



AGENDA BPAC

Bicycle Pedestrian Advisory Committee
Collier County Growth Management Department
Conference Rooms 609/610
2800 North Horseshoe Drive
Naples, FL 34104
April 17, 2018
9:00 a.m.

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of the February 20, 2018 Meeting Minutes
5. Open to the Public for Comment on Items not on the Agenda
6. Agency Updates
 - A. FDOT
 - B. MPO
 - C. Collier County
 - D. City of Naples
 - E. City of Marco Island
7. Committee Action
 - A. Endorsement of FY2019 – FY2023 Transportation Improvement Program (TIP)
8. Reports & Presentations (May Require Committee Action)
 - A. Update on the Bicycle & Pedestrian Master Plan
 - B. Update on Golden Gate Walkable Community Study
 - C. Update on 2040 LRTP Amendment
9. Member Comments
10. Distribution Items
 - A. 2018 Bicycle & Pedestrian Priorities
 - B. Update on the FY2019 – FY2020 UPWP
11. Next Meeting Date

Special Meeting May 21, 2018
Stakeholder Meeting #2 – 10:00 a.m. – Collier
County Growth Management Department
Conference Rooms 609/610

Next Regularly Scheduled BAPC Meeting
August 21, 2018
Collier County Growth Management Department
Conference Rooms 609/610
12. Adjournment

PLEASE NOTE:

This meeting of the Bicycle & Pathways Advisory Committee (BPAC) to the Collier Metropolitan Planning Organization (MPO) is open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition by the Chairperson. Any person desiring to have an item placed on the agenda shall make a request in writing, with a description and summary of the item, to the MPO Executive Director 14 days prior to the date of the next scheduled meeting of the BPAC. Any person who decides to appeal a decision of this Committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact the Collier Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-5804. The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO's planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Collier MPO by calling Ms. Anne McLaughlin at (239) 252-5884 or by writing to her at 2885 South Horseshoe Dr., Naples, FL 34104.

**BICYCLE & PEDESTRIAN ADVISORY COMMITTEE
of the
COLLIER METROPOLITAN PLANNING ORGANIZATION
Collier County Growth Management Division
Conference Rooms 609 & 610
2800 North Horseshoe Drive
Naples, FL 34104
9:00 a.m.**

February 20, 2018 Meeting Minutes

1. Call to Order

Mr. Ortman called the meeting to order at approximately 9:00 a.m.

2. Roll Call

Mr. Ortman called the roll and confirmed that a quorum was present.

Members Present

Joe Bonness, At-Large
Andrea Halman, At-Large
Wendy Olson, At-Large
Jane Cheffy, At-Large
Dayna Fendrick, At-Large
Alan Musico, At-Large
Dr. Mort Friedman, At-Large
Reginald Wilson, At-Large
Victor Ordija, At-Large

Members Absent

Joe Adams, At-Large
Ray Steadman, At-Large

MPO Staff

Eric Ortman, MPO Senior Planner
Gabrielle Gonzalez, MPO Admin. Secretary

Others Present

David Agacinski, FDOT
Ken Oehler, representing Palm River Estates
Lorraine Lantz, CCTP

3. Approval of Agenda

Mr. Ortman entertained a motion for approval of the agenda.

Ms. Halman: **I move to approve the agenda.**

Mr. Ordija: **I second the motion.**

THE MOTION CARRIED UNANIMOUSLY.

4. Approval of the December 19, 2017 Meeting Minutes

Mr. Ortman entertained a motion for approval of the December 19, 2017 Meeting Minutes.

Ms. Fendrick: **I move to approve the minutes.**

Ms. Halman: **I second the motion.**

THE MOTION CARRIED UNANIMOUSLY.

5. Open to the Public for Comment on Items not on the Agenda

Mr. Ken Oehler, speaking on behalf of the Palm River community, stated that this issue has been before the committee before. He gave the committee an overview of the history of the community stating that in 2016 the County put in sidewalks along Cypress Way E., from Piper to Eastwood. Mr. Oehler stated that at the time the community thought that the County would finish the loop from Cypress Way E. to Viking Way and Palm View which would connect to the new park on Piper. This loop would connect the entire community however, the community was told that this wasn't planned as the project, or need for, was not on any of the County's plans. At the time the community was told that the Horsecreek developer should've put in sidewalks at the time of development. Mr. Oehler stated that the last time the neighborhood came to the committee they were given the suggestion to develop an MSTU to pay for the remaining sidewalks. He stated that he reached out to Mr. Dan Shoemaker who helped develop a map and cost estimates for this possible project. Mr. Oehler stated that while this was helpful they were still faced with going to all their residents and getting at least 950 of them to agree to the idea of the MSTU in order to fund this. He also stated that he had been informed by others at the County that the County's budget for sidewalks was only \$250,000. He also stated that he went before the BCC to ask them to increase the budget for sidewalks as there were many areas in the County that are unsafe. Mr. Oehler stated that a big issue in the community is that the drivers don't slow down when they see pedestrians. He then asked the committee how else they can approach this issue since there's no budget for it and the prospect of getting citizens to agree to an MSTU is very slim.

Mr. Ortman stated that the MPO is currently working on the Bicycle & Pedestrian Master Plan and both safety and connectivity would be focused on in the plan. MPO dollars are short and there are many needs within the County. Mr. Ortman stated that part of the plan will take a closer look at local roads so that potential local road projects can be vetted through the plan. He also stated that potential projects can be brought before the committee through the application process however, the committee would not be prioritizing projects for several years due to the Board's policy change in allocating SU funds. Mr. Ortman stated that a MSTU is another viable avenue as well as working through the County's process.

Ms. Halman stated that the MSTU has been working well in Immokalee and suggested Palm River give that option a try. She stated that she's hearing a lot of the same issues from Mr. Oehler that are happening in Immokalee; lack of funding, heavy drainage issues, etc.

Discussion ensued amongst committee members surrounding Mr. Oehler's concerns, including other options the community may pursue. Ms. Lantz stated that the County has looked into this issue, particularly on Cypress Way East. She stated that cost estimates were over a million dollars because of the drainage issues. Mr. Musico pointed out that FDOT's standard will not allow the MPO's funding to be used on sidewalk projects when over 50% of the project's cost in drainage.

Mr. Ortman stated that Mr. Oehler can email his comments and concerns to the MPO to be entered into the BPMP as official comment.

6. Agency Updates

A. FDOT

Mr. Agacinski stated that the Florida Greenways and Trails Council met on January 11th and approved final priority and opportunity maps. He stated that Suntrail coordinators were working together with the Council to update the Suntrail maps based on the new priority and opportunity maps. Mr. Agacinski stated that effective January 1st, the FDOT Design Manual had replaced the Plans Preparation Manual. He stated that there are now separate chapters for bicycle and pedestrian facilities, shared use paths, and transit facilities. The chapters for these are now chapters 222-225. Mr. Agacinski stated that FDOT has also released the 2018/2019 Standard Plans for Road & Bridge Construction (formerly known as design standards). He stated that the new standards go into effect on July 1st of this year.

Discussion ensued amongst members and Mr. Agacinski concerning minimum sidewalk widths. Ms. Halman expressed a concern with a width of 6ft and stated that 8ft is the most ideal. The committee also discussed bike lanes widths. Mr. Agacinski stated that if the facility is brand new FDOT prefers to put in a 7ft bike lane with a buffer so long as the right of way is available. Ms. Olson asked about the Suntrail Map. Mr. Agacinski stated that the map could be found at FLSuntrail.com.

Ms. Fendrick stated that there is a Safety Summit in Tampa and asked if Mr. Agacinski could send more information on that to the MPO. Mr. Agacinski stated that the Gulf Coast Safe Streets Summit was being held on the 27th in Tampa and would begin at 8:30 a.m.

B. MPO

None.

C. Collier County

Ms. Lantz stated that the County had submitted a Safe Routes to School (SRTS) application for Shadowlawn Elementary and it had been accepted. The application was one of nine received. Ms. Lantz stated that Airport Pulling Rd. from US41 to Davis Blvd. which is parallel to Shadowlawn Elementary, has moved up in bike/ped crash rankings to the fifth worst in the district. She stated that this proved an even further need for the SRTS project. She stated that they should know over the summer if the SRTS project application would be awarded. Ms. Lantz also stated that they should be hearing back on the TIGER grant application sometime in April. She stated that the TIGER grant was for projects in Immokalee, and if awarded would be over \$16 million dollars in funding.

D. City of Naples

E. City of Marco Island

No updates were provided from the City of Naples or the City of Marco Island.

7. Committee Action

A. Election of Chair and Vice-Chair

Mr. Ortman introduced the item and stated that each year a committee Chair and Vice-Chair must be elected. He stated that terms are for a period of one-year and any member can serve. Mr. Ortman stated that Mr. Adams was out sick with the flu but had offered to continue serving as vice-chair.

Mr. Musico explained the process the committee has followed when voting for Chair/Vice-Chair. Mr. Bonness stated that he was willing to continue serving as Chair however, his term was coming to an end.

Ms. Cheffy: **I nominate Joe Bonness as Chair and Joe Adams as Vice-Chair.**

Mr. Musico: **I second the motion.**

Ms. Halman asked if Mr. Bonness would be resubmitting his application for another term. Mr. Bonness stated that he would be doing so. Ms. Fendrick asked if the MPO staff foresees any opposition from the MPO Director or Board on this. Mr. Ortman stated that he doesn't anticipate any, but he cannot speak for the Board. Mr. Bonness called the motion on the Chair nominee to question.

THE MOTION FOR JOE BONNESS AS CHAIR CARRIED UNANIMOUSLY.

Mr. Bonness called the motion on the Vice-Chair nominee to question.

THE MOTION FOR JOE ADAMS AS VICE-CHAIR CARRIED UNANIMOUSLY.

8. Reports and Presentations (May Require Committee Action)

A. Update on the Bicycle & Pedestrian Master Plan

Mr. Ortman introduced Wally Blain, representing Tindale Oliver, who gave an update on the Bicycle & Pedestrian Master Plan (BPMP). Mr. Ortman stated that the MPO has done extensive public outreach for the plan and to date has received over 400 comments. He stated that the next steps would be to refine the broad themes of the plan, work on a policy element, project selection process, performance measures, and consideration to how the plan will be implemented.

Mr. Musico stated that he was very pleased with the public outreach that has been done for this plan. Ms. Halman agreed with Mr. Musico stating that the MPO has also done extensive public outreach in Immokalee.

Mr. Blain stated, in reference to a question asked previously, that the WikiMap would remain up and open for comment throughout the duration the public involvement efforts for the plan. He stated that the information received to date has already been pulled to begin analyzing. Mr. Blain stated that Tindale Oliver has started working with the County for input on how to develop a policy portion to the plan and how to make the plan more user friendly for localities to implement.

Mr. Musico stated that public support was very important and he believed this should be integrated into the committee's evaluation criteria. He stated that the other side of public support – non-support – was also very important and the committee should think about how to handle this when it arises. Mr. Ortman stated that these are both very important to consider however, lack of support does not prove a lack of need or desire.

Mr. Blain continued with the presentation covering public engagement and input; survey and workshop comments received, and comments on the WikiMap. Mr. Blain stated that more than half of the comments received were on safety and connectivity, with the rest being distributed between health, environment, equity, livability, and economic concerns. The presentation also covered the public's input on what would make the plan successful, and public concern with current walking and biking conditions.

