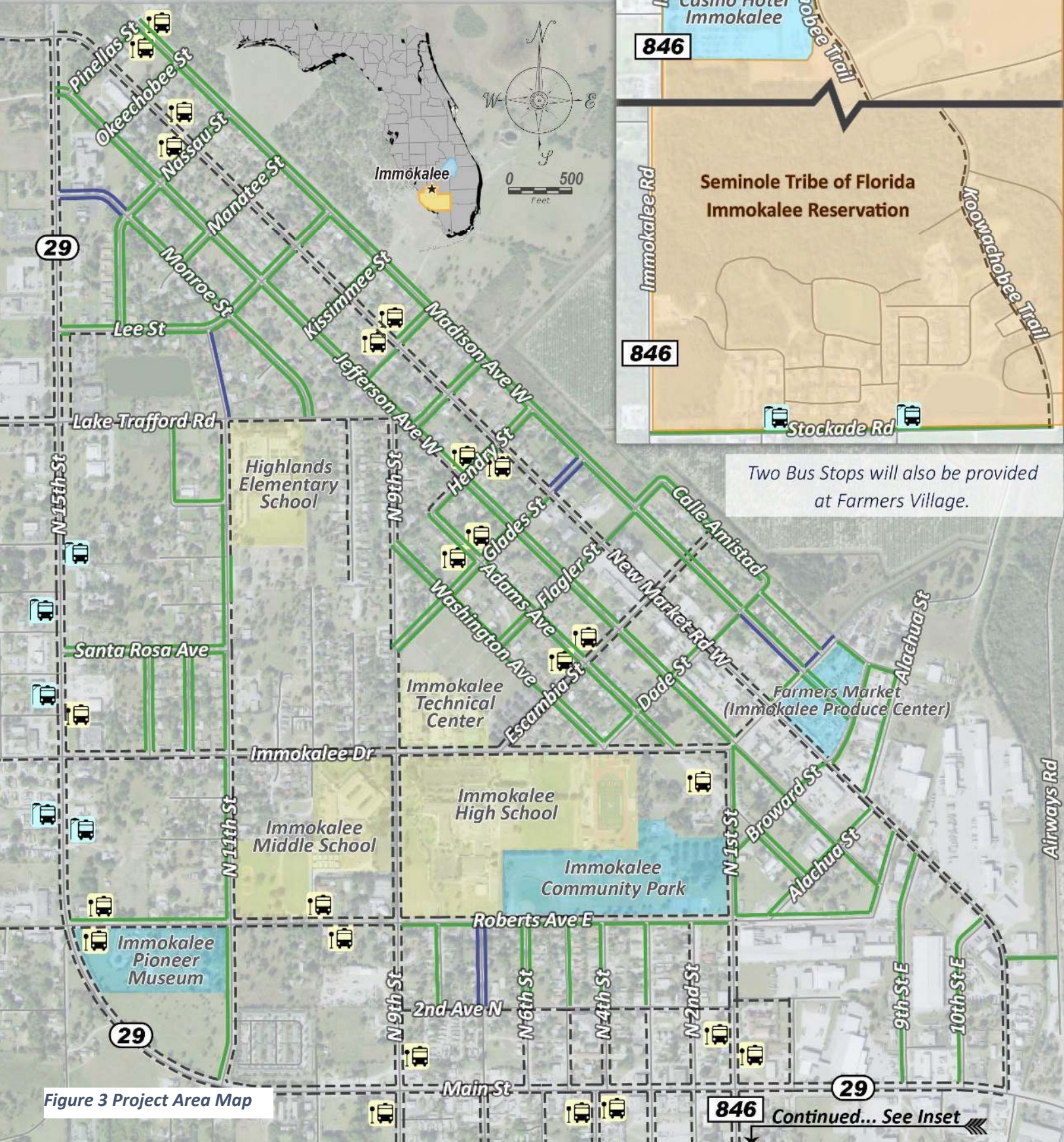
Additional improvements included as part of Growing Connections to Create Mobility Opportunities include street lighting in high traffic areas and intersection lighting in residential areas. The following figures show the Project Area Map, the Land Use Map, the Before and After Renderings of proposed improvements and the proposed Lighting Plan.

City of Immokalee Complete Streets Project
TIGER Grant Application 2016

Project Area Map

LEGEND

- Existing Roads
- - Existing Sidewalks
- Proposed Sidewalks w/Swale
- Proposed Sidewalks w/Pipe
-  Existing Bus Stop w/Shelter
-  Existing Bus Stop wo/Shelter
-  Education
-  Recreation



Two Bus Stops will also be provided at Farmers Village.

Figure 3 Project Area Map

846 Continued... See Inset

Points of Interest

LEGEND

- | | | |
|------------------|--------------|--------------------|
| Existing Roads | Education | Industrial |
| Religious | Health | Institutional |
| Community Center | Recreation | Residential |
| Government | Agricultural | Retail/Office |
| | | Vacant Residential |

