



Kickoff Webinar

2022 Regional Grant Meetings



Strategic
development



Introduction



Alison Stetter, AICP
FDOT, Moderator



Jennifer Marshall, P.E.
FDOT



Cathy Kendall, AICP
*Federal Highway
Administration*



Brandie Miklus, AICP
City of Tampa



Lara Bouck, AICP, P.E.
City of Tampa



Mike Tisch, FCCM
Collier County



Lorraine Lantz
Collier County



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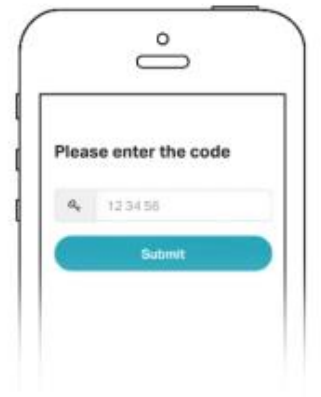
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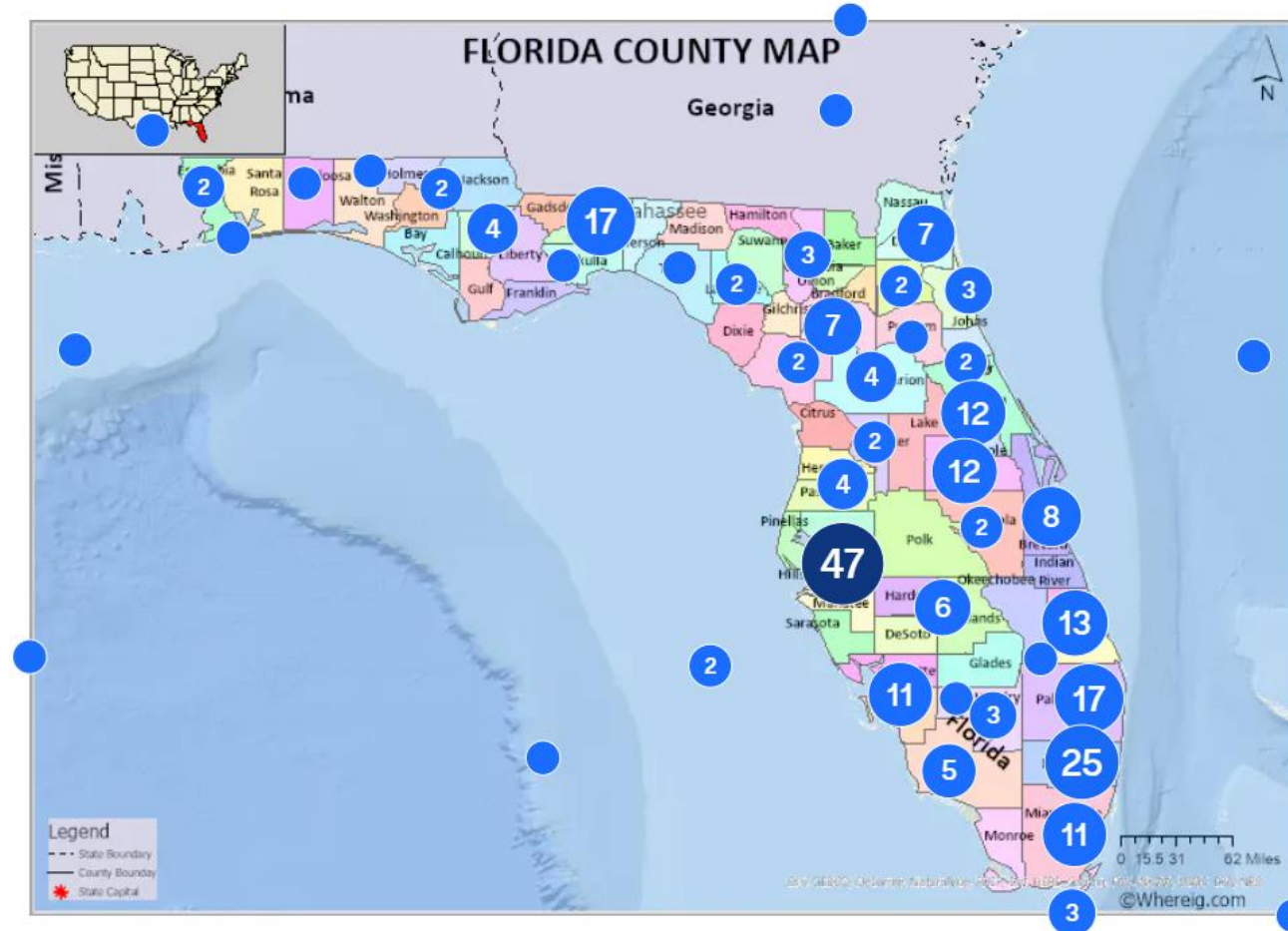
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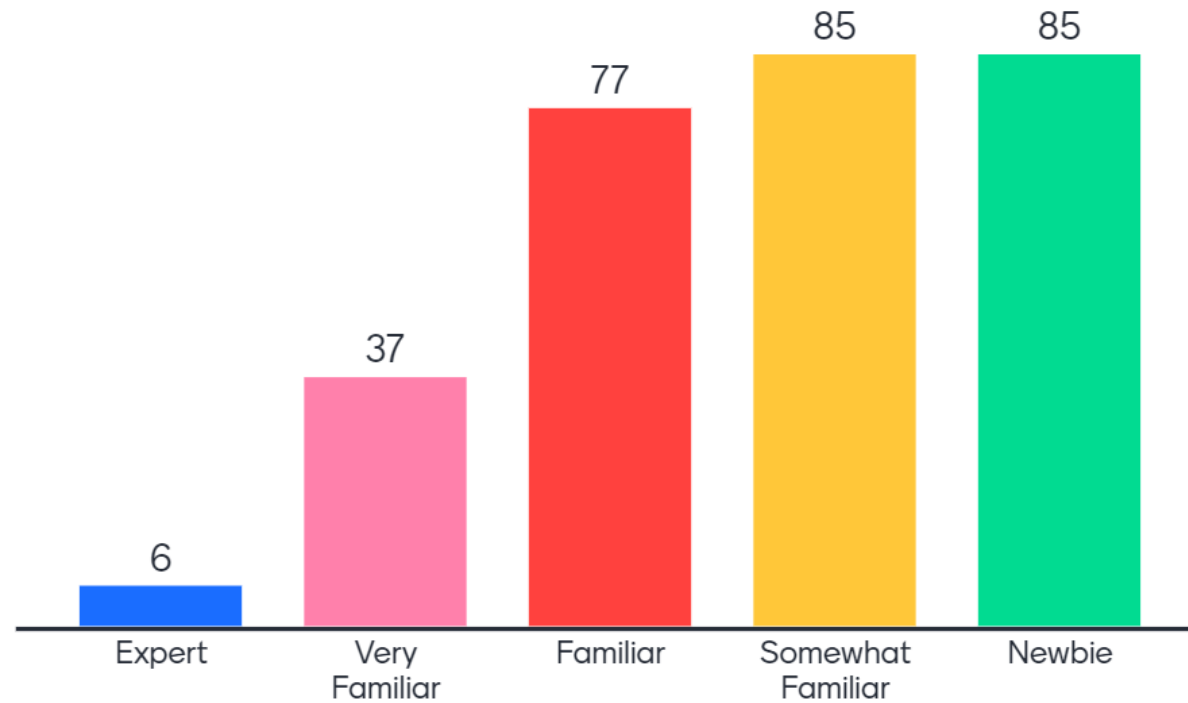
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Enter the code 7046 0432 and vote!

What locations are people joining from?



What is your familiarity with federal discretionary grants?

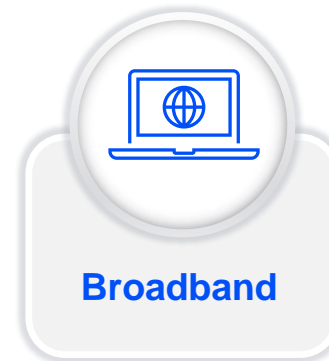
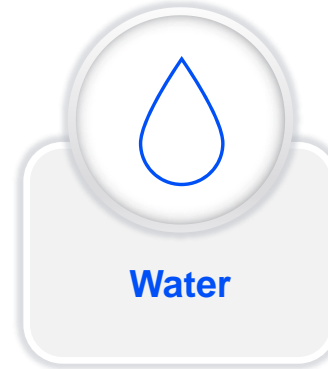
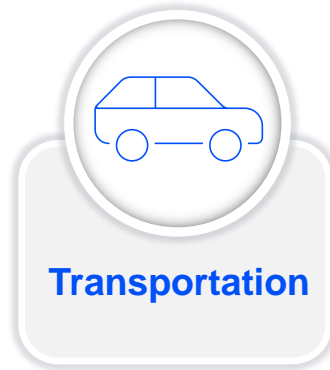




Federal Funding Overview

BIL Investments

**\$500
BILLION**
FOR NEW
INVESTMENTS



Competitive Program Overview

13
Existing

21
New

\$187
BILLION
in Total Potential
Funding

What is Competitive Funding?