Mr. Musico stated that 75% of bike riders in Florida are recreational riders and he believed there needed to be a balance in facilities to serve both the recreational rider and the person that rides out of necessity. Mr. Musico stated that it was important to put facilities in where they would be used.

Mr. Blain discussed other public comments received noting that a large portion of people commented that they are concerned with the lack of facilities available, large intersections, high speed traffic, driver behavior, and a lack of lighting.

Ms. Fendrick asked to what extent the data from the previous plan was being used. She stated that there was a lot of data on origin and destination. Mr. Blain stated that the plan would look at connections to school, parks, commercial activities, and transit stops. Mr. Blain stated, in reference to a question on Strava data, that the data is limited and likely captures only a specific subset of rider.

Mr. Musico stated that population density was something that needed to be considered in this plan as the community is very seasonal and many of the residents are not full time. He stated that the MPO should also consider tourism.

Ms. Olson asked how the blind and visually impaired citizens would be considered in the plan. She asked if staff has looked at audible crossing signals when considering safety. Mr. Blain stated that they have not specifically considered that however, this may be something that needs to be looked at and rolled up into the policy element. Discussion ensued amongst members on how to identify where blind and visually impaired people live to decipher where an audible crossing signal may be needed.

Mr. Blain discussed the plan's draft vision statement which is "to provide a safe and comprehensive bicycle and pedestrian network that promotes and encourages community use and enjoyment." He then discussed the goals and objectives for the BPMP and compared them to the goals of previous plans.

Mr. Musico stated that he believed an additional goal needed to be added; a cost benefit analysis. Other members expressed uneasiness with adding this as a goal but stated that perhaps the proper place for this was in the committee's prioritization process.

Mr. Blain summarized the next steps in the development of the plan including a complete summarization of public comments, coordination with local agency staff on policies, completion of performance measures, finalizing project evaluation criteria, reviewing project identification and prioritization, and beginning to identify project needs. Mr. Blain concluded his presentation and opened the floor for comments and questions. The Power Point presentation can be made available to anyone who requests it.

Ms. Fendrick asked if staff has developed a user profile; if staff was getting a sense of who the users were and what kind of facilities were necessary for those users. Mr. Blain stated that often when structuring a public comment process those that come out and give comments are folks with more leisure time. He stated that most of the comments received deal with larger roads. Mr. Blain stated that the County is aware of localized issues and the two sources of information needed to be merged together. Mr. Blain also stated that it is difficult to put people into a category and it's important to rely on EJ data. Using the five EJ variables we can identify where more opportunities are needed. Mr. Ortman stated that the MPO has not developed a user profile and were doing various forms of public outreach to reach a broad cross section of the public. Mr. Ortman stated that most of comments received were concerning safety and connectivity.

Mr. Blain stated that the next stakeholder meeting would be held on March 26th. Mr. Ortman stated that staff was considering merging the BPAC and TAC for the stakeholder meeting as was done previously.

Mr. Blain stated that the MPO was looking to have the plan adopted in June and the committee would be seeing a lot more information coming very quickly. Mr. Musico asked why there was a need to adopt the plan so quickly if the next call for projects would be in 2019. Mr. Ortman stated that the June timeframe was set because the MPO has committed to completing this by June 30th in the UPWP. Mr. Musico asked if the MPO could ask for an extension given the extenuating circumstances of the recent Hurricane. Mr. Blain stated that while the schedule was tight, completion of the plan should not be rushed. He stated that the MPO would begin development of the 2045 LRTP and the BPMP would be rolled into that. Mr. Ortman stated that if staff felt the BPMP could not be done right within the timeframe, they would ask for an extension.

Ms. Fendrick asked if staff was looking at different techniques in different locations such as using alleyways for facilities in grid like locations. Mr. Blain stated that the plan would look at other studies and plans that have been done, such as walkability studies, to move those forward and develop policy language for connectivity and to develop recommendations.

9. Member Comments

None.

10. Distribution Items

A. FDOT Safety Performance Measures Targets

Mr. Ortman briefly described this topic and explained its background, stating that the Board has acted to adopt FDOT's 'Vision Zero.' Mr. Ortman explained what 'Vision Zero' means and then opened the floor for comments and questions.

Ms. Fendrick asked if there were any penalties for not meeting the performance measure targets. Mr. Ortman stated that as of now the MPO would not be held liable for not meeting the performance measure.

Mr. Bonness asked how the MPO would work towards 'Vision Zero.' He asked if the committee should be looking at outside community education such as education on Road Safety Audits (RSA). Mr. Ortman asked if FDOT would be willing to do a RSA crash course with the committee. Mr. Agacinski stated that he would bring this request up with FDOT management and bring back further information.

B. FDOT US41 Road Safety Audit (RSA)

Mr. Ortman stated that the Safety Arterial Study was done in 2015 and the County had some additional concerns on US41 therefore, additional analysis was done. Mr. Ortman stated that included in the attachments was just the text of the document and first appendix however, the entire document was emailed to the committee. He stated that a direct impact of the RSA is further safety improvements that will be done when US41 between Courthouse Shadows and Davis Blvd is resurfaced. Improvements will total nearly \$1.5 million.

Discussion ensued amongst committee members concerning improvements mentioned in the RSA and their thoughts. Ms. Fendrick discussed some options done in other areas of the Country such as high visibility crosswalks. The committee also discussed roundabout design options that were cyclist friendly, speed limits, and the closing of extra driveways as a policy.

Mr. Ordija pointed out that there has been an increase in rear end crashes but bike/ped crashes has remained the same. The committee discussed several reasons why this may be, including an increase in tourist drivers and increase in driver distraction.

C. Update on CAT Fare Analysis Study

Mr. Ortman gave the committee a brief update on the CAT Fare Analysis Study. There were no questions or comments.

D. Update on the FY2019-FY2020 Unified Planning Work Program (UPWP)

Mr. Ortman stated that a large portion of the next UPWP would be the undertaking of the 2045 LRTP, and that there wouldn't be much money left-over to do many other studies.

Ms. Fendrick asked if the BPAC would be briefed on the amendment to the 2040 LRTP. Mr. Ortman stated that this can be brought before the committee if they so request. He briefly summarized the current work on the Amendment to the 2040 LRTP. Mr. Blain pointed out that this was an amendment to the 2040 LRTP and not the commencement of work on the 2045 LRTP. He stated that further updates were first going to the Technical Advisory Committee (TAC) and the Citizens Advisory Committee (CAC) and the BPAC could be given an update as well.

11. Next Meeting Date

March 20, 2018 at 9:00 a.m.

12. Adjournment

Mr. Bonness entertained a motion to adjourn the meeting.

Dr. Friedman: **I move to adjourn.**

Mr. Bonness: **I second the motion.**

THE MOTION CARRIED UNANIMOUSLY.

COMMITTEE ACTION
ITEM 7A

Endorse the FY2019 - FY2023 Transportation Improvement Program

OBJECTIVE: For the Committee to endorse the FY2019 - FY2023 Transportation Improvement Program (TIP)

CONSIDERATIONS: The BPAC received the Draft TIP at the December meeting; no comments have been received from the committee. The TAC and CAC received the Draft TIP in February. No comments were made at either meeting. The MPO Board received a presentation of the Draft TIP in March. The Chair commented that he would like to revisit the project priorities; and another member referred to environmental concerns (panther habitat) involving an ongoing FDOT project. MPO staff followed up by sending the Efficient Transportation Decision Making (ETDM) review notes to the Board member. The Draft TIP was based on the FDOT Tentative Work Program (WP) November 27th snapshot. FDOT stated a final March snapshot needed to be used to develop the TIP; FDOT expected only minor changes between the two snapshots.

The Draft TIP – updated to reflect the FDOT Tentative WP March 2 Snapshot – is included as **Attachment 1**. **Attachment 2** lists the changes to the Draft TIP as a result of the FDOT Tentative WP March 2 Snapshot. Table 1 includes the only significant change; an increase in funding for three projects. Table 2 lists projects that were added to the Draft TIP to reconcile it with the Tentative WP. Tables 3-5 detail other, non-substantive changes made to the Draft TIP.

The TAC and CAC endorsed the Draft TIP at their March meetings with the removal of the Regional Non-motorized Transportation Network Map (aka Pathways Map) and the incorporation of minor editorial comments/corrections by Lorraine Lantz. Staff is working on incorporating these minor changes into the Draft TIP. The TAC/CAC reason for deleting the Non-motorized map was based on two factors: the map no longer serves its original purpose; Collier County does not believe that the map helps its purpose in ongoing negotiations with FDOT on who is responsible for maintenance of pathways on state roads such as SR29, SR82 and US41.

STAFF RECOMMENDATION: That the Committee endorse the FY2019 - FY2023 Transportation Improvement Program (TIP)

Prepared By: Eric Ortman, MPO Senior Planner

ATTACHMENTS:

1. FY2019-2023 Draft TIP
2. Changes made to Draft TIP



COLLIER METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM FY2019 - FY2023

DRAFT March 14, 2018

MPO Board and Advisory Committee Review Draft

Adoption Date: Pending in June 2018



The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of title 23 U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

COLLIER METROPOLITAN PLANNING ORGANIZATION

Commissioner William McDaniel, MPO Chair

Collier County (District 5)

Vice-Mayor Linda Penniman, MPO Vice-Chair

City of Naples

Councilman Joe Batte

City of Marco Island

Councilman Reg Buxton

City of Naples

Commissioner Donna Fiala

Collier County (District 1)

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Collier County (District 3)

Commissioner Andy Solis, Esq.

Collier County (District 2)

Commissioner Penny Taylor

Collier County (District 4)

Anne McLaughlin

MPO Executive Director

Scott R. Teach, Esq.