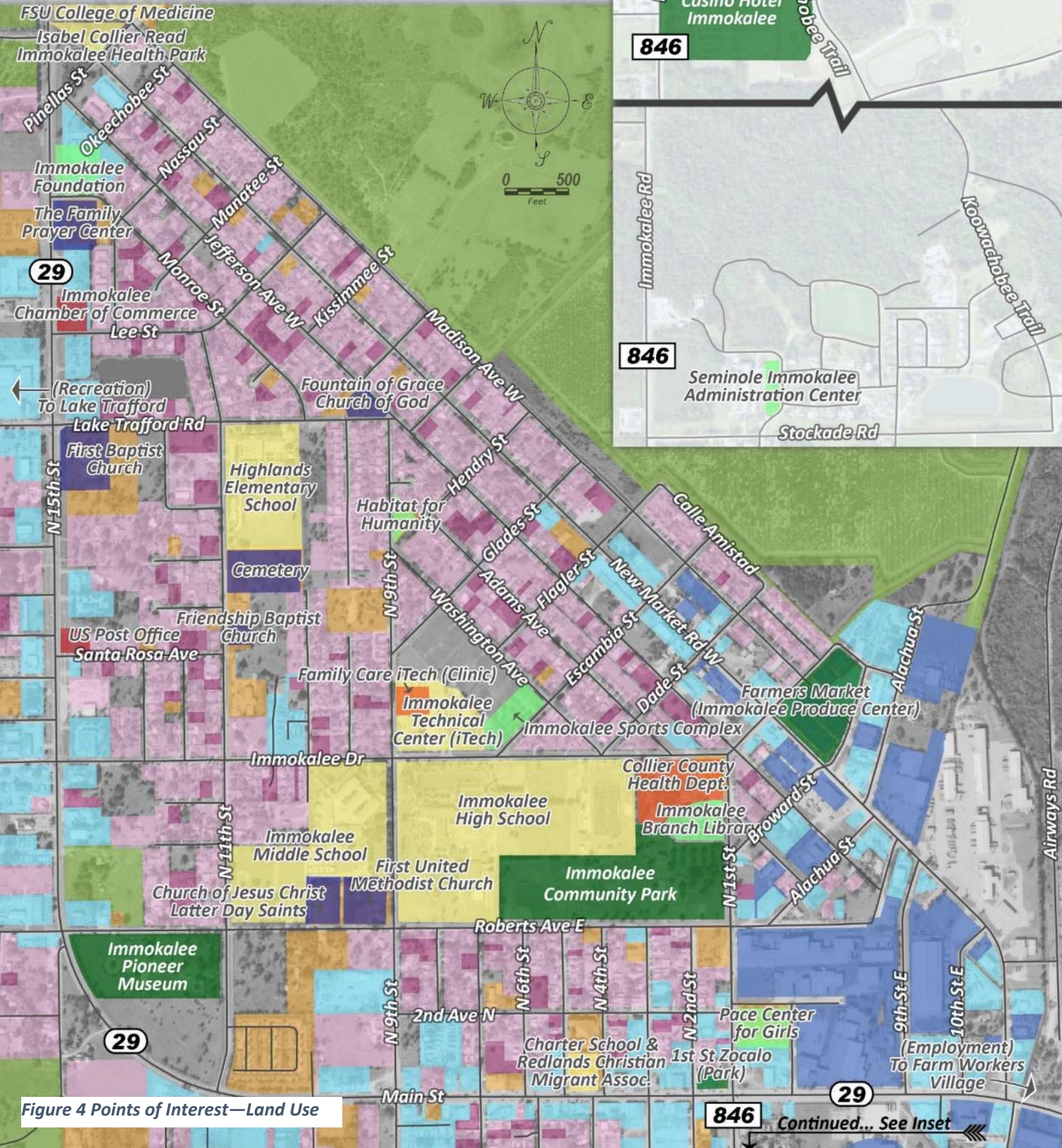


Figure 4 Points of Interest—Land Use

Continued... See Inset



Existing – BEFORE

- Unsafe pedestrian condition – No Sidewalks or Lighting
- No connectivity for pedestrian access to school, work, shopping, and community points of interest.
- Sub standard conveyance and stormwater treatment



Proposed – AFTER

- Provision of light poles and 6' wide sidewalk set back from the roadway provides an added measure of safety
- Addition of tree plantings for shade encourages recreational uses
- Conveyance swale with additional plantings provide enhanced stormwater treatment
- Neighborhood connectivity achieved
- Improved neighborhood aesthetic.

Figure 5 Project Rendering

Growing Connections to Create Mobility Opportunities in Immokalee
 TIGER Grant Application 2016 - **Lighting Plan**

LEGEND







-  Existing Roads
-  Existing Street Lighting
-  Proposed Street Lighting
-  Proposed Intersection Lighting
-  Education
-  Recreation



Figure 6 Lighting Plan



PROJECT DESCRIPTION

Connections to Existing Transportation Systems

The proposed improvements will provide connections to the fragmented existing sidewalk network and enhance the first/last mile walk to/from the existing Collier Area Transit (CAT) system.

Figure 4, Project Area Map, presents points of interest (POI) near the proposed sidewalk project. While sidewalks surround most of the POI's in the project area (Immokalee High School, Immokalee Community Park, Immokalee Technical Center, etc.), there are few sidewalks that allow connections from these POIs to many of the surrounding streets/neighborhoods. Similarly, there are numerous CAT Bus Stops operating on the circulating routes to bring residents in this area to the POIs. However, there are few sidewalks that allow safe pedestrian/bicycle connections from where they live to the POIs.

Figure 7 presents the CAT Bus Routes in Immokalee. Routes 22 and 23 provide circulatory service within Immokalee. Route 19 provides direct connections from Immokalee to the

Figure 7 Existing Collier Area Transit (CAT) System



Golden Gate area and Naples. Route 121 provides an express connection between Immokalee and Marco Island.



PROJECT DESCRIPTION

The existing bike paths in the Immokalee community are presented in the figure below (Figure 8). Currently, the Immokalee community relies on paved shoulders and sidewalks for bicycling activities/transportation. The existing bicycle paths map shows the lack of sidewalks in the proposed project for both pedestrian and bicycling activity. CAT buses have bike racks mounted on the front of every bus. The racks are easy and safe to use and encourage intermodal connections.

Gaps in bicycle and pedestrian facilities can create hazardous conditions and discourage people from walking or biking to their destination. Filling in gaps can improve connectivity and facility continuity, improve safety conditions, and promote greater walking and cycling activity. Narrowing the streets and adding landscaping will reduce vehicle speed and encourage bicycle use in the corridor and intermodal connectivity. The addition of sidewalks will encourage both pedestrian and bicycle activity and intermodal connectivity in the corridor.

Adding landscape and lighting, as shown in Figure 4, will enhance the quality of the pedestrian/bicycle network and consequently

Figure 8 Existing Bike Paths



trigger mode shift from vehicles to more sustainable modes.