- Discretionary funds to address specific program purposes

- New focus areas

- Safety

- Multimodal

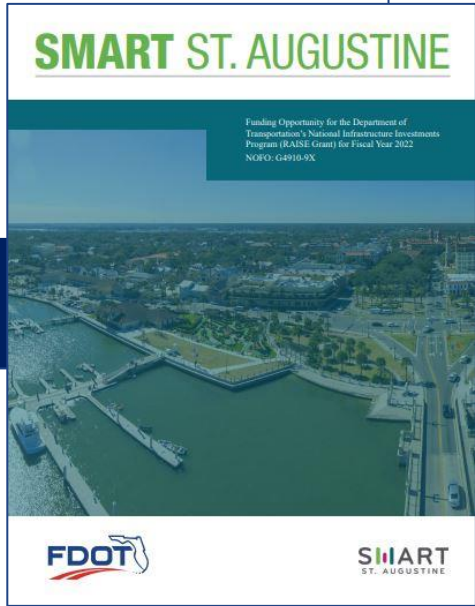
- Equity

- Resiliency

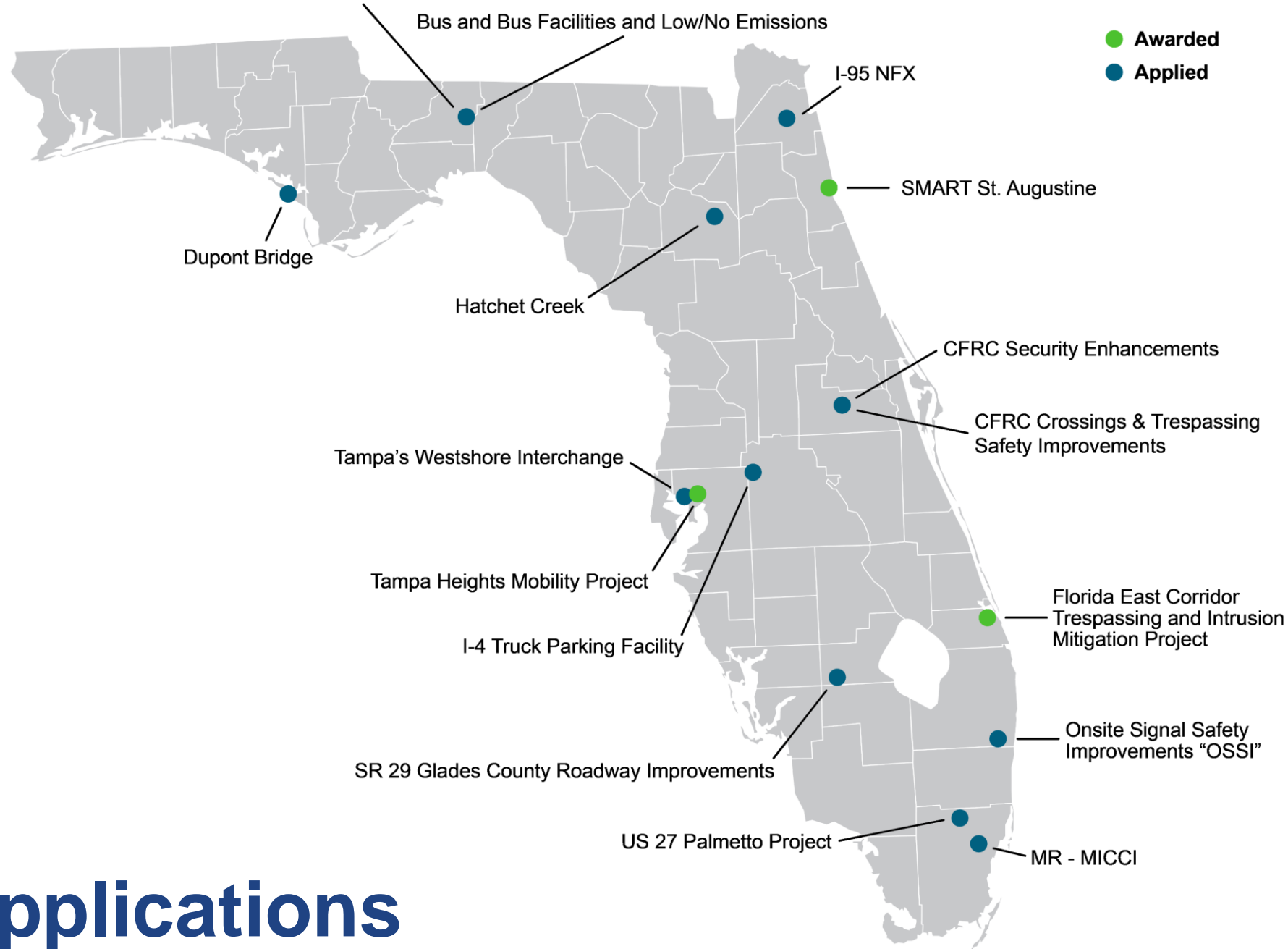
Guidebook to the BIL

- Resource for state and local leaders
- Program-by-program information
- Information for all BIL funding opportunities
- Includes tips and 65+ technical assistance resources


**Florida East Coast Corridor
Trespassing and Intrusion
Mitigation Project**



National Scenic Byways Program




FDOT Grant Applications




May 18, 2020

Tampa Multimodal Network and Safety Improvements




CITY OF TAMPA, FLORIDA application for
Better Utilizing Investments to Leverage Development (BUILD)
NOTICE OF FUNDING OPPORTUNITY NO. DT0559-20-RA-BUILD




Project Rendering

IMMOKALEE COMPLETE STREETS


Growing Connections to Create
Mobility Opportunities



Immokalee



GRANT:	TIGER IX (FY 2017)
LOCATION:	Immokalee, FL 34142
PROJECT APPLICANT:	Collier County Board of Commissioners
DLRS NUMBER:	0769977900000
GRANT REQUESTED:	\$13,132,691
MATCHING FUNDS:	\$3,283,173 (20% match)
TOTAL PROJECT COST:	\$16,415,864



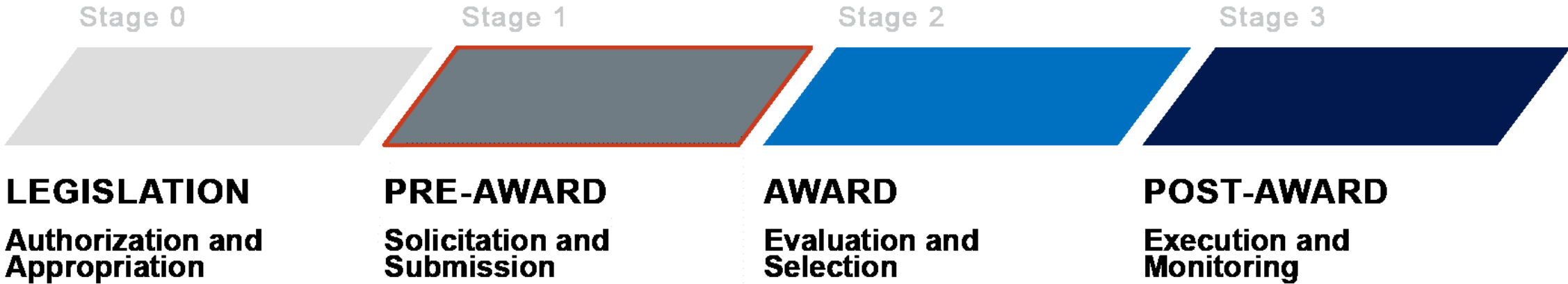

Recent Partner Successes



Grants 101

Photo Source: TheUnderline.org

Federal Grant Process



Developing a Narrative

Tell The Story

- Compelling to reader
- Comprehensive details
- Tailor to the opportunity

Demonstrate

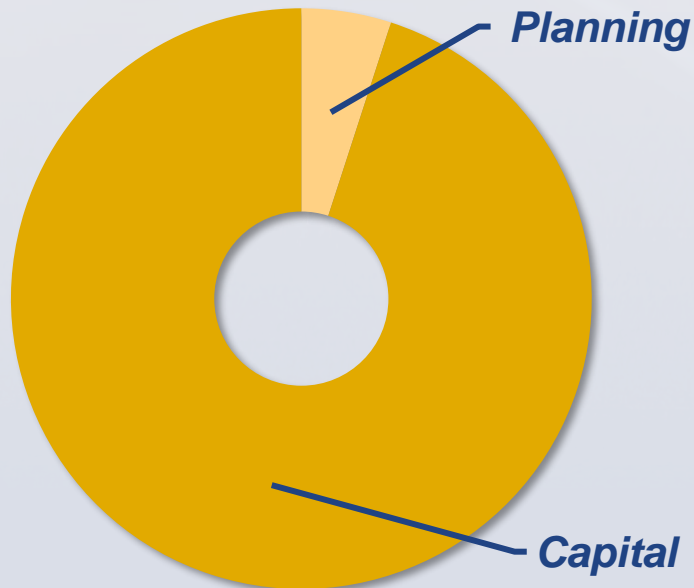
- Funding need
- Commitment to project
- Impact on community



Photo Source: Collier County

Planning and Capital Grants

RAISE Grant Funding



Planning

- Smaller funding pool
- Fewer requirements
 - Benefit-Cost Analysis
 - NEPA

Capital

- Often 80/20 match
- Majority of the funding pool
- More information needed in application
- FDOT's primary target

Components of the Application

- Project Planning and Scope
- Project Performance and Execution
- Funding Indicators
- Project Impact



Eligibility and Readiness

- Project programmed with local cost share
- Consistent with planning documents
- Aligns with local, state, and federal priorities
- Competitive with scoring criteria
- Public benefits exceed costs

Project Phases	Locally Funded Schedule	Federally/State Funded Schedule
Environmental Review	6 - 12 months	2 - 3 years
Final Design	1 - 2 years	2 - 3 years
Land Acquisition / Right of Way	6 - 12 months	1.5 - 2 years
Utilities Relocation	6 - 12 months	6 - 12 months
Construction	1 - 2 years	1 - 4 years
TOTAL	3.5 – 7 years	7 - 13 years



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

April 14, 2022

Hydi Webb
Port Director & CEO
PortMiami
1015 North America Way,
Miami, Florida 33132

RE: Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant, FY 2022
PortMiami Net Zero Program: Cargo Supply Chain Master Plan Project

Dear Mrs. Webb:

This letter confirms the Florida Department of Transportation and Miami Dade County have previously executed a contract to provide funding for PortMiami's Upland Cargo Improvements. The project programming is included in a prior Transportation Improvement Program/State Transportation Improvement Program.

FPID 440616-1-94-02

- Contract Executed in State Fiscal Year 2020/2021
- Contract Expiration: June 30, 2026
 - State Funds: \$18,340,024
 - Local Funds: \$18,340,024

Please note only work started after execution of a contract amendment would be eligible for federal reimbursement if PortMiami is successful with their application.

Once completed, this capital investment in surface transportation will improve the safety, environmental sustainability, quality of life, economic competitiveness, and efficiency of the movement of goods in the Southeast.