Collier County Deputy Attorney

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INSERT NEW MPO BOARD RESOLUTION PENDING JUNE 2018 BOARD MEETING

Figure 1 - Collier Metropolitan Planning Area

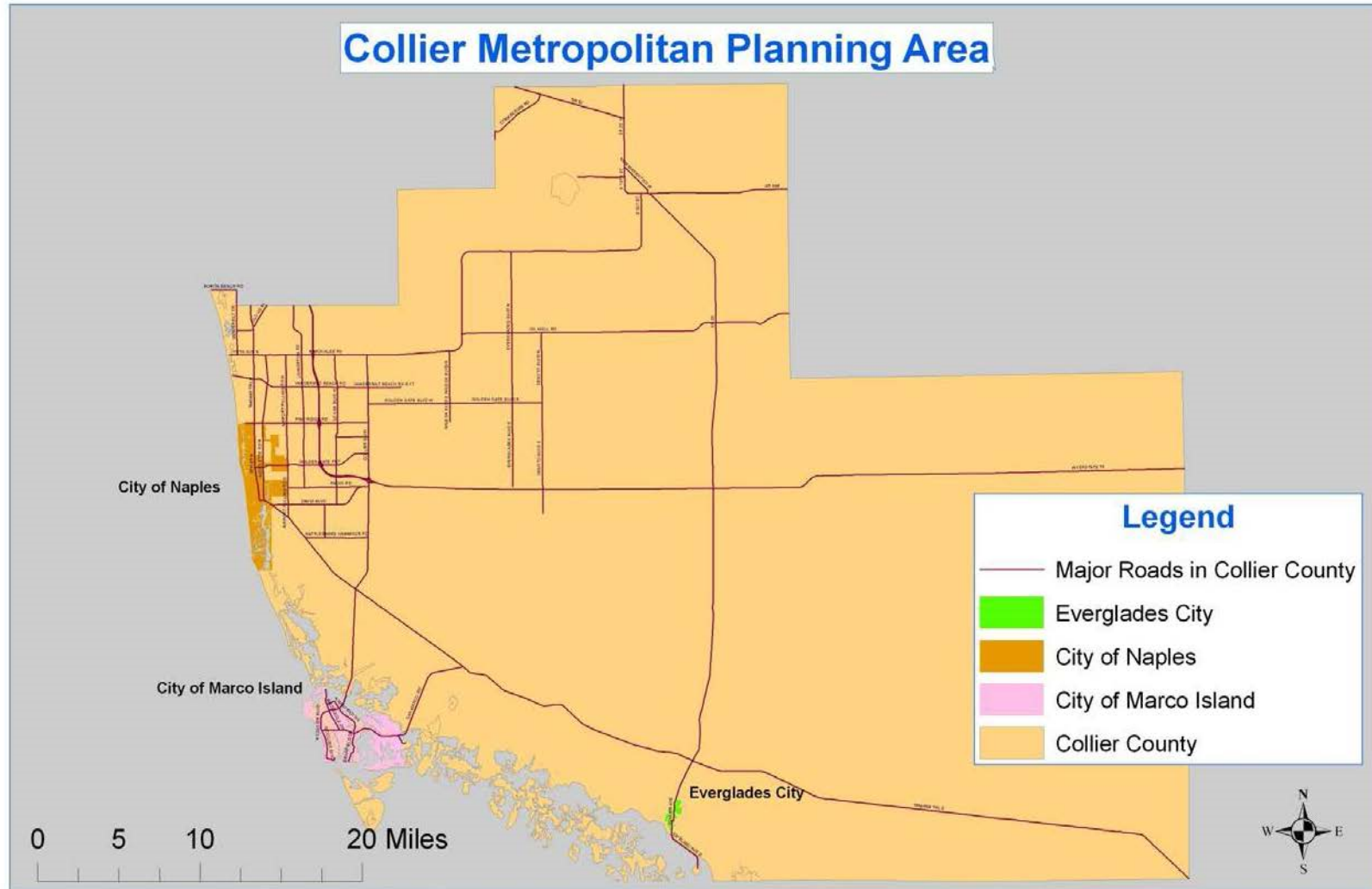
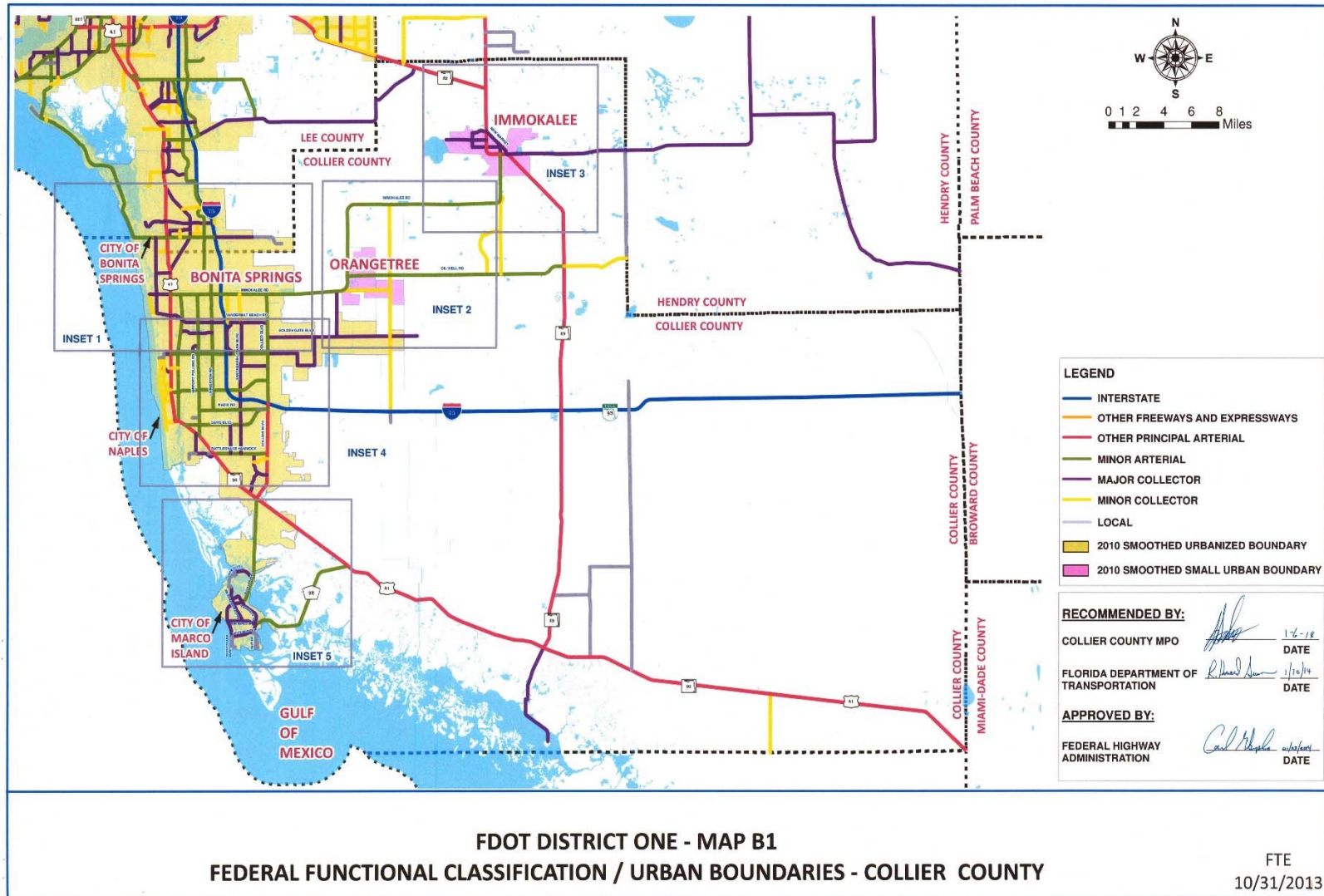


Figure 2 – Bonita Springs – Naples Urbanized Area Map



NARRATIVE

PURPOSE

The Collier Metropolitan Planning Organization (MPO) is required by Title 23 United States Code (U.S.C.) 134(j); Florida State Statutes; and Federal Transportation Legislation, Moving Ahead for Progress in the Twenty-First Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act) signed into law in December 2015, to develop a Transportation Improvement Program (TIP) that is approved by both the MPO and the Governor of Florida (or the Governor's delegate). The FAST Act (23 U.S.C. 117 §1105) carries forward policies initiated by MAP-21, which created a streamlined and performance-based surface transportation program that builds on many of the highway, transit, bike, and pedestrian programs and policies established in previous transportation legislation. These programs address the many challenges facing the U.S. transportation system including: improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and of freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act added reducing or mitigating storm water impacts of surface transportation, and enhancing travel and tourism to the nationwide transportation goals identified in MAP-21. The FAST Act establishes the Nationally Significant Freight and Highway Projects (NSFHP) program to provide competitive grants – Fostering Advancement in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) – to nationally and regionally significant freight and highway projects that align with national transportation goals.

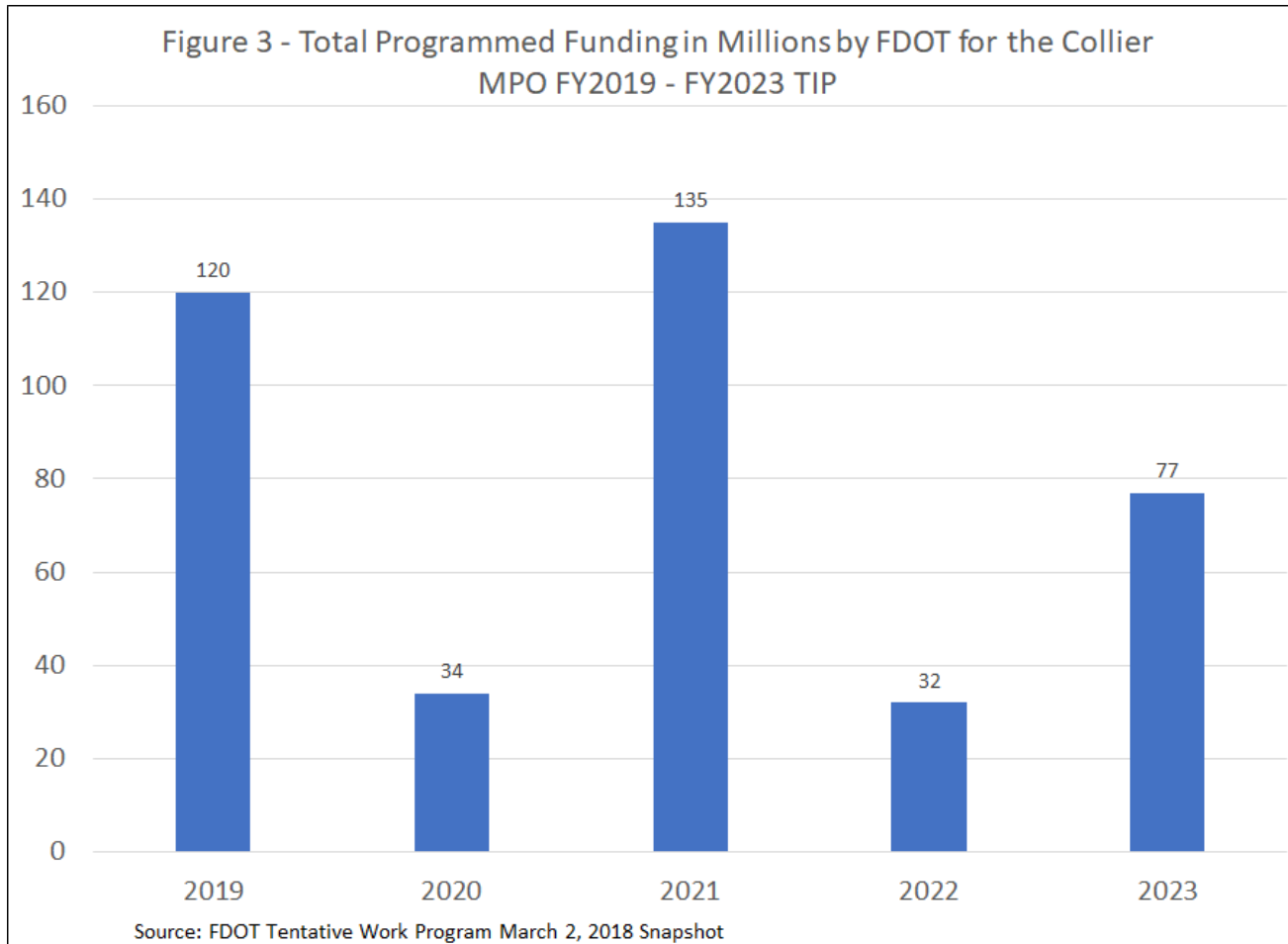
The TIP is developed by the MPO in cooperation with the Florida Department of Transportation (FDOT), state and local governments, and public transit operators who are each responsible for providing the MPO with estimates of available federal and state funds. This collaborative effort ensures that projects programmed in the FDOT Work Program address the MPO's highest transportation project priorities, and are consistent with the overall transportation goals of the surrounding metropolitan area. Following approval by the MPO Board and the Governor of Florida, the TIP is included in the FDOT State Transportation Improvement Program (STIP). The TIP is a five-year, fiscally constrained, multi-modal program of transportation projects within the Collier Metropolitan Planning Area (MPA). The MPA is the geographic planning region for the MPO (see Figure 1 above). The projects in the TIP are presented in Year of Expenditure (YOE) dollars which takes inflation into account (Expenditures prior to 2016 are reported in nominal dollars.). TIP projects include highway, transit, sidewalk/bicycle paths and/or facilities, congestion management, road and bridge maintenance, transportation planning, and transportation alternative program activities to be funded by 23 C.F.R. 450.324(c). The TIP also includes aviation projects; and all regionally significant transportation projects for which Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) approval is required. For informational purposes, this TIP also identifies other transportation projects, as defined in 40 CFR 450.324 (c)(d), that are not funded with federal funds.