The CAT Comprehensive Operation Analysis⁵ performed in January 2013, recommended route changes/modifications that will benefit the Immokalee community. Recommendations include improving Route 5 (Blue Route) to include service through the growing northeast areas of Collier County.

⁵ <http://www.colliermopo.com/index.aspx?page=71>



PROJECT DESCRIPTION

**Immokalee Complete Streets Project
Ripple Effect**
The infusion from the TIGER grant program will be transformative for the Community of Immokalee.

TIGER
GRANT AWARD

Residents, Students, Employees and Employers will all benefit from safe "multi-modal" infrastructure

A community with walking amenities and a growing economy will fuel property value increases and population growth

Immokalee Complete Streets Project

Multi-modal improvements connectivity
Residents to civic amenities; students to education; employees to employment

Prosperous areas will promote infill of existing greyfield

As a producer of 90% of the country's winter tomatoes - success here will ripple to the entire U.S. by way of increased packaging, shipping, etc...

Establishes Pathways to Opportunity

The Immokalee Complete Streets Project is a transformative endeavor which will not change of the lives of those within Immokalee but will have a ripple effect throughout Collier County as well as the rest of the country. These much needed infrastructure improvements will provide the Immokalee Community the ability to live, work and play in "high quality of life" multi-modal neighborhood. Accessing Ladders of Opportunity significantly improves long-term efficiency in the movement of people and goods, and makes the region more attractive for existing and potential residents and employers.



SELECTION CRITERIA

Primary

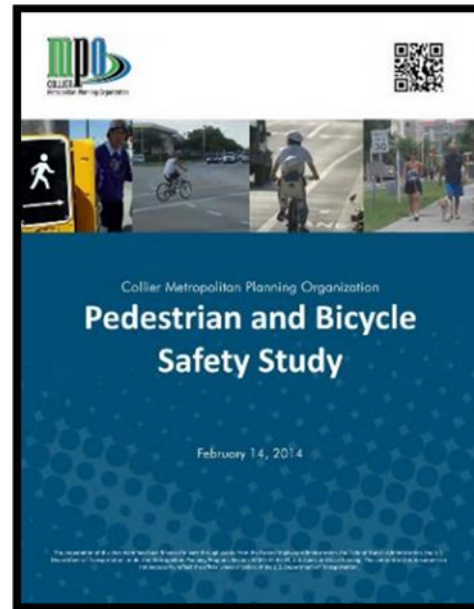
The primary selection criteria include evaluating a project's effect on safety, state of good repair, economic competitiveness, environmental sustainability, and quality of life.

Safety

Florida is the most dangerous state in the country for both pedestrians and bicycles.⁶ Immokalee experiences the **highest rate** in Collier County of severe crashes involving pedestrians or cyclists, **including five recent fatalities**. There were 60 documented bike and pedestrian crashes within the project area in the last ten years (2005-2014). Based on the MPO Pedestrian and Bicycle Safety Study, the project is located within a high crash zone and, from 2008 to 2012, nearby Main Street from 9th Street to 1st Street hosted 34 crashes involving a



⁶<http://247wallst.com/special-report/2014/08/04/the-10-most-dangerous-states-for-pedestrians/3/>



pedestrian or bicyclist—Collier County's highest volume by over half. Worse yet, more than a quarter of those crashes were classified as severe, meaning injuries were incapacitating or even fatal. Throughout Collier County, 32% of pedestrian crashes occurred while the pedestrian was walking along the roadway,⁷ further underscoring the necessity of pedestrian infrastructure.

Almost 50 percent of those living within the project area use public transit, bike or walk to work. Those who live in the project area use these methods to commute to work more than 4.5 times the rate of others in Collier County.

⁷ Collier MPO, *Pedestrian and Bicycle Safety Study*, BPC Meeting – Nov. 26, 2013



SELECTION CRITERIA

In addition, there are five elementary schools, one middle school, and two high schools in Immokalee. As with many of the individuals throughout the community, a large segment of the students either walk or use a bicycle as their main mode of transportation. **Increasing the network of sidewalks and bicycle and pedestrian amenities available will provide the area's children with increased safety.** In an attempt to address the safety concerns within the study area, Collier MPO embarked upon the Immokalee Walkable Community Study which

Highway Maintenance Benefits = \$1.85 Million

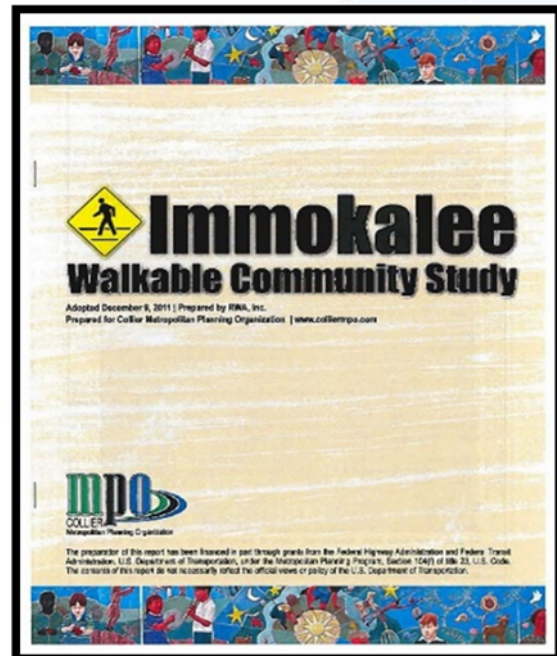
addressed both pedestrian and bicyclist connectivity as well as safety concerns within the community. The result of the study was a consensus of support for additional pedestrian infrastructure in Immokalee.

Crash Reduction Benefits = \$59.5 Million

A lack of pedestrian infrastructure was identified as a major contributing cause to the extremely high rate of accidents. The proposed improvements will dramatically reduce the risk of crashes by providing sidewalks to separate pedestrians from the roadway, marking crossings, calming traffic with street enhancements, adding street lights, and reducing VMT. **A 50% reduction in incidences is projected because conflict points will be reduced** from the entire length of roadway to

Collier County utilizes an Asset Management Database to maintain infrastructure.

just the crossing points. This reduction meets the target in the BCA and would provide an economic benefit of \$59.5 million.