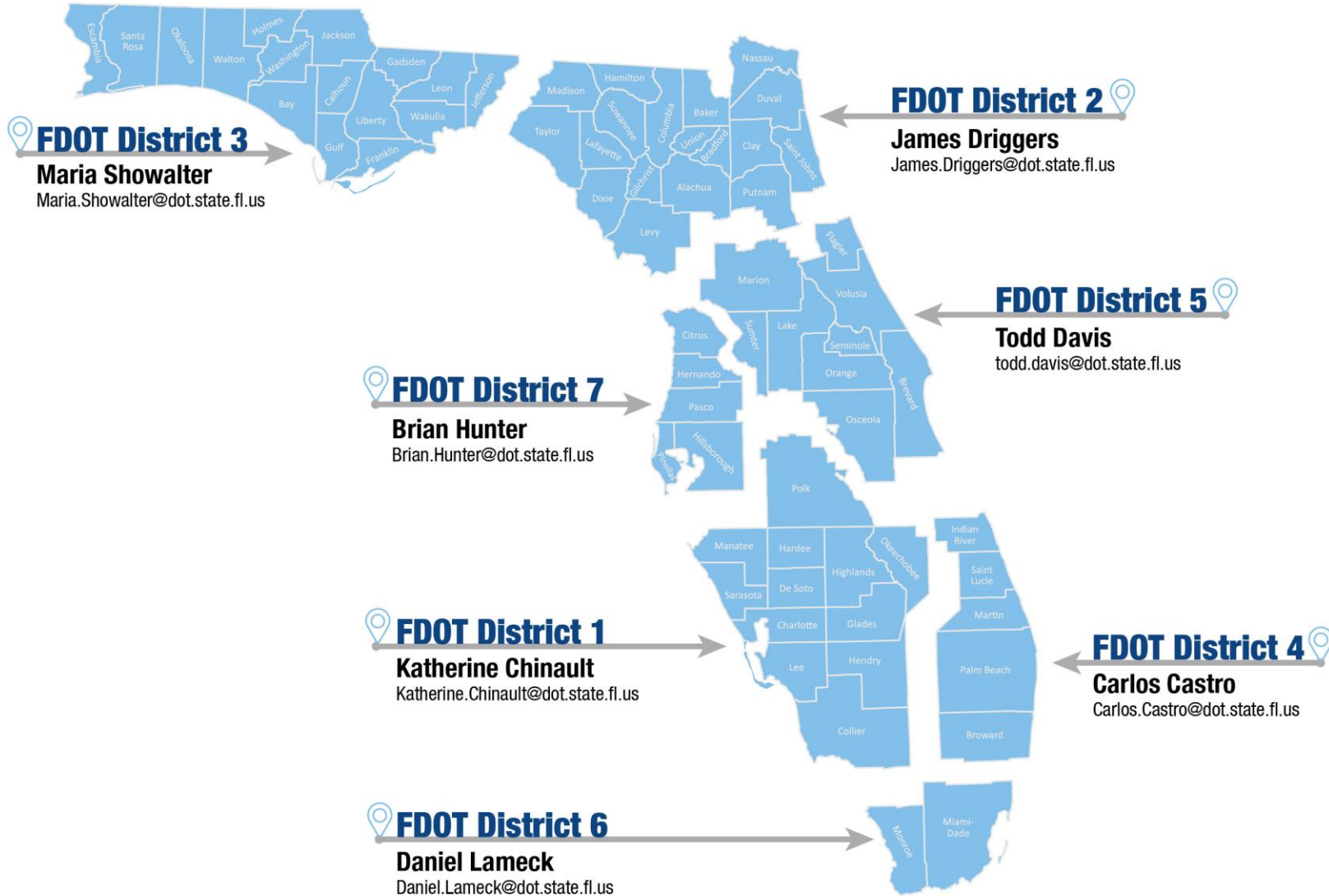
Sincerely,

DocuSigned by:

9A89F25A78144F3
Stacy L. Miller, P.E.
District Six Secretary

Letters of Consistency

- Issued by FDOT for local projects
- Projects consistent with Work Program or Florida Transportation Plan
- Coordinate through local District
- Reach out early in application development process



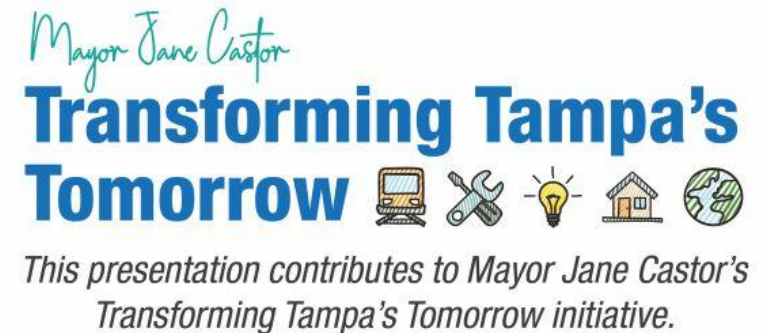
Grant Coordinators

West River District Multi-Modal Improvements Project (BUILD Grant)

General Presentation

Aug. 25, 2022 – FDOT Grant Information Session Kick-off Webinar

WELCOME



September 2020: BUILD Announcement



U.S. Rep. Kathy Castor announcing BUILD Grant Award to the City.



Aerial concept of West River area looking south from Columbus Drive Bridge. Inset of BUILD Application Cover page.

Vision Zero sets the goal to eliminate all roadway fatalities and severe injuries on our roads, while increasing safe, healthy, equitable mobility for all.



No loss of life on our roads is acceptable.



Design our roadways to be more forgiving.

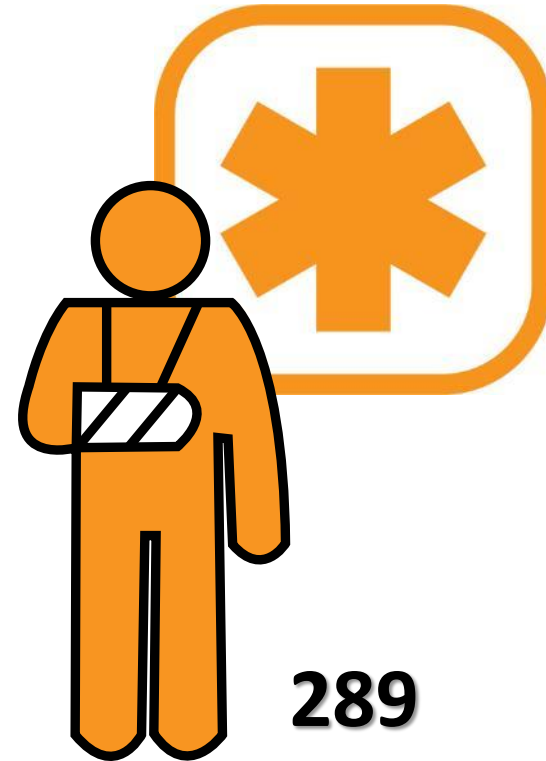
WHY VISION ZERO?

On average, each year on Tampa's roads:



44

People Killed



289

People Severely Injured

Project Team



Mobility Dept.

- Vik Bhide, Director
- Nina Mabileau, E.I., Project Manager
- Cal Hardie, P.E., Chief Design Engineer
- Lara Bouck, P.E., AICP, Chief Production Engineer
- Danni Jorgenson, P.E., AICP, Manager

Architectural Review and Historic Preservation

- Dennis Fernandez, Manager

Infrastructure & Mobility/Comms

- Brandie Miklus, AICP, Program Coord.

Parks & Recreation Dept.

- Sherisha Hills, Director
- Brad Suder, P.L.A., Planning Design & Natural Resources Supervisor
- Karla Price, P.L.A., Landscape Arch. III
- Tony Monk, P.L.A., Landscape Arch II

Revenue & Finance Dept.

- Catherine Hayes, Grants Supervisor, Budget Office

City Planning Dept.

- Stephen Benson, AICP, CNU-A, Director

West River District BUILD Grant: Six Project Segments

Segment 1 – Multimodal path from Platt St. to Brorein St.

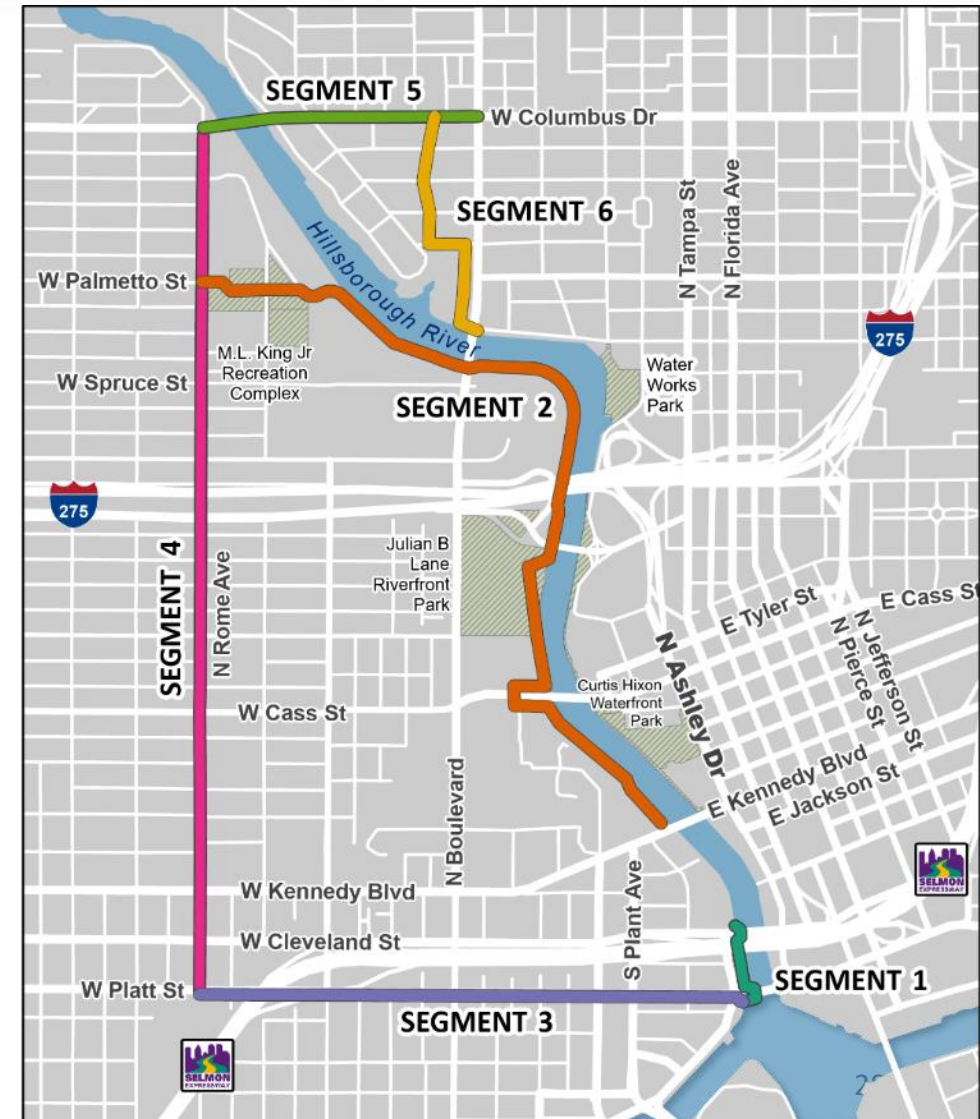
Segment 2 – Multimodal path from Kennedy Blvd. to Palmetto St./Rome Ave.