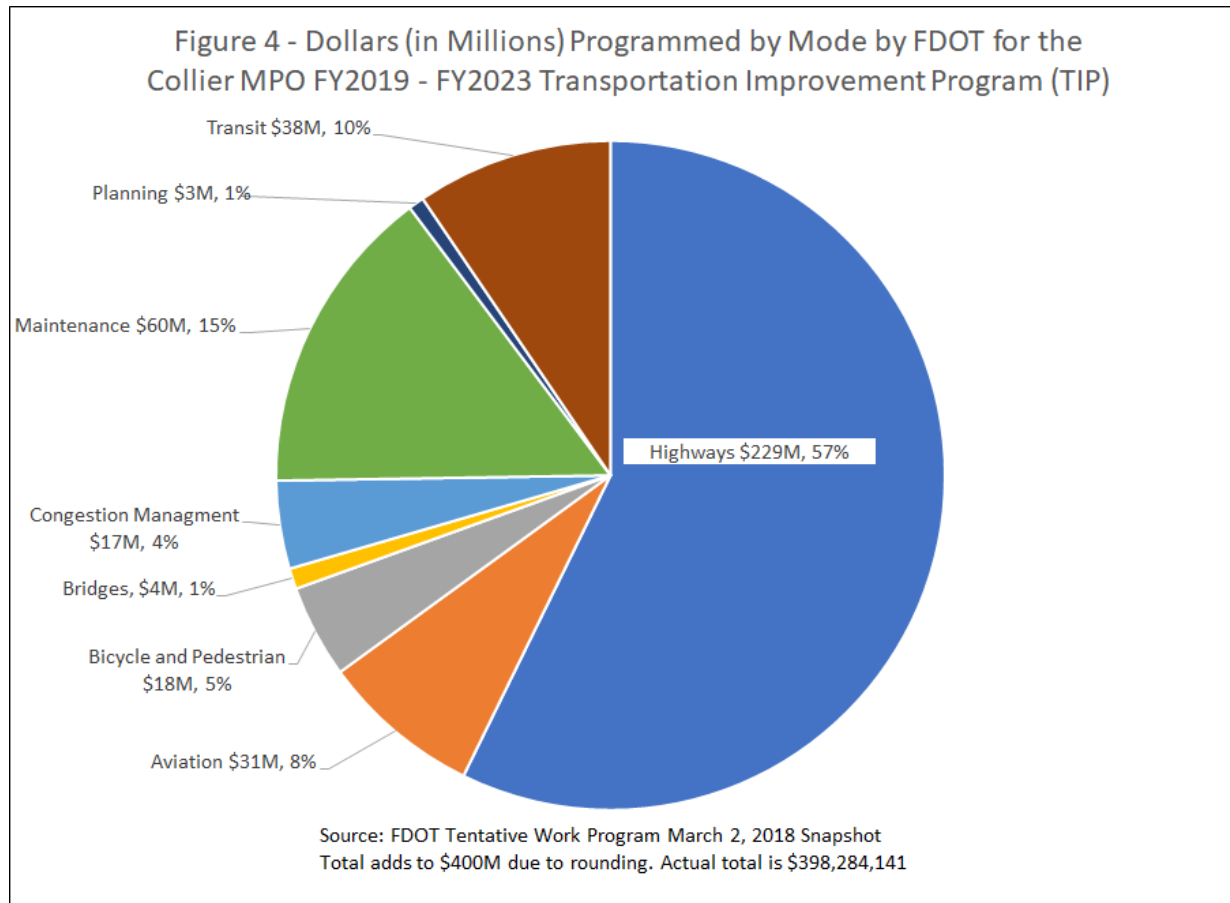
The TIP for the Collier MPO is financially constrained by year so that financial resources can be directed towards high priority transportation needs in the area. Consequently, the level of authorized funding (both current and projected) available to the state and the MPO is used as the basis for financial restraint and scheduling of federally funded projects within the MPO's jurisdiction. FDOT uses the latest project cost estimates, and the latest projected revenues based on a district-wide statutory formula to implement projects within the Collier MPO in the Work Program, and this is reflected in the TIP as well. This TIP is also constrained due to local funds from local governments' Capital Improvement Programs committed to certain projects in the TIP. This TIP has been developed in cooperation with the FDOT. FDOT provided the MPO with estimates of available federal and state funds, as shown in the Table on the following page. The TIP is updated annually by adding a "new fifth year" which maintains a five-year rolling timeframe for the TIP. In addition to carrying forward existing projects, the MPO annually approves a set of new Transportation Project Priorities and submits these to FDOT prior to July 1st. This new set of priorities, which may be eligible for funding in the following year, is drawn from the Collier 2040 Long Range Transportation Plan (LRTP). Projects are selected based on their potential to improve transportation safety and/or performance; increase capacity or relieve congestion; and preserve existing infrastructure. FDOT uses, in part, the MPO's priorities in developing the new fifth year of the FDOT Five-Year Work Program which is also a rolling five-year program. The TIP is developed with consideration of the ten planning factors from MAP-21 and the FAST Act which are listed below.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for the motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Reduce or mitigate storm water impacts of surface transportation
10. Enhance travel and tourism.

FUNDING SOURCES

The projects identified in this TIP are funded with Federal, State, and local revenues. The FDOT Fiscal Year (FY) 2019 – FY2023 Tentative Work Program (March 2, 2018 Snapshot), which will be formally adopted on July 1, 2018, specifies revenue sources for each project. Figure 3 and Figure 4 illustrate the Collier MPO TIP's total funding by year and total funding by mode. The total funding fluctuates from one fiscal year to another based on the phases that projects are in and the size and number of projects programmed in that year. Total funding for this TIP is \$398 million, an increase of \$75 million (23%) when compared to the FY2017 - FY2021 TIP.





HIGHWAY FUNDING SOURCES

Surface Transportation Program (STP): The STP provides legislatively specified flexible funding that may be used by states and localities for projects on any Federal-aid eligible highway including the National Highway System (NHS), bridge projects on any public road, transit capital projects, and intra-city and inter-city bus terminals and facilities. These flexible funds are not based on a restrictive definition of program eligibility and allow local areas to choose local planning priorities. There are also flexible FTA Urban Formula Funds. STP funds can be used to increase capacity, improve safety, relieve congestion and enhance transportation systems. The level of STP funding is determined by a formula.



Strategic Intermodal System (SIS): Created in 2003, the SIS is a high-priority network of transportation facilities critical to Florida's economic competitiveness and quality of life. The SIS includes the State's largest and most significant highways, commercial service airports, spaceports, waterways and deep water seaports, rail corridors, freight rail terminals, and passenger rail and intercity bus terminals. Currently, I-75 is the only SIS facility in Collier County, however State Route 29 and State Route 82 have both been identified as highway corridors that are part of an emerging SIS network and may be designated as SIS facilities in the future. The Collier and Lee County MPOs jointly adopt regional priority lists to access SIS funds.

Transportation Regional Incentive Program (TRIP): The TRIP was created pursuant to §339.2819 and §339.155 Florida Statutes to provide an incentive for regional cooperation to leverage investments in regionally significant transportation facilities including both roads

and public transportation. TRIP funds provide state matching funds for improvements identified and prioritized by regional partners which meet certain criteria. TRIP funds are used to match local or regional funds by providing up to 50% of the total project cost for public transportation projects. In-kind matches such as right-of-way donations and private funds made available to the regional partners are also allowed. The Collier MPO and Lee County MPO Boards jointly adopt regional priorities to access TRIP funds.

Regional Projects: Regionally significant projects are projects that are located on the regional network (see Appendix B). FDOT may program State dedicated revenues to fund prioritized regionally significant projects.

Transportation Alternatives Program (TAP): The TAP was established by MAP-21 as a new funding program pursuant to 23 U.S.C. 213(b). Eligible activities under TAP include:

1. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) and MAP-21 §1103:
 - A. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve

compliance with the Americans with Disabilities Act of 1990 [42 USC 12101 et seq.].

- B. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers including children, older adults, and individuals with disabilities to access transportation needs.
 - C. Conversion and use of abandoned railroad corridors to trails for pedestrians, bicyclists, or other non-motorized transportation users.
 - D. Construction of turnouts, overlooks and viewing areas.
 - E. Community improvement activities which include but are not limited to:
 - i. inventory, control, or removal of outdoor advertising;
 - ii. historic preservation and rehabilitation of historic transportation facilities;
 - iii. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - iv. archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC.
 - F. Any environmental mitigation activity including pollution prevention and pollution abatement activities to:
 - i. address stormwater management and control; water pollution prevention or abatement related to highway construction or due to highway runoff including activities described in 23 USC 133(b)(11), 328(a) and 329; or
 - ii. reduce vehicle-caused wildlife mortality or restore and maintain connectivity among terrestrial or aquatic habitats.
2. The recreational trails program under 23 USC 206.
 3. Safe Routes to School Program (SRTS) eligible projects and activities listed at Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) §1404(f) including:
 - A. Infrastructure-related projects.
 - B. Non-infrastructure related activities.
 - C. Safe Routes to School coordinator.
 4. Planning, designing or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.



TAP funds cannot be used for:

- State or MPO administrative purposes, except for SRTS administration and administrative costs of the State permitted Recreational Trails Program (RTP) set-aside funds.
- Promotional activities, except as permitted under the SRTS.
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas etc.
- Routine maintenance and operations.

TRANSIT FUNDING SOURCES

FDOT and the FTA both provide funding opportunities for transit and transportation disadvantaged projects through specialized programs. In addition, FHWA transfers funds to FTA which provide substantial additional funding for transit and transportation disadvantaged projects. When FHWA funds are transferred to FTA, they are transferred to FTA Urbanized Area Formula Program (§5307). According to FTA Circular 9070.1G, at a State's discretion Surface Transportation funds may be "flexed" for transit capital projects through the Non-Urbanized Area Formula Program (§5311), and according to FTA Circular 9040.1G with certain FHWA funds to Elderly and Persons with Disabilities Program (§5310). In urbanized areas over 200,000 in population, the decision on the transfer of flexible funds is made by the MPO. In areas under 200,000 in population, the decision is made by the MPO in cooperation with FDOT. In rural areas, the transfer decision is made by FDOT. The decision to transfer funds flows from the transportation planning process and established priorities.