SELECTION CRITERIA

Additional reduction could result from a cultural change recognizing that people walking or cycling are as important as people driving cars. The proposed improvement would address the infrastructure quality and elevate the status of pedestrian to a road user who deserves the respect of drivers. Transit riders waiting for a bus will have the benefit of a shelter from the sun or rain; equal to those who are traveling by car.



Bus shelters (shown below) will be provided at CAT transit locations.



Existing bus shelters will be made ADA compliant.



Transit rider amenities such as benches, shelters, bicycle racks, and trash receptacles will be provided.



Community meetings have documented the need for multi-modal connections.



Many residents walk or bike to shopping areas.



SELECTION CRITERIA

State of Good Repair

Maintaining a state of good repair for the improvements is essential for maximum lifecycle benefit. **The goal of the Growing Connections to Create Mobility Opportunities in Immokalee project will, in short, create a better network to carry people and goods safely and more efficiently.** The new bus shelters and lighting will be constructed to withstand hurricane-force winds. New swales will effectively drain the existing roadways preventing potential damage from base saturation. In addition, the swales will improve water quality within the drainage basin.

The reduction in VMT from this project is largely attributed to modal shift from motorized vehicles to walking and biking. This reduction will result in a reduction of roadway maintenance costs.

In addition, the improvements to bicycle and pedestrian network will reduce the need for future roadway capacity improvements.

Collier County documents its transportation facilities in an asset management database. This database is used to record assets, budget and schedule facility maintenance and track life cycle cost. The GCCMOI will be recorded into the asset management database and the costs (estimated \$85k/year) required to properly maintain these new facilities will be budgeted.

Economic Competitiveness

The proposed project will increase the economic competitiveness of the area by connecting people to jobs, improve access to affordable transportation, increasing community reinvestment, and creating jobs.

Community Reinvestment Benefits = \$2.06 Million

This project will include new bicycle and pedestrian facilities that will help connect residents to an employment and shopping hub, several local schools, and a number of businesses along the corridor. **The enhanced mobility to school, jobs, and essential services will provide ladders of opportunity to thousands of people in a predominantly minority and low-income neighborhood.** It will also improve safety for all users within the high-crash corridor. The combined benefits will help transform a distressed area into a safe and vibrant, growing community in one of the nation's most economically prosperous states.

Improving access to non-motorized transportation will reduce household transportation cost and revitalize the community. Transportation is an increasing strain on people's finances because the costs of a private automobile can exceed \$10,000 per year.⁸ **The aggregate economic savings for reduced vehicle miles traveled will be \$7 million over 20 years per the benefit-cost analysis.** While

⁸http://www.apta.com/mediacenter/pressreleases/2015/Pages/1500730_Transit-Savings.aspx



SELECTION CRITERIA

automobile spending tends to send capital to automobile manufacturing or oil producing countries, studies show that people who save money on transportation tend to spend more in their local communities.⁹ This repurposed spending will **benefit local businesses and stimulate another source for long-term job creation.**

The increase in community reinvestment is part of a virtuous cycle of redevelopment begetting redevelopment. The benefit-cost analysis estimates a **direct capitalization benefit of \$2 million to adjacent properties.** This project will stimulate additional interest in people living in the improved areas and redeveloping the older housing stock. Existing residents will have an increased sense of connection and pride in Immokalee, resulting in more brownfield redevelopment and less new greenfield development. Local industry and contractors will benefit more from the need for private reconstruction and landscape improvements than they would from new construction subdivisions often executed by regional homebuilding corporations.

A simple rule for estimating job-years created by government spending, per the White House estimates, is one job-year per \$92,000 spent.¹⁰ Additionally, research comparing the impact of bike/pedestrian construction versus road only

construction shows a job creation bonus for bike/pedestrian only projects can approach 100%.¹¹ This finding demonstrates the notion that machines build roads and people build sidewalks.

Table 1 estimates the job creation benefits of the proposed project.

Table 1 Estimated Jobs Created

Year	Quarter	Stage	Jobs Created
2017	Q1	Design	3
2017	Q2	Design	3
2017	Q3	Design	3
2017	Q4	Design	3
2018	Q1	Construction	30
2018	Q2	Construction	41
2018	Q3	Construction	46
2018	Q4	Construction	56
2019	Q1	Construction	35
2019	Q2	Construction	20
Total Jobs Created			241
Direct and Indirect Jobs			154
Induced Jobs			87

- Direct jobs are the job-years created in the actual government-sponsored project.
- Indirect jobs are the job-years created at suppliers who make the materials used in the project.
- Induced jobs are the job-years created elsewhere in the economy as increases in

⁹http://kellyjclifton.com/Research/EconImpactsofBicycling/TRN_280_CliftonMorrissey&Ritter_pp26-32.pdf

¹⁰https://www.whitehouse.gov/assets/documents/Job-Years_Revised5-8.pdf

¹¹http://www.peri.umass.edu/fileadmin/pdf/published_study/PERI_ABikes_October2011.pdf



SELECTION CRITERIA

income from the direct government spending lead to additional increases in spending by workers and firms.

- 64% of the job-years represent direct and indirect effects.
- 36% of the job-years are induced effects.

Quality of Life

Currently residents of Immokalee have limited access to sidewalks and bicycle facilities. Once the pedestrian network is expanded, and the streets well-lit, there is a greater opportunity for people to walk, bike, and use public transit. This increased accessibility means jobs, medical services, and education can all be accessed more affordably. The money saved on transportation can be used for themselves and/or their children. Thus creating a virtuous cycle of active transportation by getting better education, better employment, better health, and a better quality life.