Segment 3 – Platt St. from Rome Ave. to Bayshore Blvd (Complete Street)

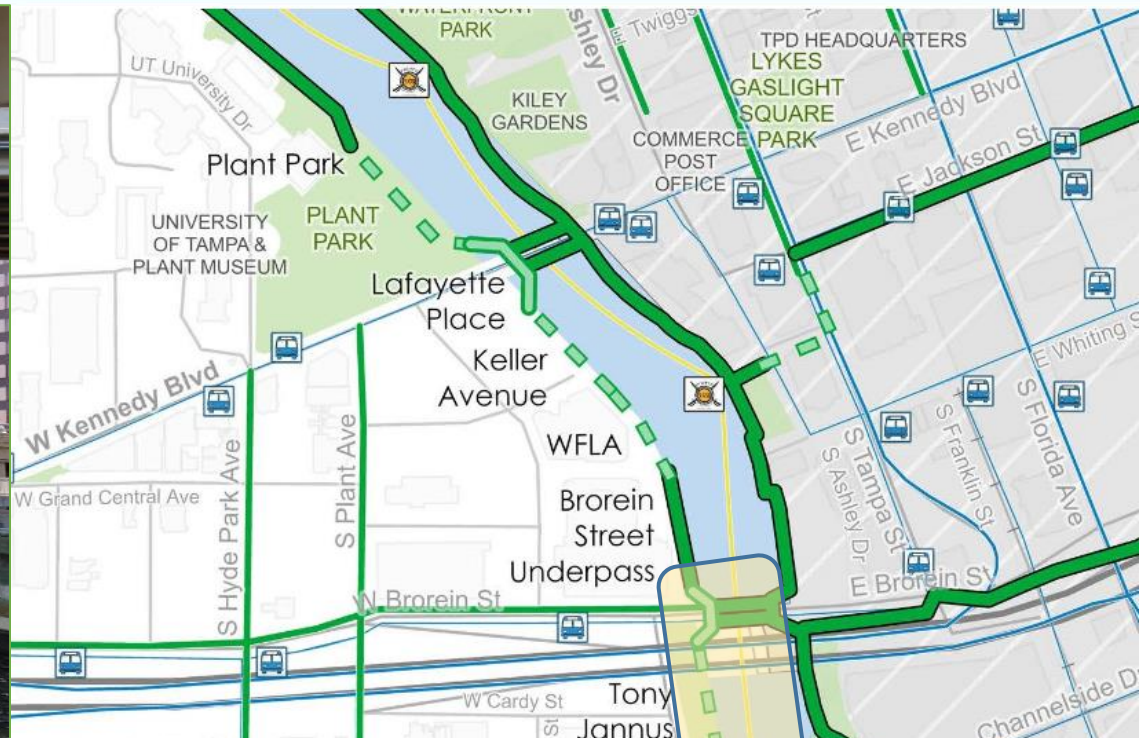
Segment 4 – Rome Ave. from Platt St. to Columbus Dr. (Complete Street)

Segment 5 – Columbus Dr. from Rome Ave. to N. Boulevard (Complete Street)

Segment 6 – Ridgewood Park from Columbus Dr. to North Blvd.



Segment 1 Multimodal Path from Platt St to Brorein St



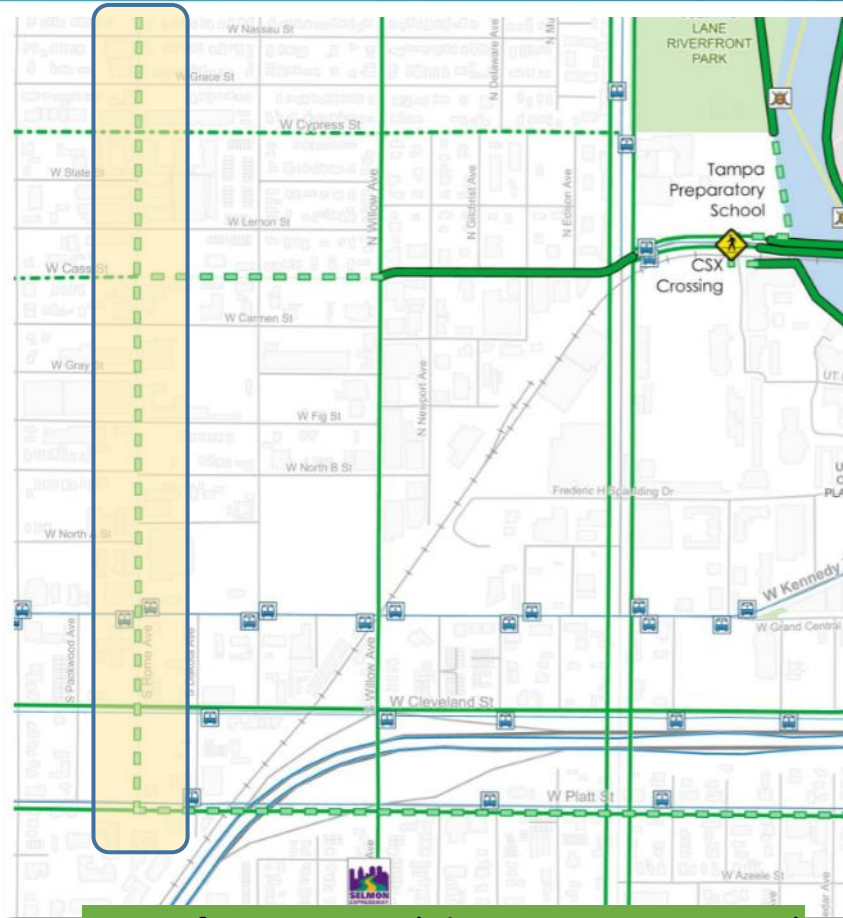
West river's edge, looking north under the Selmon Expressway and the Brorein St. Bridge.



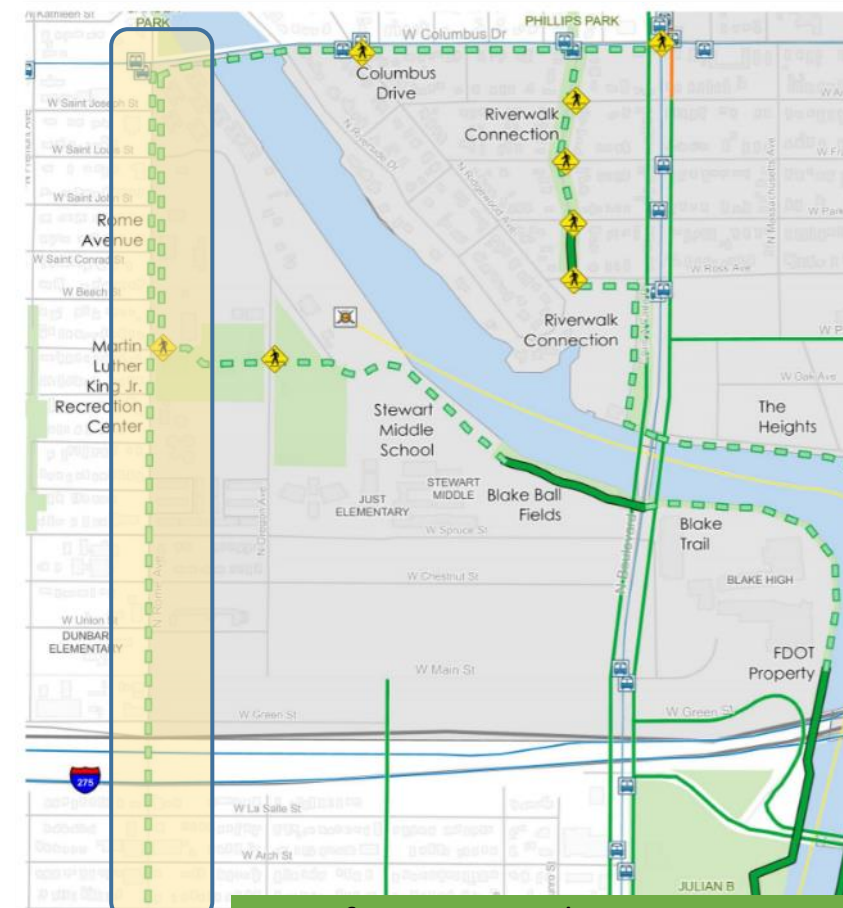
Map highlighted Segment 1.

Segment 4

Rome Ave from Platt St. to Columbus Dr



Map of Rome Ave. (Platt St. to Nassau St.)