§5305: Metropolitan Transportation Planning Program Funds: State Departments of Transportation sub-allocate § 5305 formula-based program funding to MPOs including the Collier MPO. The program provides funding to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan areas as well as statewide. Funds are available for planning activities that (a) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; (b) increase the safety and security of the transportation system for motorized and non-motorized users; (c) increase the accessibility and mobility of people and freight; (d) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; (e) enhance the integration and connectivity of the transportation system for people and freight across and between modes; (f) promote efficient system management and operation; and (g) emphasize preservation of the existing transportation system.

§5307 - Urbanized Area (UZA) Formula Program Funds: The Bonita Springs (Naples) FL UZA receives an annual allocation of §5307 funding which may be used for: (a) transit capital and operating assistance in urbanized areas; (b) transportation related planning; (c) planning, engineering, design and evaluation of transit projects; and (d) other technical transportation-related studies. Eligible capital investments include: (a) replacement, overhaul and rebuilding of buses; (b) crime prevention and security equipment; (c) construction of maintenance and passenger facilities; (d) new and existing fixed guide-way systems including rolling stock and rail stations; and (e) overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act (ADA) complementary paratransit service costs are considered eligible capital costs. MAP-21 amended this program to include expanded eligibility for operating expenses for systems with 100 or fewer buses. Collier County receives at least \$2 million dollars each year to assist in transit capital expenses. Local/State matches for §5307 consist of toll revenue credits issued by FDOT and local funds which follow FTA match guidelines. For urbanized areas with populations greater than 200,000, including Collier County, funds are apportioned and flow directly to a locally selected designated recipient. Collier County is the designated recipient for the urbanized area § 5307 funding.

§5310 – Transportation for Elderly Persons and Persons with Disabilities: The Federal goal of the §5310 program is to provide assistance in meeting the needs of elderly persons and persons with disabilities where public transit services are unavailable, insufficient or inappropriate. Funds are apportioned based on each state's population share of these groups of people. Eligible activities for §5310 funding include: (a) services developed that are beyond what is required by the American's with Disabilities Act; (b) projects that will improve access to fixed route service and/or decrease reliance by individuals with disabilities on complementary paratransit; and (c) projects that provide an alternative to public transportation that assists seniors and individuals with disabilities.

MAP-21 apportions these funds to designated recipients based on a formula. In Florida, the §5310 Program is administered by FDOT on behalf of FTA with funding allocated to the Bonita Springs (Naples) Urbanized Area. Projects selected must be included in a locally developed, coordinated public transit human services transportation plan. FDOT calls for §5310 applications annually and awards funds through a competitive process.

§5311 - Rural Area Formula Grant: This program [49 U.S.C. 5311] provides formula funding to states to support public transportation in areas with populations less than 50,000. Program funds are apportioned to each state based on a formula that uses land area, population and transit service. According to Federal program rules, program funds may be used for capital operating, state administration, and project administration expenses; however, Florida allows eligible capital and operating expenses.

In Florida, the §5311 Program is administered by FDOT. Program funds are distributed to each FDOT district office based on its percentage of the state's rural population. Each district office allocates program funds to designated eligible recipients through an annual grant application process. §5311 funds in Collier County are used to provide fixed route service to rural areas such as Immokalee and Golden Gate Estates.



§5339 – Bus and Bus Facilities Funds: This program makes federal resources available to state and direct recipients to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

Eligible recipients include direct recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; state or local governmental entities; and federally recognized Native American tribes that operate fixed route bus service that are eligible to receive direct grants under §5307 and §5311.

Transportation Disadvantaged Program Funds: Chapter 427, Florida Statutes, established the Florida Commission for the Transportation Disadvantaged (CTD) with the responsibility to coordinate transportation services provided to the transportation disadvantaged through the Florida Coordinated Transportation System. The CTD also administers the Transportation Disadvantaged Trust Fund. Transportation disadvantaged individuals are those who cannot obtain their own transportation due to disability, age, or income.

The Collier MPO, through the Local Coordinating Board (LCB), identifies local service needs and provides information, advice and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged [Chapter 427, Florida Statutes]. The Collier County Board of County Commissioners (BCC) is designated as the CTC for Collier County and is responsible for ensuring that coordinated transportation services are provided to the transportation disadvantaged population of Collier County.

Public Transit Block Grant Program: The Public Transit Block Grant Program was established by the Florida Legislature to provide a stable source of funding for public transit [341.052 Florida Statutes]. Specific program guidelines are provided in

FDOT Procedure Topic Number 725-030-030. Funds are awarded by FDOT to those public transit providers eligible to receive funding from FTA's §5307 and §5311 programs and to Community Transportation Coordinators. Public Transit Block Grant funds may be used for eligible capital and operating costs of providing public transit service. Program funds may also be used for transit service development and transit corridor projects. Public Transit Block Grant projects must be consistent with applicable approved local government comprehensive plans.

Public Transit Service Development Program: The Public Transit Service Development Program was enacted by the Florida Legislature to provide initial funding for special projects [341Florida Statutes]. Specific program guidelines are provided in FDOT Procedure Topic Number 725-030-005. The program is selectively applied to determine whether new or innovative techniques or measures could be used to improve or expand public transit services. Service Development Projects specifically include projects involving the use of new technologies for services, routes or vehicle frequencies; the purchase of special transportation services; and other such techniques for increasing service to the riding public. Projects involving the application of new technologies or methods for improving operations, maintenance, and marketing in public transit systems are also eligible for Service Development Program funding. Service Development projects are subject to specified times of duration with a maximum of three years. If determined to be successful, Service Development Projects must be continued by the public transit provider without additional Public Transit Service Development Program Funds.

ADDRESSING SAFETY PERFORMANCE MEASURES AND TARGETS

Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires State DOTs and MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System and Freight Movement;
- Protecting the Environment; and,
- Reducing Delays in Project Delivery.

The Fixing America's Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own.

Safety is the first national goal identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program and Safety Performance Management Measures Rule (Safety PM Rule) were finalized and published in the *Federal Register*. The rule requires MPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Fatalities;
- Serious Injuries;
- Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100M VMT.

The MPO is supporting the Florida Department of Transportation (FDOT) statewide safety performance measure targets which includes Vision Zero. The MPO will support achievement of the FDOT Vision Zero safety targets by assessing the performance of the transportation system and linking investment priorities to the achievement of targets in the Long-Range Transportation Plan and Transportation Improvement Program. The performance management process will become an on-going part of the transportation planning process. The MPO will continue to coordinate with FDOT and transit providers to take action on the additional targets and other requirements of the federal performance management process.

Safety Performance Measures and FDOT Targets Supported by Collier MPO

- Fatalities; 0
- Serious Injuries; 0
- Nonmotorized Fatalities and Serious Injuries; 0
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT); 0
- Rate of Serious Injuries per 100M VMT; 0.

The TIP supports the FDOT Vision Zero targets by including the following projects identified as having a safety component:

- 4351101 CR 887 (old US 41) from US 41 to Lee County Line PD&E/EMO Study 2012 Comprehensive Pathways Plan; Exhibit 10 p 53 Safety Enhancement Need
- 4351181 CR 8262 (Vanderbilt) from CR 901 to Gulf Pavilion Dr 5' Paved Shoulder/Keyholes 2012 Comprehensive Pathways Plan; Exhibit 10 p 53 Safety Enhancement Need
- 4380921 CR 901/Vanderbilt Drive from Vanderbilt Beach Rd to 109 Ave N Sidewalk 2012 Comprehensive Pathways Plan; Exhibit 10 p 53 Safety Enhancement Need
- 4414801 Eden Park Elementary Safe Routes to Schools; 6' Sidewalks
- 4418451 Lake Trafford Rd from Little League Rd to Laurel St; 5' Bike Lanes and 4418452; 6" Sidewalks 2012 Comprehensive Pathways Plan, Exhibit 10 p 53 Safety Enhancement Need
- 4404251 Pine Ridge Rd from Whippoorwill Lane to Napa Blvd 6' Sidewalk Southside Comprehensive Pathways Plan, Exhibit 10 p 53 Safety Enhancement Need
- 4175403, -04, -05, -06 & 4178784 SR 29 from Sunniland Nursery Rd to Hendry County Line; Widen from 2-4 lanes; SIS and addresses safety concerns on corridor
- 4308481 & 4308491 SR 82 from Hendry County Line to SR 29 widen from 2-4 lanes; SIS and addresses safety concerns on corridor
- 4390021 SR 29 from North First St to North 9th ST; Pedestrian Safety Improvement

- 4350291 US 41 from CF 846 (111th ST) to N of 91st Ave; 6' Sidewalk on east side and 3 bus shelters; 2012 Comprehensive Pathways Plan, Exhibit 10 p53 Safety Enhancement Need (also addresses ADA access to transit)
- 4380591 US41 (SR90) Tamiami Trail FM E of SR84(Davis Blvd) to Courthouse Shadows; Resurfacing and Includes Safety Elements, the majority from the Airport Rd/US41 Road Safety Audit
- 4350411 County Wide Strategic Highway Safety Plan

2017 MPO PROJECT PRIORITY AND PROJECT SELECTION PROCESSES

The method to select projects for inclusion in the TIP depends on whether the metropolitan area has a population of 200,000 or greater. Metropolitan areas with populations greater than 200,000 are called Transportation Management Areas (TMA). The Collier MPO is a TMA. In a TMA, the MPO selects many of the Title 23 and FTA funded projects for implementation in consultation with FDOT and local transit operators. Projects on the National Highway System (NHS) and projects funded under the bridge maintenance and interstate maintenance programs are selected by FDOT in cooperation with the MPO. Federal Lands Highway Program projects are selected by the respective federal agency in cooperation with FDOT and the MPO [23 C.F.R. 450.330(c)]. FDOT coordinates with the MPO to ensure that projects are also consistent with MPO priorities.

Federal and State transportation programs help the Collier MPO complete transportation projects which are divided into several categories including: highway (including maintenance), transit, sidewalk/bicycle paths and/or facilities, congestion management, bridges, planning, and aviation. Many of these projects require multiple phases which must be completed in order. Project phases may include: Project Development & Environment studies (PD&E), Preliminary Engineering (PE), Right-of-Way acquisition (ROW), Railroads and Utilities (RRU) and Construction (CST). Some phases may require multi-year efforts to complete, therefore it is often necessary to prioritize only one or two phases of a project within a TIP with the next phase(s) being included in subsequent TIPs.

All projects in this TIP must be consistent with the Collier MPO 2040 Long Range Transportation Plan (LRTP) adopted on December 11, 2015. Projects were included in the LRTP based on their potential to improve the safety and/or performance of a facility; increase capacity or relieve congestion; and preserve existing transportation investments. TIP projects are also consistent, to the extent feasible, with the Capital Improvement Programs and Comprehensive Plans of Collier County, the City of Naples, the City of Marco Island, and the City of Everglades as well as the Master Plans of the Collier County Airport Authority and the Naples Airport Authority. With minor exceptions, projects in the TIP must also be included in the FDOT Five-Year Work Program (WP) and the State Transportation Improvement Program (STIP).