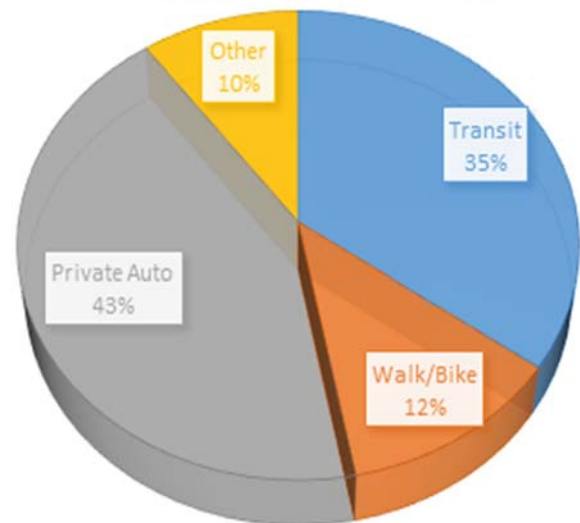


For many residents, walking is the only option.

Each year, during growing and harvesting season which runs from October through spring, the population of Immokalee balloons with temporary farmworkers. Many of these people who work the fields of the agriculture industry are undocumented and do not drive since they are unable to obtain a license. Additionally, these workers fight to receive living wages with the Coalition of Immokalee Workers. They fight for increased wages to buy necessities, not cars. Walking is a necessity for them.

According to the American Community Survey estimates that the transportation mode split of Immokalee residents to be comprised of a majority of residents traveling by walking or bicycle or using by using transit.

Figure 9 Immokalee Mode Split (2014 ACS)





SELECTION CRITERIA

Using this mode split as a baseline, there is obvious influence on reducing vehicle miles traveled (VMT) once GCCMOI is implemented. A reduction of 1,393 VMT per day¹² will be the result. Based on that reduction, Immokalee residents will breathe easier, experiencing a reduction of over half a million gallons of Carbon Dioxide emissions per day as well as other vehicle emissions, a reduction in vehicle operating costs and of highway maintenance costs.

The mode split data used to estimate reduction of VMT was also used to calculate the number of people who would shift mode from private auto to walk/bike/transit once the improvements are completed. The valuation of increased walking was \$586 per person per year as reported by NCHRP Report 552.¹³

Increased occurrences of active and sustainable transportation modes make the communities more resilient to volatile economic conditions and changing stages of life. Increased walkability will make Immokalee more of a Naturally Occurring Retirement Community than the baseline condition. Such a community is conducive to allowing a portion of the population to avoid the high cost of assisted living or the social cost living with a relative. The valuation of this benefit was estimated to be \$37,896 per year.¹⁴

¹² See “Calculating the Benefit of Reduced VMT” in BCA.

¹³ Relationship of Body Mass Index and Physical Activity to Health Care Costs Among Employees; Guidelines for Analysis of investments in Bicycle Facilities (NCHRP Report 552, Transportation Research Board, 2006)

Proposed improvements will dramatically reduce the risk of crashes involving pedestrians or cyclists by separating those users from automobile-populated roadways, designating street crossings, calming auto traffic with street enhancements, adding street lights, and reducing VMT. A 50% reduction¹⁵ in incidences is projected because potential pedestrian-versus-vehicle conflict points will be reduced from the entire length of roadway to just the crossing points.

The proposed street plantings will quite literally grow the economic benefit of the project as the plants mature. The valuation of this benefit will be evidenced in home sales prices and will generate reinvestment in the community.

Ladders of Opportunity

The USDOT Ladders of Opportunity initiative highlights the ways in which needed improvements to the nation’s transportation infrastructure have the ability to expand economic opportunity and socioeconomic mobility throughout the country. This is no less the case in Immokalee than in any other location. The proposed improvements will create work locally during the construction phase and will robustly enhance efficient access to all workplaces throughout the community. The next step consists of providing, “A multimodal transportation system... with safe, reliable, and

¹⁴ See “Calculating the Benefit of Increased Community Health and Resiliency” in BCA.

¹⁵ See “Calculating the Benefit of Reduced Crashes” in BCA.



SELECTION CRITERIA

affordable connections to employment, education, healthcare, and other essential services.”¹⁶ Growing Connections plays a large role in revitalizing the neighborhood, connecting it better to the region, attracting new economic opportunities and growing the community.

Environmental Sustainability

Agricultural land is no doubt abundant around Immokalee, but its ubiquity does not make these lands any less sensitive to emissions and other environmental pollution. This project will provide alternatives for connectivity within the community as well as accessibility into and out of Immokalee while reducing carbon emissions, noxious emissions and other environmental impacts caused by automobile use.



The project will contribute to biodiversity with native plantings that provide shade for people, shelter for animals, a food source for bugs and birds, and retain stormwater. The addition of swales will also help reduce runoff and clean the

water before it makes its way toward the Everglades.

Although Immokalee is located near the Everglades and surrounded by lowlands, it lies on well drained soils slightly above prevailing floodplains.¹⁷ This geography is why the location was first utilized by Native Americans¹⁸ and what will allow it to sustain inhabitation despite rising sea levels.

Secondary

The secondary evaluation criteria are Innovation and Partnership.

Innovation

The Growing Connections to Create Mobility Opportunities in Immokalee (GCCMOI) initiative will set a bar for applying innovative concepts to address concerns with bicycle and pedestrian mobility common to rural communities.

By and large, bicycle and pedestrian infrastructure is substantially more prevalent in city centers and urbanized areas. Few rural communities have the resources available to invest in addressing comprehensive needs for walking and bicycling facilities and ensuring connections to local transit.

The proposed improvements will provide necessary connections throughout the community of Immokalee and facilitate total connectivity to the hubs and cities of urbanized Collier County to the west. When fully-

¹⁶ U.S. Department of Transportation, *Ladders of Opportunity*. www.transportation.gov/opportunity

¹⁷ FEMA flood map [12021C0145H](https://www.fema.gov/flood-maps)

¹⁸<http://www.colliermuseums.com/history/immokalee-country-comfort>



SELECTION CRITERIA

implemented, Immokalee's mobility opportunities will serve as a model for rural communities nationwide. Enhancing the presence of sidewalks in the Immokalee community will increase the number of users beyond just those who do not own vehicles, leading to more trips by active transportation modes.