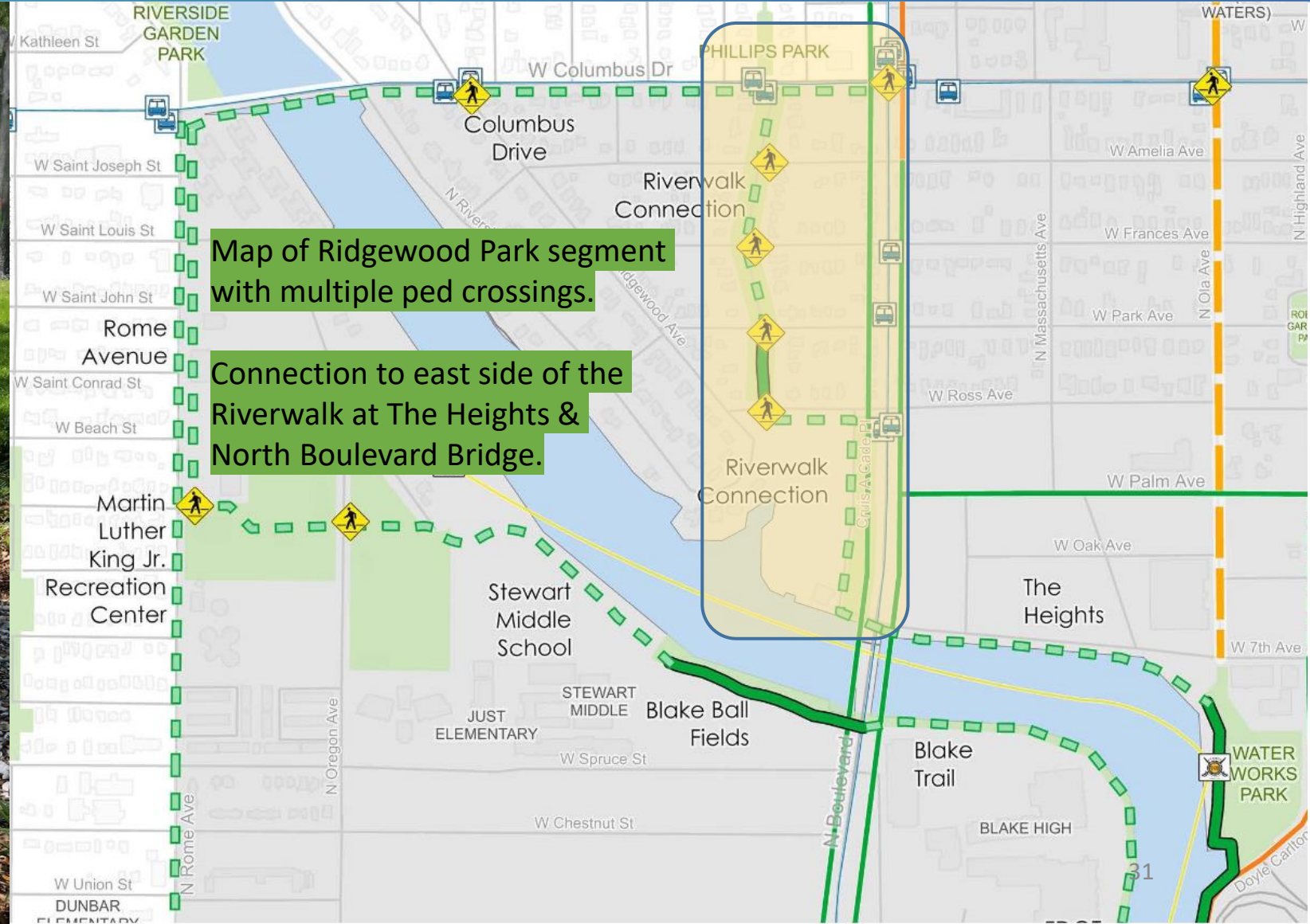


Map of Rome Ave. (Nassau St. to Columbus Dr.)

Segment 6 – Ridgewood Park from Columbus Dr. to North Blvd.



Ridgewood Park Butterfly Garden (Glenwood Dr.)



Other Planned Multimodal & Safety Improvements Projects

- Bayshore Blvd & Platt St Int. Imp.
- Brorein St. Bridge & Cass St. Bridge Rehab
- Columbus Dr. Resurfacing (County)
- Cleveland St. & Rome Ave Traffic Signal
- Cypress St Complete Streets
- Green Spine Cycle Track (Cass Street)
- Laurel St & Boulevard Traffic Signal
- Main Street Visioning
- Platt St. & Fremont Ave Traffic Signal
- Ridgewood Park Neighborhood Imp.
- West Tampa Multi-Modal Plan
- Rome Yard mixed use development



Looking west, Brorein Street Bridge Concept

BUILD Grant Timeline



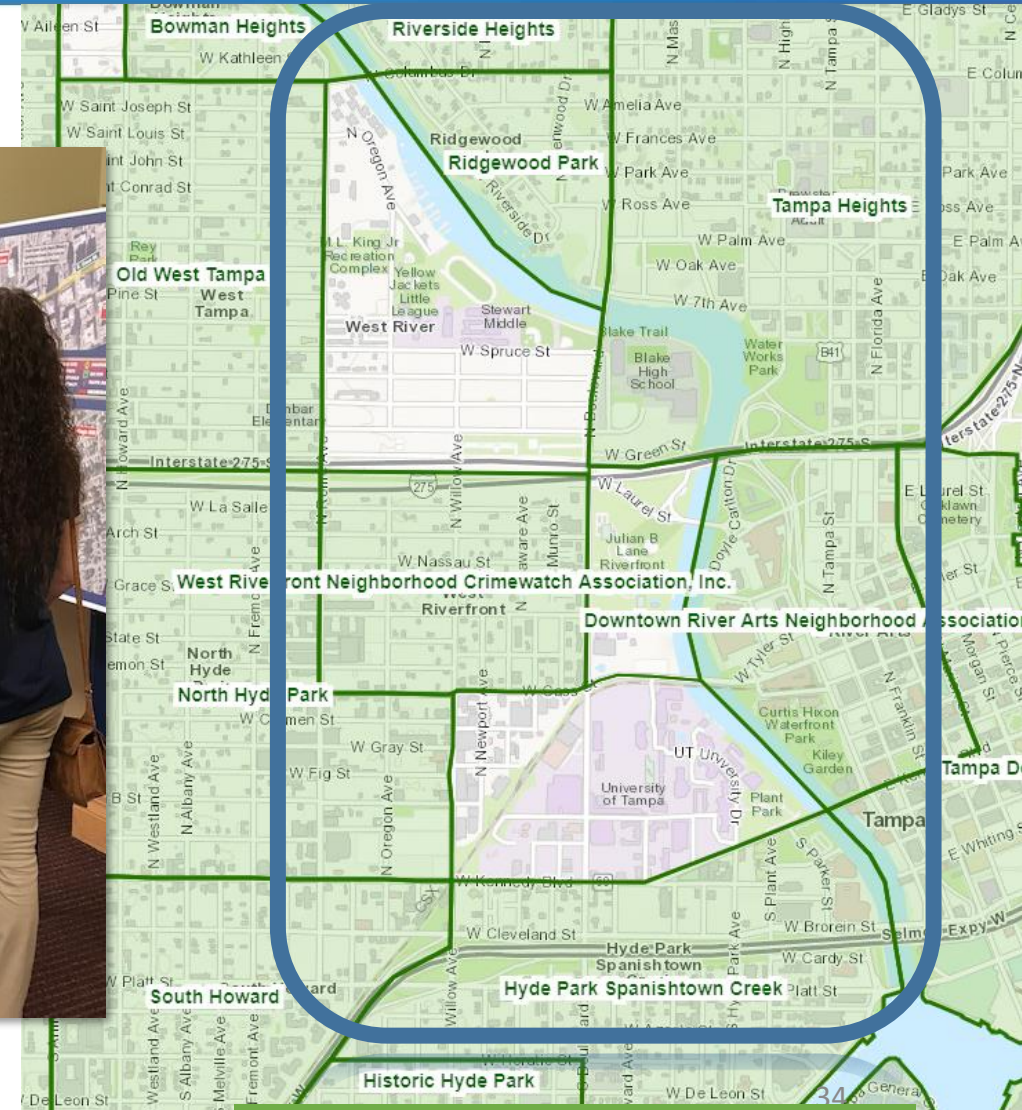
- Award Announcement (Sep 16, 2020) & Press Conference (Sep 21, 2020)
- Implementation Webinar (Oct 15, 2020) & Kick-Off Meeting (Oct 28, 2020)
- Reporting Webinar (Nov 19, 2020)
- FHWA provided Grant Agreement (GA) template (March 23, 2021)
- Direct Recipient Webinar (April 29, 2021)
- Direct Recipient One-on-One Webinar (June 3, 2021)
- FHWA Procurement Workshop (Aug 27, 2021)
- RFP Submittal to FHWA (Dec 15, 2021)
- FHWA Execution of Grant Agreement (July 2022)
- Grant Agreement on City Council Agenda (unanimous approval in late July 2022)
- NEPA Approval – Schedule Critical Milestone (Fall 2022)
- Design-Build Request for Qualifications (RFQ) Advertisement (Fall 2022)
- Design-Build Contract Award (Spring 2023)
- Substantial Construction Completion (December 2026)

Community & Stakeholder Outreach

- West Tampa CRA CAC
- Neighborhood Associations, Incl.
 - ❖ Hyde Park Spanishtown Creek
 - ❖ North Hyde Park
 - ❖ Old West Tampa
 - ❖ Ridgewood Park
 - ❖ Riverside Heights
 - ❖ South Howard
 - ❖ Tampa Heights
 - ❖ West Riverfront
- Friends of the Riverwalk
- Friends of Henry B. Plant Park
- Hillsborough River Board TAC
- Hillsborough Public Schools
- Mayor's Alliance for Persons with Disabilities
- Tampa Preparatory School
- University of Tampa
- Other Public & Private Stakeholders



Photo of past Public Meeting.



Map of affected Neighborhood Groups.

Our Stakeholders





West River District Multi-Modal Improvements Project (BUILD Grant)

General Presentation

Aug. 25, 2022 – FDOT Grant Information Session Kick-off Webinar

Q & A



This presentation contributes to Mayor Jane Castor's Transforming Tampa's Tomorrow initiative.



TIGER Success Story

Collier County Direct
Recipient of a TIGER
Grant in 2018

Pay Close Attention to the Notice of Funding Opportunity (NOFO)

Meet ALL Eligibility Requirements

- There are NO exceptions to the rules
- If it does not meet the requirements, it will not be read

Emphasize How the Project Specifically Demonstrates the Selection Criteria



IMMOKALEE COMPLETE STREETS

Growing Connections to Create Mobility Opportunities



GRANT:	TIGER IX (FY 2017)
LOCATION:	Immokalee, FL 34142
PROJECT APPLICANT:	Collier County Board of Commissioners
GRANT NUMBER:	0709977900000
GRANT REQUESTED:	\$13,132,691
MATCHING FUNDS:	\$3,283,173 (20% match)
TOTAL PROJECT COST:	\$16,415,864
TOTAL PROJECT COST:	\$16,415,864
PROJECT TYPE:	Rural



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



The ICS project elements will create safer streets, improve stormwater management, and enhance access to transit, jobs, services, parks, schools, and neighborhoods.



Remember Your Grant's Story

Start with WHY You are Doing the Project

- **WHO** it is helping (pictures)
- **WHAT** you are doing (renderings)
- **WHERE** the community is located (map)
- **WHEN** project milestone will occur (schedule)

I: PROJECT DESCRIPTION



PROJECT DESCRIPTION

Agriculture Commissioner Adam Putnam said on September 18th after reviewing the Hurricane Irma damage "The path of Irma could not have been more poorly chosen to more effectively destroy our agricultural crops."³

Existing Conditions

Immokalee needs a "Complete Streets" infrastructure that people of all means, ages, and abilities can safely and comfortably utilize. Gaps in pedestrian facilities and lack of bicycle facilities have created hazardous conditions for Immokalee residents who walk, bike, and ride transit to their destination. The lack of bicycle and pedestrian infrastructure is telling in the collision statistics for the community. **Between 2005 and 2017, there have been 147 pedestrian-involved collisions and 93 bicycle-involved collisions in Immokalee. This translates to a rate of one collision for every 129 residents per year.** (See Safety section under Selection Criteria for a detailed map of bicycle- and pedestrian-involved collisions.)