The MPO's 2017 Transportation Project Priorities, for inclusion in the FY2019 – FY2023 TIP, were adopted by the MPO Board on June 9, 2017 and are discussed below. The MPO and FDOT annually update the TIP, FDOT Work Program (WP) and STIP by adding a "new fifth year" which maintains the programs as rolling five-year programs. FDOT coordinates this process with the MPO to ensure that projects are consistent with MPO priorities. During each spring/summer, the MPO prioritizes projects derived from its adopted LRTP and based on the MPO's annual allocation of Federal Surface Transportation Program (STP) funds, State Transportation Trust Funds and other funding programs. The MPO's list of

prioritized projects is formally reviewed by the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle and Pedestrian Advisory Committee (BPAC), and Congestion Management Committee (CMC), and is approved by the MPO Board before being transmitted to FDOT for funding consideration. (See Appendix I for a description of the criteria used for project prioritization.) The list of prioritized projects includes highway, sidewalk/bicycle paths and/or facilities, congestion management, bridge and transit projects which are illustrated on the following pages. All projects funded through the FDOT Work Program are included in Part I of this TIP. Table 1 shows the general timeframe for the MPO's establishment of project priorities and the development of the FY2019 – FY2023 TIP.

Table 1 – General Timeframe for TIP Process

January - March 2017	MPO solicits candidate projects for potential funding in FY2019 - FY2023 TIP.
June 2017	MPO adopts prioritized list of projects for funding in the MPO FY2019- FY2023 TIP.
September 2017	MPO adopts TIP Amendment for inclusion in Roll Forward Report
October-November 2017	FDOT releases its Tentative Five-year Work Program for FY2019 - FY2023
March – June 2018	<ul style="list-style-type: none"> • MPO produces draft FY2019 - 2023 TIP • MPO Board and committees review draft TIP • MPO advisory committees endorse TIP
June 2018	<ul style="list-style-type: none"> • MPO adopts FY2019 – FY2023 TIP which is derived from FDOT's Tentative Five-year Work Program. • MPO adopts prioritized list of projects for funding in the FY2020 - FY2024 TIP.
July 2018	FDOT's Five-Year Work Program FY2019 - FY2023 TIP is adopted and goes into effect.

2017 HIGHWAY PRIORITIES

The highway priorities' list is consistent with the Collier 2040 LRTP Cost Feasible Plan. The 2017 Highway Related Priorities (Table 2) were approved by the MPO Board on June 9, 2017. The list was forwarded to FDOT for consideration of future funding.

Table 2 – 2017 Highway Priorities

LRTP Priority Ranking	Facility	Limit From	Limit To	Final Proposed Improvement - 2040 LRTP	Link in Miles	Total Project Cost (PDC)	Construction Time Frame	5-Year Window in which CST is Funded by Source			
								2021-25			Projects Funded in CFP
								Phase	Source	YOE Cost	YOE
2	Golden Gate Parkway	I-75 Interchange	I-75 Interchange	Eastbound on-ramp - New 2 lane Ramp		\$2,000,000	2021-2025	PE	OA	\$590,000	\$3,130,000
								CST	OA	\$2,540,000	
3	Pine Ridge Rd	I-75 Interchange	I-75 Interchange	Intersection Traffic Signalization		\$5,000,000	2021-2025	PE	OA	\$800,000	\$7,150,000
								CST	OA	\$6,350,000	
5	CR 951 (Collier Blvd)	Golden Gate Canal	Green Blvd	4 to 6 lane roadway	2.0	\$30,000,000	2021-2025	PE	OA	\$3,600,000	\$41,700,000
								CST	OA	\$38,100,000	
7	Immokalee Rd	I-75 Interchange	I-75 Interchange	Intersection Traffic Signalization		\$2,750,000	2021-2025	PE	OA	\$510,000	\$4,000,000
								CST	OA	\$3,490,000	
12	Old US 41	US 41 (SR 45)	Lee/Collier County line	Add Lanes and Reconstruct	1.5	\$15,030,000	2026-2030	PE	OA	\$2,720,000	
19a	Critical Needs Intersection (Randall Blvd at Immokalee Rd)	Immokalee Rd	8th Street	Interim At-Grade Improvements, including 4 laning 8th Street		\$4,000,000	2021-2025	CST	OA	\$5,080,000	\$5,080,000
21	US 41	Goodlette Rd	N/A	Intersection Improvements		\$2,000,000	2021-2025	PE	OA	\$370,000	\$2,912,000
								CST	OA	\$2,542,000	
41	SR 951 (Collier Blvd)	South of Manatee Rd	North of Tower Rd	4 to 6 lane roadway	1	\$13,350,000	2026-2030	PE	OA	\$2,020,000	\$22,050,000

2017 SIS PRIORITIES (for Collier and Lee County MPOs)

In addition to the highway priorities listed above, the MPO forwards two lists of projects on the Strategic Intermodal System (SIS) network to FDOT for consideration of future funding. The SIS network includes highways, airports, spaceports, deep water seaports, freight rail terminals, passenger rail, intercity bus terminals, rail corridors and waterways that are considered the largest and most significant commercial transportation facilities in the state.

Presently, I-75 is the only SIS facility in Collier County. Two other facilities in Collier County, State Route 82 (SR82) and State Route 29 (SR29), are on the “emerging” SIS network”. “Emerging” SIS facilities are usually located in, or connect to, fast growing areas. They normally have lower current volumes of people and freight but have the potential for significant future growth. Should this growth occur, these facilities may be elevated to the SIS network. Emerging SIS facilities are fully eligible for FDOT SIS funding but are categorized separately to encourage proactive planning.

Table 3A and Table 3B illustrate the 2017 SIS Priorities for both the Collier MPO (adopted by the MPO Board on June 9, 2017) and the Lee County MPO Board. The Collier MPO Priorities have been carried forward from the 2035 LRTP and are consistent with the Collier 2040 LRTP.

Table 3A Lee County and Collier MPOs Joint SIS Priorities
Adopted by Collier MPO June 9, 2017, Lee County MPO June 16, 2017

2012 Priority	2017 Priority	Project	From	To	Improvement Type	Next Phase	Volume	Capacity	v/c
20	1 ¹	SR 82	Hendry County Line	Gator Slough	2 - 4L	CST	12,000	16,400	0.73
10	2 ²	SR 29 Loop Rd	SR 29 (South)	SR 29 (North)	New 4L	ROW	New	41,700	
23	3	SR 29	New Market Road North	SR 82	2-4L	ROW	16,450	16,400	1.00
NA	4	I-75	Pine Ridge Road	SR 82	6L - 8 Aux Lns	PD&E	100,500	111,800	0.90
7	5	SR 80	SR 31	Buckingham Rd	4-6L	PD&E	35,000	41,700	0.84
24	6	SR 29	9th St North	Immokalee Dr	2-4L	PE	16,000	19,514	0.82
12	7	SR 29	Immokalee Dr	New Market Rd North	2-4L	ROW	15,900	19,514	0.81
NA	8 ³	SR 31	SR 80	SR 78	2 - 4L	PD&E	11,100	17,700	0.63
26	9	SR 29	Oil Well Rd	South of Agrucultural Way	2-4L	PE	5,000	8,400	0.59
25	10	SR 29	South of Agricultural Way	CR 846 East	2-4L	ROW	7,100	19,514	0.43
26	11	SR 29	I 75	Oil Well Rd	2-4L	PE	3,200	8,400	0.38
13	12	I 75	Pine Ridge Rd	SR 80	6-10L	PD&E	100,500	111,800	0.90
Notes									
1. Joint Board #1 Priority									
2. Will improve other SR29 needs									
3. Includes bridge									

Table 3B Lee County and Collier MPOs Joint SIS Priorities
Adopted by Collier MPO June 9, 2017, Lee County MPO June 16, 2017

Project	Interchange	Improvement Type	Next Unprogrammed Phase	Notes
I 75	@ Everglades Blvd	New Interchange	IJR	
I 75	@ Golden Gate Pkwy	Minor Interchange Improvements	Study	Short Term
I 75	@ Pine Ridge Rd	Minor interchange improvements	Study	Short Term
I 75	@ Immokalee Rd	Major interchange improvements	PD&E	Short Term
I 75	@ Bonita Beach Rd	Major interchange improvements	PE	Mid Term
I 75	@ Corksrew Rd	Major interchange improvements	PE	Short Term
I 75	@ Daniels Pkwy	Minor Interchange Improvements	Study	Short Term
I 75	@ SR 82	Major interchange improvements	PE	Long Term
I 75	@Luckett Rd	Major interchange improvements	PE	Long Term
I 75	@ SR 78	Minor interchange improvements	PE	Short Term
I 75	@ Del Prado Ext.	New Interchange	IJR	
<p><u>Notes to Table 3B</u></p> <p>Short Term - Current to 2025</p> <p>Mid Term - 2025-2035</p> <p>Long Term - 2035-2045</p> <p>Minor Interchange Improvement - Add additional turn lanes, operational improvements</p> <p>Major Interchange Improvement - Rebuild to accommodate future 10-lane cross section</p>				

2017 BRIDGE PRIORITIES

Bridge related priorities are consistent with the 2040 LRTP. The 2017 Bridge Related Priorities (Table 4) were approved by the MPO Board on June 9, 2017 and forwarded to FDOT for consideration of future funding. The cost of each new bridge is estimated at \$8 million.

Table 4 – 2017 Bridge Priorities

Rank	Location	Proposed Improvement
1	16th Street NE, south of 10th Avenue NE	New Bridge Construction
2	47th Avenue NE, west of Everglades Boulevard	New Bridge Construction
3	Wilson Boulevard, South of 33rd Avenue NE	New Bridge Construction
4	18th Ave NE, Between Wilson Boulevard N and 8th Street NE	New Bridge Construction
5	18th Ave NE, Between 8th Street NE and 16th Street NE	New Bridge Construction
6	13th Street NW, North End at Proposed Vanderbilt Beach Road Extension	New Bridge Construction
7	16th Street SE, South End	New Bridge Construction
8	Wilson Boulevard South, South End	New Bridge Construction
9	Location TBD, between 10th Avenue SE and 20th Avenue SE	New Bridge Construction
10	62nd Avenue NE, West of 40th Street NE	New Bridge Construction

2017 TRANSIT PRIORITIES

Florida State Statutes require each transit provider in Florida that receives State Transit Block Grant funding to prepare an annual Transit Development Plan (TDP). The TDP is a ten-year plan for Collier Area Transit (CAT) that provides a review of existing transportation services and a trend analysis of these services. Table 5 shows the 2017 Transit Priorities which were approved by the MPO Board on June 9, 2017 and submitted to FDOT for consideration of future funding.

Table 5 - Transit Priorities 2017

Priority Ranking	Requested Funding / Project Estimates	Location	Description
1	\$500,000	Collier County	Enhance accesibility to bus stops to meet ADA requirements.
2	\$500,000*	Collier County	Construction of bus shelters & amenities (bike rack, bench, trash can, etc.)
3	\$300,000****	Collier County	Required Environmental & Design Phases for future construction of a Park and Ride Facility on US 41 at the Lee County line
4	\$300,000****	Collier County	Required Environmental & Design Phases for future construction of a Park and Ride Facility at the intersection of Collier Boulevard and Immokalee Road
5	\$2,341,500***	Collier County	Extend service hours on exisitng routes (1 additional run/ 7days/week)
6	\$2,220,000**	Collier County	Reduce headways to 45 minutes on routes 11 & 12
7	\$1,110,000**	Collier County	Lee/Collier Connection
8	\$2,220,000**	Collier County	Reduce headways to 45 minutes on routes 15 & 17
9	\$1,702,692**	Collier County	Reduce headways to 30 minutes on route 13
10	\$100,000	Collier County	Existing Transfer Point Upgrade (Coastland Mall)

* Collier PTNE recently redesigned of shelters to ensure that shelters provide more protection from the elements.