Health and Safety Innovation: Research from Florida State University has shown that 20% of Immokalee's 8,000 children are overweight and another 27% are obese. Creating initiatives which encourage active modes of transportation is already of great significance to Immokalee leaders. One of those efforts is Ciclovía Immokalee, a monthly event that takes place at the Immokalee Community Park. The surrounding streets are closed to automobile traffic and families are encouraged to engage in outdoor, physical activity with their neighbors and the community at large. More than a dozen different activities are offered, each sponsored by a community partner, all focusing on the health of the community and its families. This project will continue the work set forth by community leaders to encourage walking and cycling.

Collier County performs roadway safety audits (RSAs) and pedestrian safety studies to identify and correct dangerous roadway conditions. RSAs have proven to save lives, reduce delays, reduce resources needed for motor vehicle crashes (police and fire departments, roadway repairs, etc.). Collier County's approach to safety balances the traditional improvements that result from these RSAs with new technologies.

For this project the following technologies are being evaluated for use:

Glow-in-the-Dark Pathways: Glow-in-the-Dark Pathways (Proposed Demonstration Project) improve safety by increasing visibility. The glow material absorbs light during the day to create a luminous glow at night which helps light the path without having to budget for additional lighting.



Implementation of this type of surface, especially in areas surrounding the local schools would provide an additional level of safety for students and encourage good active habits.



SELECTION CRITERIA

Funding Innovation: The GCCMOI Project is being funded by Collier County in addition to the requested TIGER grant funds. The public funds are a traditional source of funding, but how these public funds were obtained (through ad valorem, roadway impact fees, and utility funds) provides an innovative method for procuring project funding sources.



Immokalee is located within a Collier County designated Rural Enterprise Zone, which is a specific geographic area targeted for economic revitalizing. Enterprise Zones encourage economic growth and investment in distressed areas by offering tax advantages and incentives to businesses locating within the zone boundaries. The incentives, provided by both state and local government, aim to induce private investment into distressed areas to create economic opportunities and sustainable economic development within the respective designated enterprise zone.

Projects like the Growing Connections to Create Mobility Opportunities in Immokalee (GCCMOI) initiative are instrumental to establishing a sense of community pride, however, they also assist state and local government efforts to encourage businesses and residents to move to the area. The

continued tradition of collaboration between state and local governments, area business, and community organizations in Immokalee will ensure that this project will make successful use of TIGER funding.

Partnership

Collier County departments, the Collier County Board of Commissioners, and Collier MPO have participated in the bicycle and pedestrian planning process, endorsing GCCMOI as an important stride for better linking Immokalee within the community and beyond its boundaries. Collier County and the Collier MPO are driving cooperation with community agencies, neighboring governments, legislators, businesses, and educational and health care institutions to accomplish the objectives of the GCCMOI as shown on the next page.

The project will partner with the Immokalee Community Redevelopment Agency which has been asking for sidewalks to increase community safety.¹⁹



63% of these roads have no sidewalks to offer the community mobility options.

¹⁹ nbc-2.com/story/31513856/immokalee



DEMONSTRATION OF PROJECT READINESS

Technical Feasibility



Collier County had experience implementing projects such as this. No aspects of the project are anticipated to cause any engineering or constructability concerns. The GCCMOI is planned to utilize existing Collier County or FDOT right-of-way and thus no acquisitions are needed. No legislative approvals will be necessary for the project implementation, and all execution of project actions will be performed by the maintaining agencies, requiring no additional approvals.

During construction, standard maintenance of traffic operations will enable all modes of travel to traverse the construction area to their destination. Residences and local businesses will have minimal and only brief delays. Conventional construction techniques will be used for the project and erosion control best

management practices. The design will conform to federal, state and local standards, as well as current ADA standards.

Financial Feasibility

Although this project is in a rural area and does not require a local funding share under the TIGER program requirements, these improvements are so important that Collier County is committing to a 20% share. The remaining 80% of the funding needs will be met by the USDOT 2016 TIGER grant requested. Once the funding needs are met, Collier County will immediately begin the design and permitting to ensure the project can begin serving the people of Immokalee as soon as possible.

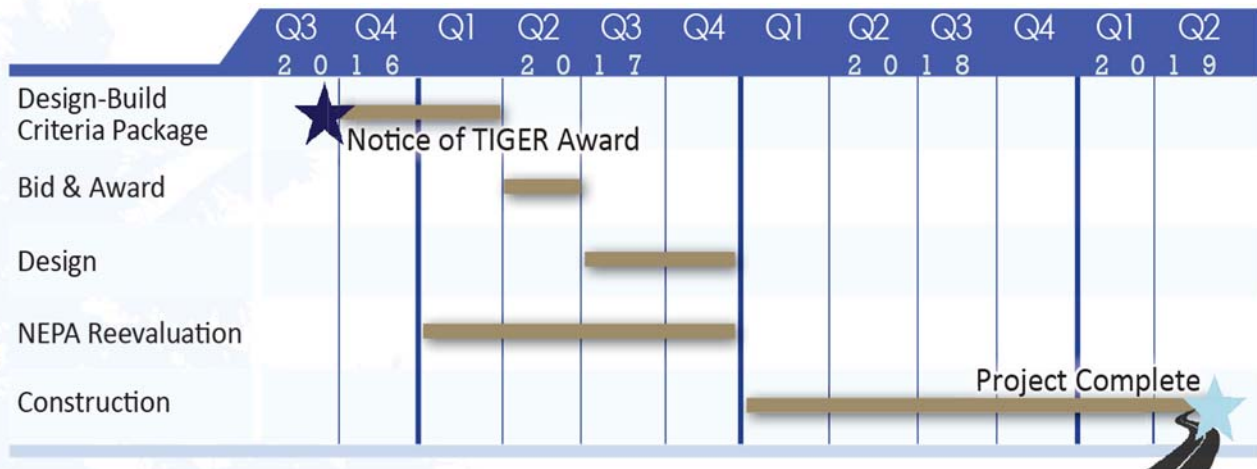
Collier County has experience managing awarded grants with a process that includes the following:

- Appointment of a Grant Coordinator responsible for all tracking and reporting;
- Evaluation team organized by the Grant Coordinator;
- Reporting schedule that is in accordance with the requirements of TIGER Grant; and
- Adherence to Office of Management and Budget Guidance for accurately stating at each recording period the project progress, work performed, funds spent, jobs created/sustained, and anticipated work for next reporting period.