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 of streets have no sidewalks** in a community where five percent of people walk to work (more than triple the rate of Florida as a whole) and nearly 24 percent take transit⁴. 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. Due to Florida's frequent rainfall, **the lack of swales turns 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 landscape** causes people to endure the discomfort from the heat island effect and risk heat stroke. Crosswalks and pedestrian safety treatments that communicate to drivers where to expect a conflict with a pedestrian movement are absent from intersections.

Over 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 at nearly 10 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. **Nearly 23 percent of residents in Immokalee do not have access to a vehicle** compared to only six percent in Collier County. There remains a 11% percent unemployment rate (compared to 7.8 percent across the county and 9.7 percent statewide).



Most of the bus stops in Immokalee do not have sidewalks or bikeways that connect to them.

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.

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.

³ <http://www.wrdsocentral.com/news/bell-calls-hurricane-irma-impacts-agriculture-20170918-story.html>

⁴ Immokalee Walkable Community Study (2011). Available at: <http://www.colliermpo.com/modules/showdocument.asp?documentid=932>

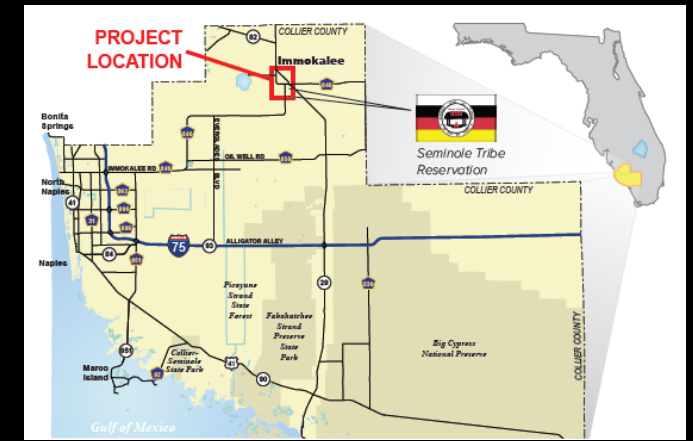


Inadequate stormwater infrastructure and a lack of sidewalks means many in the community have to walk along streets in muddy conditions.



These transit facilities that do have sidewalks adjacent to them do not adhere to ADA criteria.

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



Give Yourself Plenty of Time

Follow the Directions:

- Page requirements
- Formatting
- Grant match or over match requirements
- Submission deadlines

EXECUTIVE SUMMARY



Secondary Selection Criteria:

- **Innovation:** Design-Build to expedite the project phases. Economic revitalization within a Rural Enterprise Zone. Complete streets designs in rural and small town context. Public-private partnership with transportation technology firms to analyze safety performance of project.
- **Partnership:** Collier County, Seminole Tribe of Florida, Immokalee CRA, Collier MPO, Florida Department of Transportation, Collier Area Transit, Pathways Advisory Committee.

Priority Criteria

- Requested TIGER funding of \$13,132,691 and total project cost of \$16,415,864
- The project will be completed in 2021
- The project is located in Rural Enterprise Zone and a Promise Zone.
- The project quickly creates/preserves jobs in economically distressed area.
- The project 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 a "high quality of life" multi-modal neighborhood.

Quick Start Criteria:

- **Project Schedule:** A feasible and sufficiently detailed schedule has been included in the Project Readiness section of this narrative.
- **Environmental Approvals:** According to National Environmental Policy Act (NEPA) regulations, the project is considered a Categorical Exclusion.
- **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.

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



Existing conditions (left) and proposed improvements (right) on Jefferson Street

IMMOKALEE COMPLETE STREETS - 2

Collier County FDOT MPO COLLEGE CRA IMMOKALEE CRA

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).

have ample contingency reserves built into cost estimates.




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

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



Assemble a Well-Rounded Team

Assemble a Dedicated Team

- Gather letters of support from a large network of agencies and users
- Create opportunities for public and private partnerships
- Engage the community

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	Benefit Cost Analysis Model	
	Project Contact Information	
	Name: Lorraine Lantz, AICP	
	Title: Principal Planner	
	Organization: Collier County Board of Commissioners	
	Telephone: 239-252-5779	
	Email: Lorraine.lantz@colliergov.net	





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Benefit-Cost Analysis	
PROJECT APPLICANT:	
	
Primary Point of Contact:	
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Make Your Project Stand Out

VI- BENEFIT COST ANALYSIS



The 20-year benefit-cost analysis estimate for the ICS reflects an estimated 53.2 percent internal rate of return (IRR) for the project and a net present value of over \$122 million, meaning that the estimated benefit to Immokalee is more than nine (9) times the initial investment.

This estimate is supported by extensive local demographic data and expands greatly on the benefit-cost analysis methodology proposed by NCHRP Report 552: Guidelines for Analysis of Investments in Bicycle Facilities. Capitalizing on research published since the NCHRP Report 552 was released in 2006, this project's benefit-cost analysis considers different impact areas for bicycling and walking activity, and evaluates the impact of utilitarian and school trips in addition to Journey to Work trips. The calculation also considers local travel patterns, trip distances,

and public health data to create a more complete picture of the impacts of mode shift towards bicycling and walking that will result from the TIGER-funded ICS. While the simpler NCHRP-endorsed methodology includes sizeable recreational benefits that often make up 90 percent of the calculated value of bicycle projects, the ICS benefit-cost analysis has been careful to omit recreational benefits from its calculation so that the project can be evaluated solely on its merits as a transportation facility in accordance with TIGER grant selection guidelines.

$$\frac{\text{Benefit}}{\text{Cost}} = 9.2:1$$



The ICS will benefit current residents as well as the next generation of Immokalee citizens, with safer streets and better access to jobs and services, as well as economic, health, and environmental benefits.



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	\$ 7,340,248
Highway Maintenance Benefit	\$ 1,853,083
Emissions Benefits (Less CO2)	\$ 135,893
Crash Reduction Benefits	\$50,425,943
Health Benefits	\$10,895,840
Reinvestment Benefits	\$ 2,062,758
Capital Cost	\$(13,117,240)
Operation and Maintenance	\$(1,842,124)
Cost	
7% NPV	\$29,682,153
7% BCR	3.22
3% NPV	\$49,682,957
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.



Differentiate Your Project

- Stand out in the crowd
- Use pictures
- Use Graphics that capture Project Intent

Immokalee Complete Streets Project
Ripple Effect

The infusion from the TIGER grant program will be transformative for the Community of Immokalee.

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

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

If at 1st You Don't Succeed, Try, Try Again



Collier County has steadily been implementing the Complete Street improvements in Immokalee, but the needs are greater than a rapidly growing county can handle in a timely manner.

Activities to Maximize the Non-Federal Share of the Project Funding

Although this project is in a rural area and does not require a local funding share, these improvements are so important that Collier County is committing to a 20 percent funding match.

Fiscal Constraints that Affect the Applicant's Ability to Use Non-Federal Contributions

There are no fiscal constraints that affect Collier County's ability to use non-Federal contributions. Collier County's contribution will be appropriated from the County's general fund.

Plan to Address the Full Life-Cycle Costs Associated with the Project

All of the maintaining agencies, including Collier County and CAT, have allocated funds to cover the maintenance costs associated with this project.



As a Rural Enterprise Zone and a Promise Zone, it is Collier County, the State of Florida and the United States' responsibility to assist the residents of Immokalee in their quest for a better way of life. To provide the children of Immokalee a safe place to walk, play and thrive; the workers of Immokalee the opportunity to advance their careers and the employment centers a reason to invest in the community of Immokalee.

The Immokalee Complete Streets Project will provide the catalyst for transforming Immokalee's future.

Financial Feasibility

Although this project is in a rural area and does not require a local funding share, these improvements are so important that Collier County is committing to a 20 percent funding match. The remaining 80 percent of the funding will be met by the USDOT 2017 TIGER grant requested. Once the funding needs are met, Collier County will immediately begin the design and permitting and construction to ensure the project can begin serving the people of Immokalee as soon as possible.

The project cost estimates will be updated at each grant submittal (20%, 50%, 90% and 100%) during the final design process to ensure the construction budget is in line with the project funding. Collier County understands it will be responsible for all cost overruns.



GRANT FUNDS AND SOURCES/ USES OF PROJECT FUNDS

Table 3 Grant Funds and Sources/Uses of Project Funds

Description	Project Cost	Source
Sidewalks	\$5,725,758	TIGER - Federal
Drainage Improvements	\$1,874,798	TIGER - Federal
Poolcristian Facilities	\$99,720	TIGER - Federal
Landscaping	\$ 964,800	TIGER - Federal
Lighting	\$ 1,591,200	TIGER - Federal
Transit Facilities	\$ 613,600	TIGER - Federal
Professional Services	\$ 2,613,448	Collier County - Local General Fund
Total	\$13,117,240	

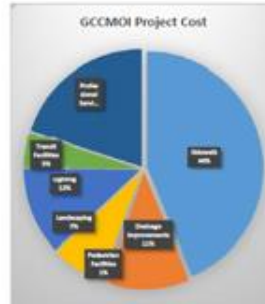
Tiger Grant Request: \$10,493,792
Collier County General Fund Match: \$2,623,448
Total Project Cost: \$13,117,240

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.



Learn from Prior Grant Applications

- those that were awarded
- those that were not

1. Seminole Tribe of Florida, 2035 Long Range Transportation Plan, June 2015.
2. Greenhouse, Steven. "In Florida Tomato Fields, a Penny Buys Progress." The New York Times, April 24, 2014.



The damage caused by Hurricane Irma has significantly impacted daily life and the community's ability to recover from the economic hardships already in the area.

Write with the Award Press Release in Mind

How do you want the press release of the award to read – write that story!