** Includes cost for 3 years estimated per route per year (Based on current operating hours). This cost does not include bus purchase.

*** Includes cost for 3 years estimated at \$780,500 per year. (Based on existing routes)

*** Cost estimate does not include right-of-way acquisition or construction.

2017 CONGESTION MANAGEMENT PRIORITIES

Transportation Management Areas (urbanized areas with populations over 200,000) are required by 23 USC 134 (k)(3) to have a Congestion Management Process (CMP) that provides for the effective and systematic management and operation of new and existing facilities through the use of travel demand reductions and operational management strategies. CMP projects that are eligible for Federal and state funding include sidewalk/bicycle paths and/or facilities and congestion management projects that alleviate congestion, do not require the acquisition of right-of-way and demonstrate quantifiable performance measures. The 2017 CMC Priorities are consistent with the 2040 LRTP, were adopted by the MPO Board on June 9, 2017 and are shown in Table 6.



Table 6 - 2017 Congestion Management Priorities

Rank	Project Name	Project Description	Requested funding (estimate)	Total Project Cost	Submitting Agency/ Jurisdiction	Project Status
1	Traffic Operations Center Consolidation Study	Project to study the existing conditions for the City of Naples TOC and Collier County TOC and evaluate the advantages and disadvantages for consolidation	\$250,000	\$350,000	City of Naples	Study completed using State funds
2	Collier County Traffic Management Center Expansion	Construct a new two-story, 4500 sq. ft. freestanding building to house the new Traffic Management Center	\$3,611,000	\$3,611,000	Collier County Traffic Ops	Unfunded
3	New Video Wall for Traffic Control Center	Provide 12 - 48" monitors, 3 - 30' cables for monitors, 3 servers and new video software for City's traffic operations center	\$400,000	\$400,000	City of Naples	Partially completed with State funds

BICYCLE and PEDESTRIAN PRIORITIES

Bicycle and Pedestrian Project Priorities are derived from the 2012 Collier MPO Comprehensive Pathways Plan. Beginning in 2018, these priorities will be derived from the Collier MPO Bicycle & Pedestrian Master Plan which will replace the 2012 Plan. The two plans share a similar vision of providing a safe, connected and convenient on-road and off-road network throughout the Collier MPA to accommodate bicyclists and pedestrians as well as a similar goal of improving transportation efficiency and enhancing the health and fitness of the community while allowing for more transportation choices. After approval by the MPO Board on June 9, 2017, the list was sent to FDOT for consideration of future funding and is shown in Table 7.

Table 7 – 2017 Pathways Priorities

Rank	Project Name	Project Description	Limits		Amount Requested	Submitting Agency/ Jurisdiction	Phase/Amount Funded in Work Program	FPN
1	County Barn Rd	10' Shared Use Path - west side	Davis Blvd	Rattlesnake Hammock Rd	\$1,411,482	Collier County	PE \$176,000 CST \$1,879,376	4380911
2	Vanderbilt Drive	Sidewalk and crosswalk	VBR & 109th Ave North	109th Ave. North & 111th Ave North	\$272,248	Collier County	PE \$151,000 CST \$709,075	4380921
3	Green Blvd	5' Bike Lanes - both sides	Santa Barbara Blvd	Sunshine Blvd	\$567,750	Collier County	PE \$279,363 CST \$1,084,670	4380931
5	S. Golf Dr	5-ft sidewalks, crosswalks, bike lanes, parking on north side	500' West of US 41 & 7th St N	7th St. N. & '400 east of Gulf Shore Blvd N	\$880,000	City of Naples	PE \$279,363	4404371
6	Pine Ridge Road	6' sidewalk - south side	Whippoorwill Lane	Napa Blvd	\$561,800	Collier County	PE \$229,418	4404251
7	111th Ave N	5' Bike Lanes/Paved Shoulders - both sides	U.S. 41	East of Bluebill Bridge	\$480,000	Collier County	PE \$64,740	4418461
8	Mandarin Greenway Sidewalk Loop	Sidewalks	Banyan Blvd & on Pine Ct	Orchid Dr	\$299,500	City of Naples	PE \$45,311 CST \$349,407	4404361
9	Bald Eagle Dr	8' Shared Use Pathway - west side	Collier Blvd.	Old Marco Lane	\$344,030	City of Marco Island	PE \$36,000	4418781
10	Everglades City - Copeland Ave S	Sidewalks	Traffic Circle by Everglades City Hall	Chokoloskee Bay Causeway	\$410,000	Everglades City	PE \$235,000 CST \$520,391	4370961
11	Lake Trafford Rd	6' Sidewalks	Carson Rd	Laurel St	\$492,800	Collier County	PE \$71,209	4418452
12	Inlet Dr. - Addison Court Pathway	8' Shared Use Pathway - east and south side	Travida Terr. Along Addison Ct	Lee Court	\$299,707	City of Marco Island	PE \$31,000	4418791
13	Lake Trafford Rd	5' Bike Lanes	Little League Rd	Laurel St	\$780,500	Collier County	PE \$92,245	4418451
14	Immokalee Rd	10' Shared Use Pathway	Strand Blvd	Northbrooke Dr	\$1,209,219	Collier County		

REGIONAL PRIORITIES – TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) and REGIONAL TRANSPORTATION ALTERNATIVE PROGRAM (RTAP)



In addition to local MPO priorities, the Collier MPO coordinates with the Lee County MPO to set regional priorities for Transportation Regional Incentive Program (TRIP) and Regional Transportation Alternatives Program (RTAP) funding. TRIP and RTAP are discretionary programs that fund regional projects prioritized by the two MPOs. The Lee County and Collier MPOs entered into an Interlocal Agreement by which they set policies for the regional networks and prioritize regional projects to utilize available regional funding. The approved RTAP and TRIP priorities are shown below in Table 8 and Table 9 and were submitted to FDOT for consideration of future funding. A set of regional maps is included in Appendix B.

**Table 8 – 2017 Joint Collier/Lee County MPO RTAP Regional Pathway Priorities
Adopted by Collier MPO June 9, 2017, Lee County MPO June 16, 2017**

2017 Rank	Roadway/ Project	Project Limits	Length	Proposed Improvements	Program med Phase	Next Unfunded Phase	Requested Funds	Local Match	Total Cost
1	SR 80	Buckingham Rd to Werner Dr ¹	2.04 Mile	SUP (South Side)	NA	PE + CST	\$1,938,608	\$ -	\$1,938,608
2	Daniels Pkwy	West of Commerce Lakes Drive	2.50 Mile	SUP(North Side)	NA	PD&E	\$ 269,317	\$ -	\$ 269,317
3	Gladiolus Dr	Maida Lane to US 41	1.09 Mile	SUP (South Side)	NA	PD&E	\$ 284,424	\$ -	\$ 284,424
4	Estero Blvd	Hickory Blvd to Big Carlos Bridge	3.62 Mile	SUP (West Side)	NA	PD&E	\$ 297,230	\$ -	\$ 297,230

Notes:

SUP - Shared Use Path

Cost estimates to be refined or developed

Costs based on FDOT provided unit cost for 12' Shared Use Path

Funding source is FDOT portion of 'any area' Transportation Alternative Program funds

¹LC School District has identified this segment as a hazardous walking location. As per Gabby's Law for Student Safety Act, school district identified hazardous walking locations on state highways should be corrected by FDOT by adding a project in its 5 year work program. Considering this is an expensive project FDOT can consider staging the construction.

Table 9 – 2017 Joint Collier/Lee County MPO TRIP Priorities
Adopted by Collier MPO June 9, 2017, Lee County MPO June 16, 2017

Fiscal Year	Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Staff Priority	State Funding Level	Fiscal Year
2016/17	Lee County	Burnt Store Road	Tropicana Pkwy	Diplomat Pkwy	2L to 4L	CST	\$5,000,000	\$2,500,000	Funded	\$2,500,000	FY 17 & 18
2016/17	Lee County	Estero Blvd	Segment 2		Road Upgrade	CST	\$7,750,000	\$3,875,000	#2		
2017/18	Collier County	Collier Blvd	Golden Gate Main Canal	Golden Gate Pkwy	4L to 6L	ROW	\$2,469,440	\$1,234,720	#1		
2017/18	Cape Coral	Chiquita Blvd	S/o Cape Coral Pkwy	North of SR 78	4L to 6L	ROW	\$30,000,000	\$4,000,000	#2		
2017/18	LeeTran	Regional Transfer Facility and Connector			Facility and new service route	CST	\$3,000,000	\$1,500,000	#3		
2017/18	LeeTran	Capital Expenditures for Passenger Amenities, Bus Pull- Outs, and pavement markings			Facility	CST	\$1,000,000	\$500,000	Funded	\$1,000,000	FY 17/18
2018/19	Lee County	Burnt Store Rd	SR 78	Tropicana Pkwy	2L to 4L	CST	\$7,700,000	\$3,850,000	#1	\$2,962,302	FY 19/20
2018/19	Lee County	Estero Blvd	Segment 3		Road Upgrade	CST	\$7,750,000	\$3,875,000	#2		
2018/19	LeeTran	Capital Expenditures for Passenger Amenities, Bus Pull- Outs, and pavement markings			Facility	CST	\$1,000,000	\$500,000	#3		
2019/20	Lee County	Ortiz	Colonial Blvd	SR 82	2L to 4L	CST	\$12,450,000	\$6,225,000	#1		
2019/20	Collier County	Golden Gate Blvd	20th Street	Everglades Blvd	2L to 4L	CST	\$24,300,000	\$12,150,000	#2		
2019/20	Collier	Vanderbilt	US 41	E. of	4L to 6L	CST	\$8,428,875	\$4,214,438	#3		

	County	Beach Rd		Goodlette							
2020/21	Collier County	Immokalee at Randal Interim Intersection Improvements			Intersection	CST	\$5,953,200	\$2,976,600	#1		
2020/21	Collier County	Oil Well Road	Everglades	Oil Well Grade Rd.	2L to 6L	CST	\$31,400,000	\$15,700,000	#2		
2020/21	Collier County	Pine Ridge at Livingston Road Intersection Improvements			Intersection	CST	\$7,304,968	\$3,652,484	#3		
2020/21	Lee County	Estero Blvd	Segment 4		Road Upgrade	CST	\$7,750,000	\$3,875,000	Funded	\$2,651,966	FY 20/21

Major Projects Implemented or Delayed from the Previous TIP (FY 2018 – FY 2022)

23 CFR §450.324(2) requires MPOs to list major projects from the previous TIP that were implemented and to identify any significant delays in the planned implementation of major projects. The Collier MPO TIP identifies *major projects* as a *multi-laning or a new facility type capacity improvement*. The following list provides the status of the major projects that were identified as such in the FY2018 – FY2022 TIP.

Major Projects Implemented/Completed

- No multi-laning or new facility capacity improvement projects were scheduled for completion of construction phase.

Major Projects Significantly Delayed, Reason for Delay and Revised Schedule

- No major projects were significantly delayed.

Major Projects in the FY2019 – FY2023 TIP

The Collier MPO TIP identifies *major projects* as a *multi-laning* or a new facility type capacity improvement. The following list provides the status of the major projects that were identified as such In the FY 2017/20187 – FY 2021/2022 TIP.