DEMONSTRATION OF PROJECT READINESS

Figure 10 Project Schedule



Project Schedule

The project schedule begins at project award (anticipated Jan. 2017) and continues until the project is complete in the middle of 2019. NEPA documentation for a Categorical Exclusion (CE) will proceed concurrent with data collection and permitting. This will enable construction to begin promptly, expedited by the fact that no additional right-of-way will need to be acquired. Figure 5 shows the project schedule.

NEPA and Planning Approvals

The entirety of GCCMOI project will be constructed within existing agency right-of-way, with *de minimus* impact to environmentally-sensitive lands or endangered species habitat. As such, according to NEPA regulations, the project merits a CE status, which will be completed in the initial year alongside project design, thus no delay associated with NEPA is expected. No

legislative approval is necessary and the maintaining agencies are responsible for implementation.

Collier MPO has committed to add TIGER-funded projects into the Transportation Improvement Program (TIP) within one month of notification that the project has been awarded.

Risk Assessment

Minimal risks are associated with this project. Table 2 assesses the potential risks discussed in TIGER application guidance.



DEMONSTRATION OF PROJECT READINESS

Table 2: Risk Assessment

Procurement delays	The size and scale of the work is well within the range handled on a routine basis by Collier County and FDOT. Anticipated procurement is not considered unusual in any way for this project. No delays are anticipated.
Environmental uncertainties	Project is within existing right-of-way, under agency control, and no wetlands are impacted. Project is a typical Categorical Exclusion and will be documented to comply with NEPA.
Right-of-way acquisition costs	No acquisition will be needed.
Grant management issues	Collier County has a well-established procedure and plan for managing grant funds, designed to ensure good oversight and formal documentation.

Utility conflicts often occur on projects, like this one, that skirt the ROW edge. A proper utility survey with utilities located near proposed underground work can mitigate the risk from these issues before they impact construction. Avoidance is the preferred strategy to cost effectively resolve utility conflicts.

Federal Wage Rate Certification

Certification that Collier County will comply with the requirements of Subchapter IV of Chapter 31 of Title 40, United States Code (Federal wage rate requirements) has been submitted.





PROJECT PARTIES

Collier County (Applicant)

Collier County is the applicant for this TIGER



grant. Collier County's Board of County Commissioners (BCC) are the legislative body of Collier County and are responsible for providing services to protect the health, safety, welfare and quality of life of its residents and visitors. Collier County's mission as it oversees its' various departments is to deliver high quality, best-value public services, programs and facilities. The Collier County Transportation Planning Section addresses the primary needs for major transportation improvements. Through extensive knowledge and experience, this project was developed by professionals in the field of transportation planning, network connectivity and livability.

The Collier County Transportation Engineering Section's focus is to maintain safe traffic operation on county roads and implement capital improvement projects. They will be responsible for oversight, management, and maintenance for this project.

Collier County is uniquely qualified to provide financial support for this project. The County has successfully implemented several design-build projects and will be able to fund a local share of a 20% match and also provide oversight of this innovative project.

Collier County coordinates closely with the all of the agencies that support this project.

FDOT

Collier County will partner with the Florida Department of Transportation (FDOT) District One for NEPA expertise and review of improvement near their ROW. **The department established multimodal connectivity as a main objective and initiated an extensive Complete Streets effort that will shape the future of transportation throughout the state of Florida.**



Collier MPO

All five members of the Collier County Board of County Commissioners are members of the Collier Metropolitan Planning Organization (MPO). Collier MPO works with Collier County to establish transportation plans and priorities including roads, aviation, transit, bicycle and pedestrian facilities. One of the MPO's goals is to include the interests of those not well served by the existing transportation system such as those from low income and minority households and persons with limited mobility.





PROJECT PARTIES

Seminole Tribe of Florida

The Seminole Tribe of Florida has partnered with Collier County to enhance the pedestrian facilities network in Immokalee. (Letter of Support Attached)



The tribe has a population of 4,788 (2010 Census) living on six reservations.



The Immokalee Reservation is located in the southern portion of unincorporated Immokalee. It is serviced by the public-use Immokalee Airport and Collier Area Transit operates fixed-route bus service along two routes within the unincorporated area of Immokalee. Immokalee and surrounding areas are predominantly agricultural and home to many immigrant and migrant workers and families. The Immokalee reservation has residential land uses accessible from Stockade Road.

Stockade Road, which is owned and maintained by the County, divides the Seminole Tribe's reservation. The completion of the network will enable pedestrian's access to tourism destinations including the Seminole Casino Immokalee, the John Jimmie Memorial Arena and rodeo grounds. Other community resources include a civic center, ball field, preschool, medical facility, recreational lands and churches.

The Seminole Casino Immokalee is located on Immokalee Road (CR 846) and Eustis Avenue. Two arts and crafts shops, the Panther Hammock Seminole Arts and Crafts Shop and Seminole Native Arts and Crafts, are located in Immokalee in the casino.

Most of the community facilities are accessible via Stockade Road. The Diane Yzaguirre Memorial Library is located in Immokalee. A 27,686-square-foot health and Tribal administrative complex was built for the west side of Mary Watts Billie Drive and existing residential development. The facility houses Tribal programs, a library and Elder Services. The Seminole Police Department and Emergency Medical Services are located on CR 846 with direct access to the residential area via Mary Watts Billie Drive. Health Services include an administrative office and Immokalee Health Clinic.