Diaz-Balart, Rubio Applaud \$13 Million TIGER Grant for Immokalee

March 6, 2018 **Press Release**

WASHINGTON, D.C. – Congressman Mario Diaz-Balart (R-FL), Chairman of the House Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, and U.S. Senator Marco Rubio (R-FL), a member of the Senate Appropriations Committee, released the following statements today after the U.S. Department of Transportation (DOT) issued a TIGER grant of over \$13 million to transform Immokalee's infrastructure:

"I am proud to announce the award of this TIGER grant that will help revitalize Immokalee's infrastructure. From the installation of streetlights to the construction of bus shelters and sidewalks, the funds from this grant will be utilized to improve the quality of life for Immokalee residents," *said Diaz-Balart*. "As Chairman of the Transportation Appropriations Subcommittee, I funded the TIGER program and worked tirelessly to secure this grant for the community. I am grateful to Secretary Chao for recognizing the need in Immokalee. I look forward to continue working with Senator Rubio, County Commissioner Bill McDaniel, and other local leaders in seeing this project through, and am eager for the positive impact the TIGER grant will have on Immokalee residents."

"Today's announcement by the Department of Transportation is significant news for Immokalee. Having seen firsthand the devastation Hurricane Irma inflicted on southwest Florida, this grant will provide critical resources that will fundamentally transform Immokalee's damaged infrastructure as residents continue to rebuild and recover," *said Rubio*. "As a Senate appropriator, I look forward to continuing to work with members in the Florida delegation, including Congressman Mario Diaz-Balart, who sits on the House Appropriations Committee, to ensure Florida communities receive the federal resources they need."

Project Design and Construction

- Do not have design as 100% of the local match
- Include the Design or the Design Criteria Package as part of the grant reimbursable
- FHWA wants you to expend the grant award as soon as possible
- Leaving the reimbursable funds entirely to the construction phase could create a problem

Agreement and Amendments

Execution of the Agreement and then approval of the contract and any amendments take **MUCH** longer than you anticipate

FHWA Questions

The FHWA Project Manager, as well as the FHWA Team, will have many questions.

Be prepared for all members of your TIGER team to attend bi-weekly coordination meetings throughout the project.

Funding

If the bids come back higher than the grant amount – the agency is responsible for any and all overages.

Part of the Agreement requires proof that the agency can and will fund any overages.

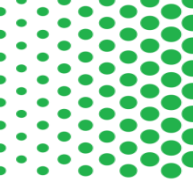


NEPA Considerations for Direct Recipient Grants

August 2022

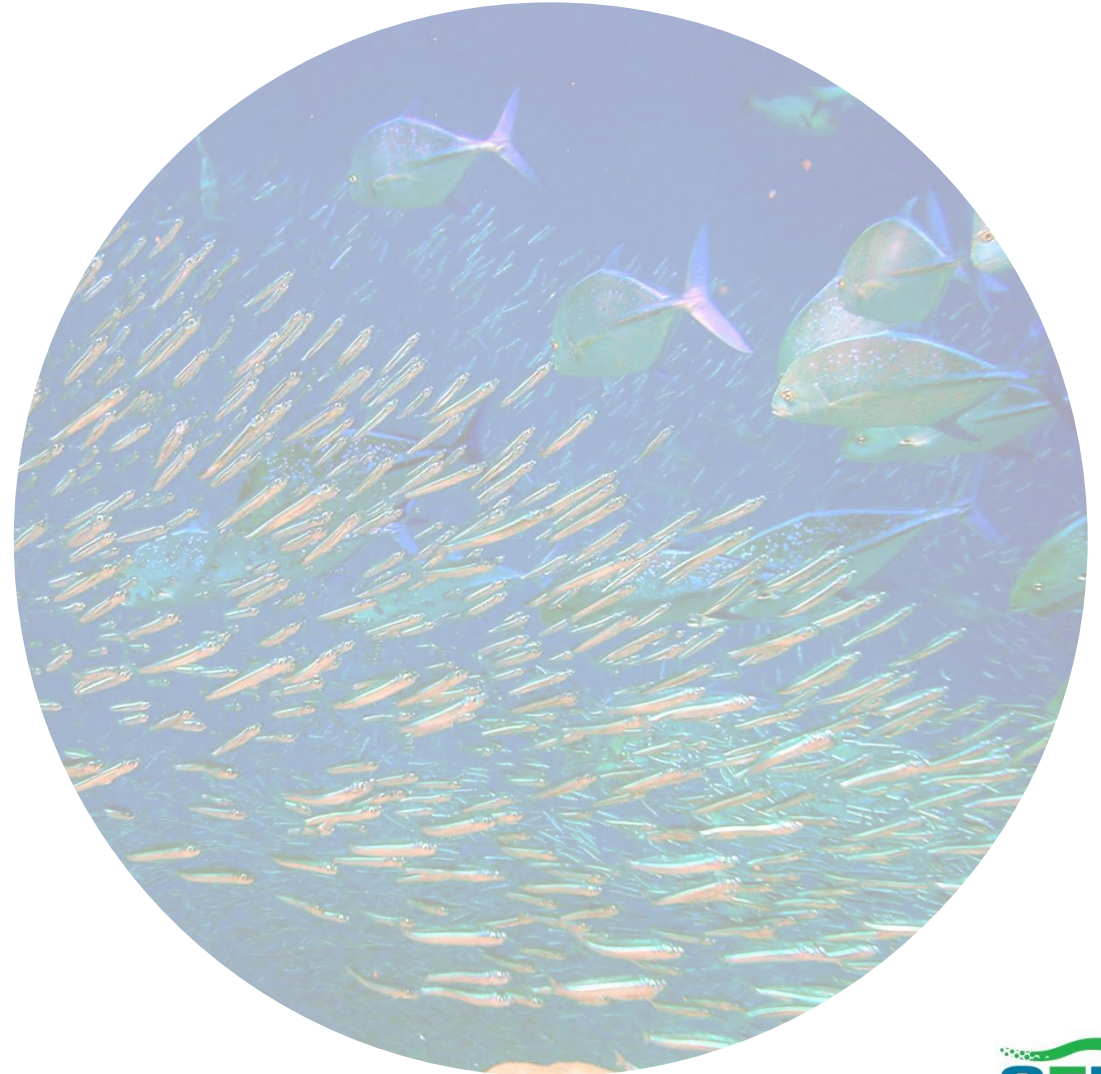
Jennifer Marshall, PE
Director, Office of Environmental Management
jennifer.marshall@dot.state.fl.us





FDOT NEPA Assignment Renewal May 26, 2022

- **FDOT** assumed legal responsibility and legal liabilities for ensuring compliance with environmental requirements from FHWA
- **FDOT** provides approval for federal aid projects involving FDOT and local agencies with a LAP agreement
- **FHWA** will approve NEPA documents for local agencies who receive funds directly from the federal government



Considerations for Local Agencies Pursuing Grants

- Is the grant the primary source for **funding** the project?
- What is the **scope** of the project? (Note that larger projects will require more time for NEPA documentation)
- When should the NEPA begin to meet the needs of the project **schedule**, as required by the grant?
- Does the local agency want to enter into a **LAP agreement** with FDOT to administer grant funds?

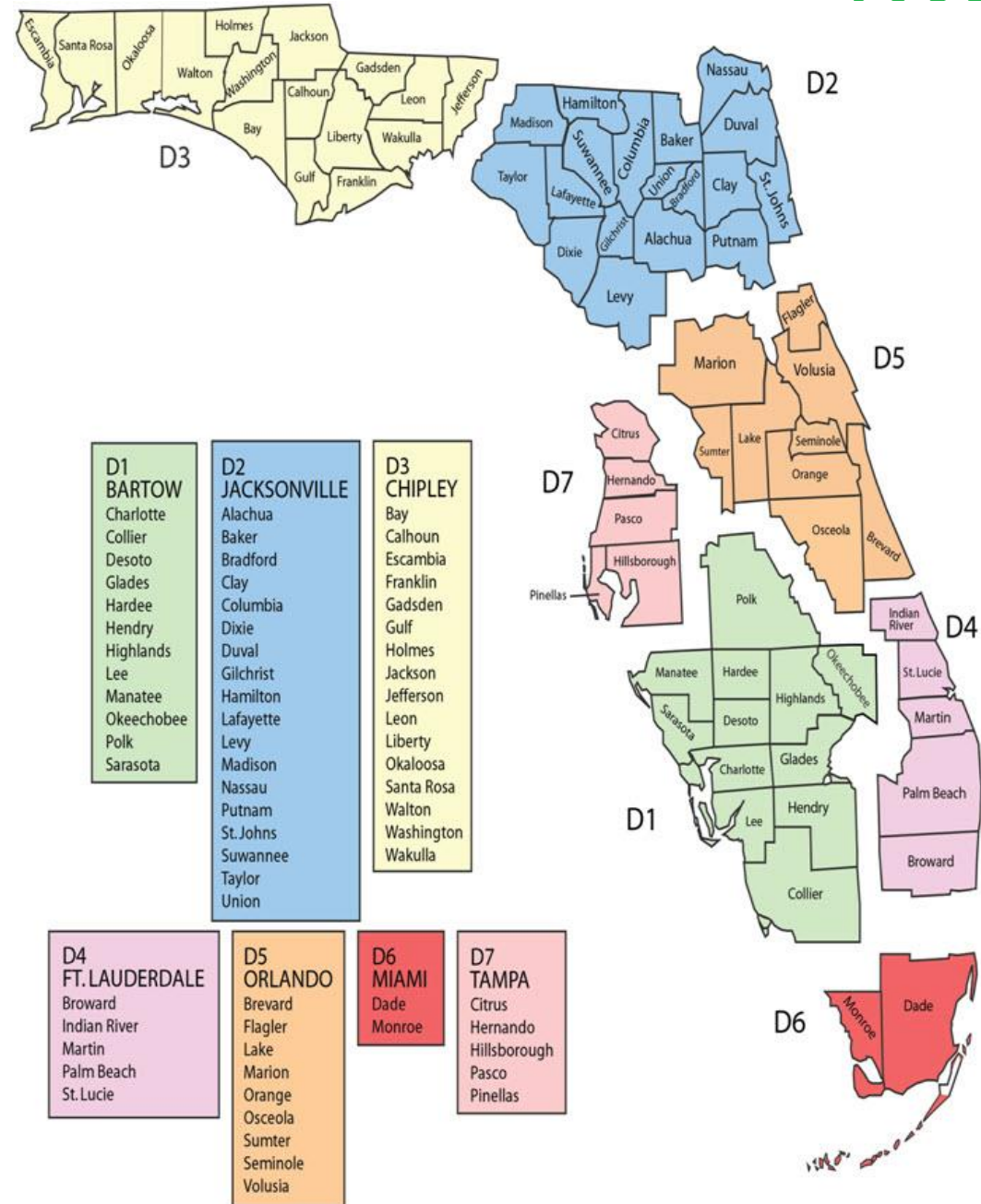


Contacts for additional Information:

- FDOT – Local District Environmental Management Office

- FHWA
 - Joe Sullivan (Joseph.Sullivan@dot.gov) – Districts 1,2,3,7

 - Luis D. Lopez (Luis.D.Lopez@dot.gov) – Districts 4,5,6





Recap



Go to
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1

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2

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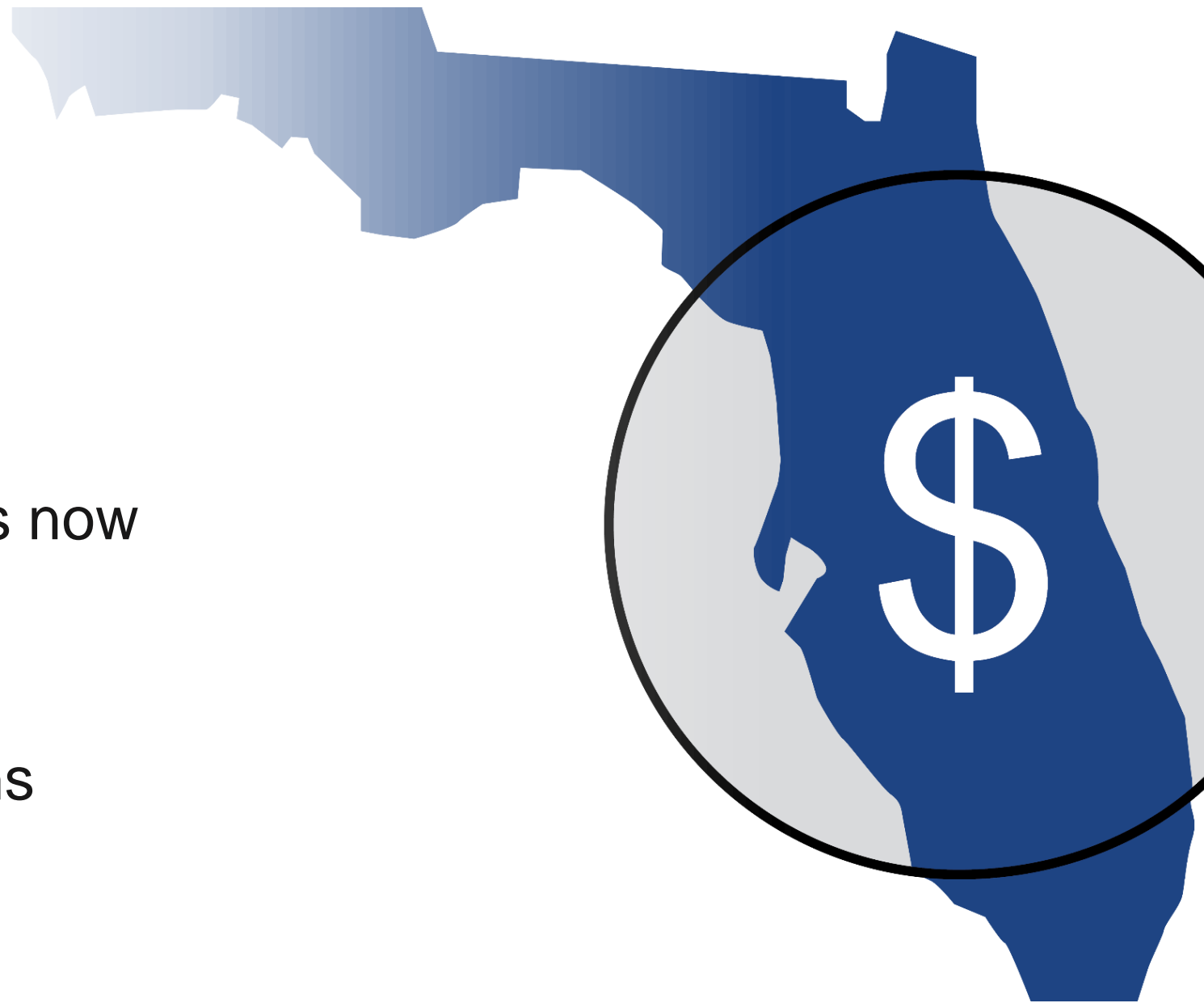


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Enter the code 7046 0432 and vote!

Working Together, Florida Wins

- Discuss project partnerships now
- Implement regional visions
- Support project diversity
- Find creative match solutions
- Commit to project delivery



2022 Notice of Upcoming Notice of Funding Opportunities

Opening Date	Notice of Funding Opportunity (NOFO)	Operating / Administration Office
Summer	National Culvert Removal, Replacement, and Restoration Grant Program	Federal Highway Administration
Summer	Thriving Communities	Office of the Secretary
August	Nationally Significant Federal Lands and Tribal Project Program	Federal Highway Administration
August	Consolidated Rail Infrastructure & Safety Improvements Grant Program	Federal Railroad Administration
September	Rail Vehicle Replacement Program	Federal Transit Administration
September	Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program	Office of the Secretary
October	Fiscal year 2022 Federal-state Partnership (National)	Federal Railroad Administration
December	Fiscal year 2022 Federal-state Partnership (Northeast Corridor)	Federal Railroad Administration

Grant Information Sessions

Register Here!



September 22, 2022 | 9:00 a.m. - 12:00 p.m. (CDT)
District 3 Auditorium
1074 Highway 90, Chipley

October 5, 2022 | 9:00 a.m. - 12:00 p.m.
District 2 Conference Room
1109 S Marion Ave, Lake City

October 6, 2022 | 9:00 a.m. - 12:00 p.m.
District 2 Training Building
2198 Edison Ave, Jacksonville

September 23, 2022 | 9:00 a.m. - 12:00 p.m.
Turnpike Auditorium,
Turkey Lake Service Plaza Milepost 263,
Bldg 5315, Ocoee

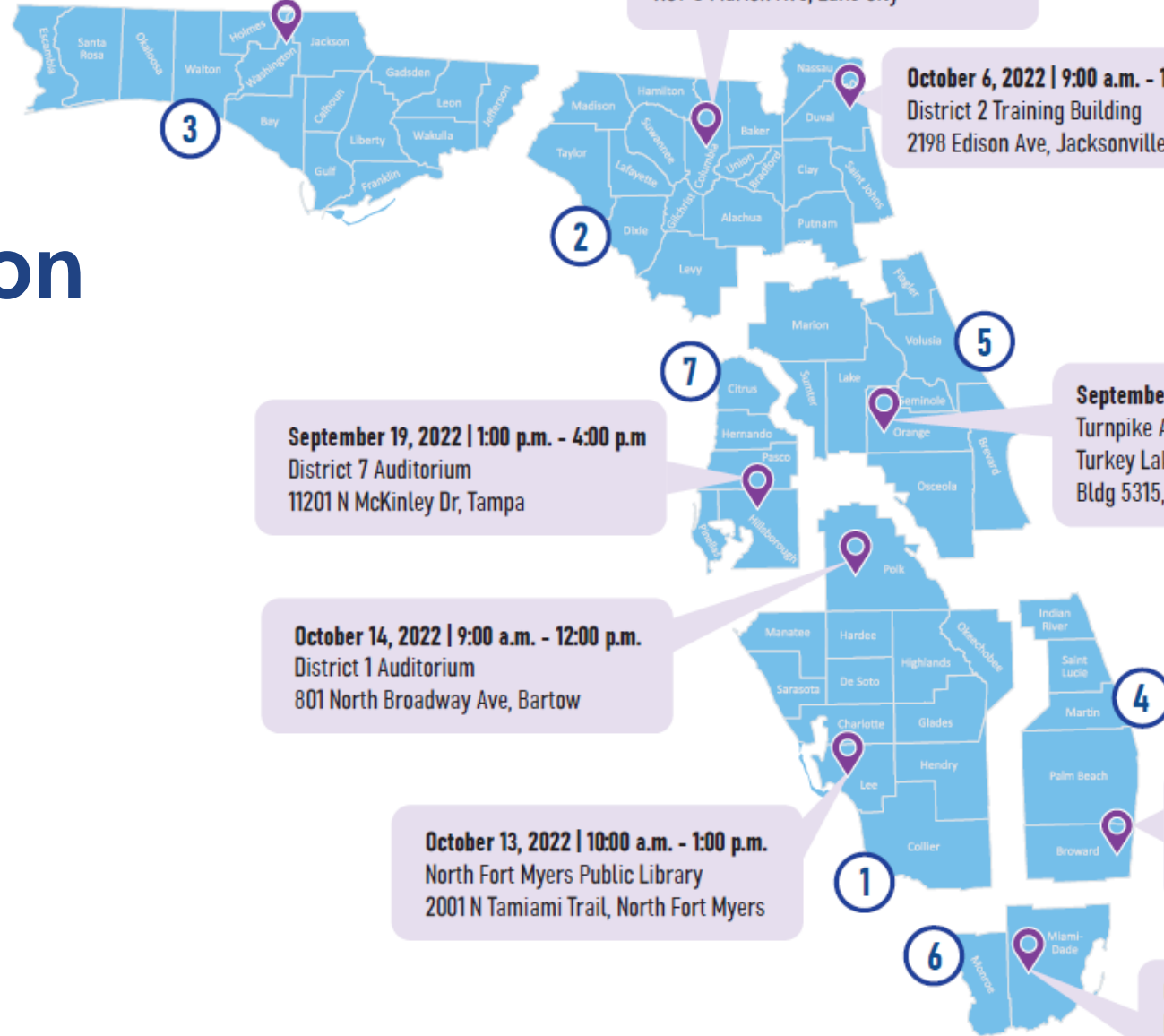
September 19, 2022 | 1:00 p.m. - 4:00 p.m.
District 7 Auditorium
11201 N McKinley Dr, Tampa

October 14, 2022 | 9:00 a.m. - 12:00 p.m.
District 1 Auditorium
801 North Broadway Ave, Bartow

October 13, 2022 | 10:00 a.m. - 1:00 p.m.
North Fort Myers Public Library
2001 N Tamiami Trail, North Fort Myers

October 12, 2022 | 9:00 a.m. - 12:00 p.m.
District 4 Auditorium
3400 W Commercial Blvd, Ft Lauderdale

October 11, 2022 | 9:00 a.m. - 12:00 p.m.
District 6 Auditorium
1000 NW 111 Ave, Miami





Q&A

*ONE LIFE LOST IS **TOO MANY***

8



FATALITIES

&



SERIOUS INJURIES

*ON FLORIDA'S ROADS **EACH DAY***



Questions?

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