Facilities at Immokalee include a 12-acre rodeo, 0.5-acre gymnasium and a 4-acre ball field. The South Immokalee Community Park is located within, or within close proximity to, the project boundaries.



Municipal Service Taxing Unit

The Immokalee Lighting and Beautification Municipal Service Taxing Unit (MSTU) was created in October 1985 in order to assist the BCC with funding and decisions about beautification improvements to Immokalee. The Immokalee MSTU is a five member committee that represents the residents and businesses in the neighborhood. The Immokalee MSTU has been collecting taxes and using them on various maintenance and repair services such as lawn mowing and sidewalk cleaning, landscape maintenance, irrigation system management, and Immokalee's signature blue street lights. The MSTU will help with the maintenance of this TIGER project.

Immokalee Community Redevelopment Agency

Since its inception in 2000, the Immokalee Community



Redevelopment Agency (CRA) has under taken various projects in the Immokalee Area to rehabilitate, conserve and redevelop the Immokalee community. Recently, the CRA developed and constructed a few of the existing sidewalk facilities within this TIGER Grant project corridor. While they are attempting to fill the large gap, they are unable to handle more extensive projects. This has been the catalyst to provide more help to this area.



New sidewalks will provide safe access along streets.

Regional Support

Collier County has received letters of support for the GCCMOI project from a variety of legislators, agencies, organizations and businesses (see Attachments).



GRANT FUNDS AND SOURCES/ USES OF PROJECT FUNDS

Table 3 Grant Funds and Sources/Uses of Project Funds

Description	Project Cost	Source
Sidewalk	\$5,729,768	TIGER - Federal
Drainage Improvements	\$1,474,704	TIGER - Federal
Pedestrian Facilities	\$ 99,720	TIGER - Federal
Landscaping	\$ 964,800	TIGER - Federal
Lighting	\$ 1,591,200	TIGER - Federal
Transit Facilities	\$ 633,600	TIGER - Federal
Professional Services	\$ 2,623,448	Collier County - Local General Fund
Total	\$13,117,240	

Tiger Grant Request: \$10,493,792

Collier County General Fund Match: \$2,623,448

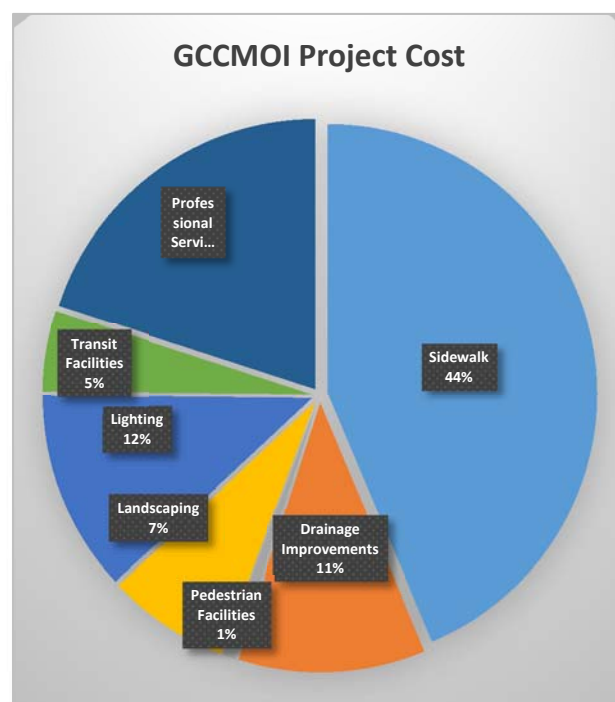
Total Project Cost: \$13,117,240

Demonstration of Funding Commitment

Although it is understood that no local match is required in order to receive a TIGER Grant in a rural area, these improvements are of such critical importance to the residents of Immokalee that Collier County is committed to a local matching contribution from the Local General Fund. Collier County will cover 20%.

The total cost of the project is estimated to be \$13,117,240, 80% of which will be TIGER-funded with the remaining 20% contributed by local matching funds. This proposal requests \$10,493,792 in TIGER funding to implement the community-wide improvements that would increase safety, efficiency and quality of life

throughout Immokalee. Local funding has been committed at 20% or \$2,623,448 from the Collier County General Fund transfer.





BENEFIT COST ANALYSIS

BENEFIT-COST ANALYSIS

A Benefit-Cost Analysis (BCA) was completed in accordance with the TIGER BCA Resource Guide. The proposed project provides public benefit by reducing Vehicle Miles Traveled (VMT), reducing frequency of crashes with bikes/pedestrians, increasing community health and resiliency, and supporting community reinvestment when compared to a baseline (no-build) scenario. The Net Present Value (NPV) and Benefit Cost Ratio (BCR) were discounted over a 20-year analysis period. The principal source of benefit is the reduction of an extremely high pedestrian fatality rate in the project area. The wholesale addition of community sidewalks, crosswalks, landscape, and lighting need only reduce this rate by 50% to meet the project target. Any crash reductions would be welcomed and overdue to the working class community of Immokalee. The following table summarizes the BCA findings.

Table 4: Benefit-Cost Analysis Results

Vehicle Operation Benefit	\$ 7,165,248
Highway Maintenance Benefit	\$ 1,853,081
Emissions Benefits (excl CO2)	\$ 135,893
Crash Reduction Benefits	\$59,405,940
Health Benefits	\$10,899,840
Reinvestment Benefits	\$ 2,062,768
Capital Cost	\$(13,117,240)
Operation and Maintenance Cost	\$ (1,842,124)
7% NPV	\$29,692,153
7% BCR	3.22
3% NPV	\$49,482,957
3% BCR	4.71

The results of this BCA demonstrate that the project is a good investment of public funds with a BCR of 3.2 at a 7% discount rate. The benefits expand to five times the cost when the 3% rate is applied. See the Benefit Cost Analysis document for additional information.