Multi-Laning or New Facility Capacity Improvement Projects

- I-75 @ SR951; FPN 4258432; Major interchange improvement; \$103 million CST, ENV, INC, PE, ROW, RRU in FY2019-2021 and FY2023 (\$92 million of project in FY21)
- SR 29 Projects (Five projects that cover SR29 in its entirety between Sunniland Nursery Rd and the Hendry County Line)
 - FPN 4175403 Add lanes and reconstruction from Sunniland Nursery Rd to S of Agriculture Way; \$3.6 million PE in FY201, \$0.6 million ENV in FY2019 and FY2023
 - FPN 4175404 Add lanes and reconstruction from S of Agricultural Way to CR846 (Immokalee Rd); \$4.1 million PE in FY2019, \$0.4 million ENV in FY2019 and FY2023
 - FPN 4175405 Add lanes and reconstruction from CR846 to N of New Market Rd N; \$6.3 million PE/ENV in FY2019s
 - FPN 4175406 Add lanes and reconstruction from N of New Market Rd N to SR82; \$4.2 million PE in

- FY2019, \$0.4 million ENV in FY2019 and FY2023
 - FPN 4178784 Add lanes and reconstruction from SR82 to Hendry County Line; \$1.1 million ENV/ROW in FY2020 and FY2021, \$11.5 million CST in FY2023
 -
- SR 82 Projects
 - FPN 4308481 Add lanes and reconstruction from Hendry County Line to Gator Slough Lane; \$3.4 million ENV/ROW in FY2019 and FY2020, \$44 million CST in FY2023
 - FPN 4308491 Add lanes and reconstruction from Gator Slough Lane to SR29; \$37 million CST/ENV/ROW/RRU in FY2019
- Airport Pulling Road – FPN 4404411 Add thru lanes from Vanderbilt (Beach) Road to Immokalee Road; \$3 million PE in FY2021

PUBLIC INVOLVEMENT

The MPO adopted an update of its Public Involvement Plan (PIP) in June 2013 and amended the update in March 2015 and February 2017. The PIP has the following public involvement requirements with respect to the TIP:

- 21-day public comment period prior to adoption by the MPO Board;
- News release issued prior to the start of the public comment period;
- Distribution of the Draft TIP to libraries and municipal offices including the MPO's offices for public review and comment. Comment forms with QR codes are included in the distribution;
- Distribution of electronic copies of the Draft TIP upon request; and
- Posting the Draft TIP and comment forms on the MPO website.

Prior to MPO Board adoption, the TIP is endorsed by the MPO's Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC). Press releases are issued for all MPO committee and Board meetings and all meetings are open to the public. This document was advertised via a press release, had a 21-day public comment period, was posted on the MPO's website (<http://www.colliermmpo.com>), was discussed at multiple committee meetings, and was distributed to libraries, municipal buildings and the MPO offices for public comment. See Appendix H for summary of public comments received.

TIP AMENDMENTS

Occasionally amendments need to be made to the TIP. There are three types of amendments. The first type, Administrative Modification, is used for minor cost changes in a project/project phase, minor changes to funding sources, minor changes to the initiation of any project phase, and correction of scrivener errors. Administrative Modifications do not need MPO Board approval and may be authorized by the MPO's Executive Director.

The second type of amendment – a Roll Forward Amendment – is used to add projects to the TIP that were not added prior to June 30th but were added to the FDOT Work Program between July 1st and September 30th. Roll Forward Amendments are regularly needed largely as a result of the different state and federal fiscal years. Many of the projects that get rolled forward are FTA projects because these projects do not automatically roll forward in the TIP. Roll Forward Amendments do

not have any fiscal impact on the TIP.

A TIP Amendment is the third and most substantive type of amendment. These amendments are required when a project is added or deleted (excluding those projects added between July 1 and September 30), a project impacts the fiscal constraint of the TIP, or if there is a substantive change in the scope of a project. TIP Amendments require MPO Board approval, are posted on the MPO website along with comments forms, and comment forms are distributed throughout the Collier MPA to encourage public comment prior to MPO Board action. The Collier MPO's PIP defines the process to be followed for TIP amendments.

CERTIFICATION

The entire MPO process, including the TIP, must be certified by FDOT on an annual basis. The 2016 MPO process was certified by FDOT on March 22, 2017. The 2017 MPO certification process has begun and is expected to be complete before adoption of this TIP.

In addition, every four years the MPO must also be certified by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The last quadrennial FHWA/FTA certification review included a site visit between September 12-14, 2016. FHWA and FTA issued the Collier MPO's final 2016 Certification Report in December 2016.

PROJECT ORGANIZATION

Projects are listed in nine different categories. Within each category projects are listed in numerical order using the FPN (Financial Project Number) which is in the upper left corner of each project page. Several of the roads are listed by their county or state road designation. The table below lists these designations along with the commonly used name.

Common Name	Name in TIP
Vanderbilt Drive	CR 901
Vanderbilt Beach Road	CR 862
San Marco Road	CR 92
US 41/Tamiami Trail	SR 90
Collier Boulevard	SR 951

EXPLANATION OF PROJECT COSTS

Part I of the TIP contains all of the projects that are listed in the FY2019 – FY2023 TIP. The projects are divided into five categories: highways (including bridges, congestion management, bicycle and pedestrian, and maintenance), transportation planning, transit, transportation disadvantaged and aviation. Each project is illustrated on a separate project page. Future costs are presented in Year of Expenditure Dollars (YOE), which takes inflation into account. The inflation factors were developed by the State. Current and prior year costs are reflected in nominal dollars.

Projects often require multiple phases which may include any or all of the following: Project Development and Environment (PD&E), Design (PE), Environment (ENV), Right of Way acquisition (ROW), Railroad and Utilities (RRU), Construction (CST), Operations (OPS), Capital (CAP). Large projects are sometimes constructed in smaller segments and may be shown in multiple TIPs. When this happens, the project description (Letter D) will indicate that the current project is a segment/phase of a larger project. An example project sheet is shown on the next page as Figure 5.

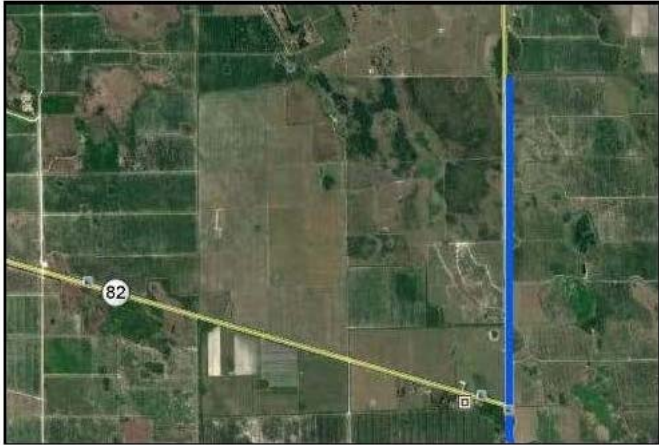
- A – Federal Project Number (FPN)
- B – Location of project
- C – Denotes is project is on the SIS system
- D – Project description
- E – Prior, Future, and Total Project Cost; LRTP and TIP References (if needed)
- F – FDOT Work Summary
- G – Lead agency for project
- H – Project length, if applicable
- I – Project Phase, Fund Code Source and Funding Amounts by Year, by Phase, by Fund Source
- J – Map of project area

Figure 5 – Project Sheet Example

A	4178784	B	SR 29 FROM SR 82 TO HENDRY C/L					C	SIS		
D	Project Description:	WIDEN FROM 2-4 LANES (one segment of larger project)							Prior Years Cost:	1,898,484	
									E	Future Years Cost:	0
									Total Project Cost:	14,492,538	
F	Work Summary:	ADD LANES & RECONSTRUCT							L RTP Ref:	SIS PLAN APPENDIX A	
G	Lead Agency:	FDOT					H	Length:	1.869		

	Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
	CST	ACNP	0	0	0	0	11,270,219	11,270,219
	CST	D1	0	0	0	0	171,150	171,150
I	ENV	D1	0	0	15,000	0	0	15,000
	ENV	ACNP	0	400,000	0	0	50,000	450,000
	INC	DDR	0	0	0	0	0	0
	ROW	ACNP	0	0	687,685	0	0	687,685
								0
	Total		0	400,000	702,685	0	11,491,369	12,594,054

J



PROJECT COST DISCLAIMER:
The “Total Project Cost” amount displayed for of the federal and state funded projects in the TIP represents 10 years of programming in the FDOT Draft Tentative Work Program database for project on the Strategic Intermodal System (SIS) (FY2018 – FY2027), and 5 years of programming in the FDOT Draft Tentative Work Program for non-SIS projects (FY2018 – FY 2022) plus historical costs information for all projects having expenditures paid by FDOT prior to 2018. For a more comprehensive view of a specific project’s anticipated total budget cost for all phases of the project please refer to the LRTP.

PART 1

SECTION A-1

HIGHWAY PROJECTS

includes

Adding Lanes and Reconstruction

Adding Thru-lanes, Left-turn lanes, Turning lanes

Interchange Improvements

PD&E Studies

4175403**SR 29 FROM SUNNILAND NURSERY ROAD TO S OF AGRICULTURE WAY****SIS****Project Description:** WIDEN FROM 2-4 LANES (one segment of larger project)

Prior Years Cost: 0

Future Years Cost: 0

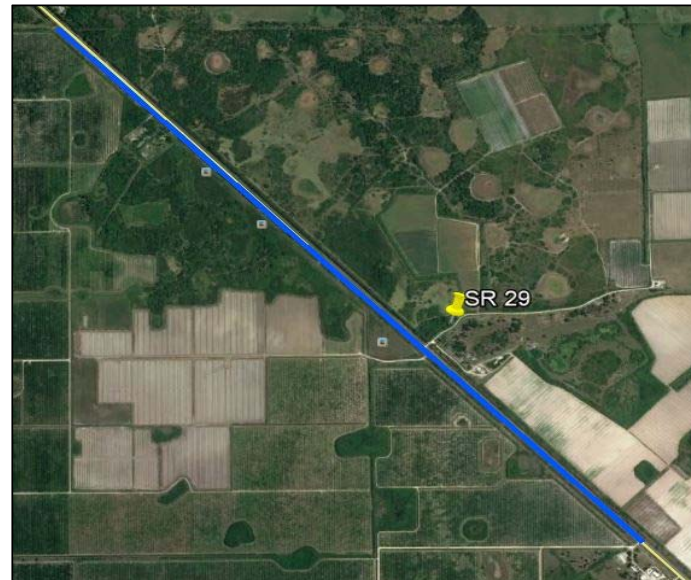
Total Project Cost: 4,125,000

Work Summary: ADD LANES & RECONSTRUCT

LRTP Ref: SIS PLAN APPENDIX A

Lead Agency: FDOT**Length:** 2.548

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ENV	DDR	50,000	0	0	0	500,000	550,000
PE	SA	3,575,000	0	0	0	0	3,575,000
							0
							0
							0
							0
							0
Total		3,625,000	0	0	0	500,000	4,125,000



4175404

SR 29 FROM S OF AGRICULTURE WAY TO CR 846 E

SIS

Project Description: WIDEN FROM 2-4 LANES (one segment of larger project)
CR 846 E IS AIRPORT RD

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 4,445,000

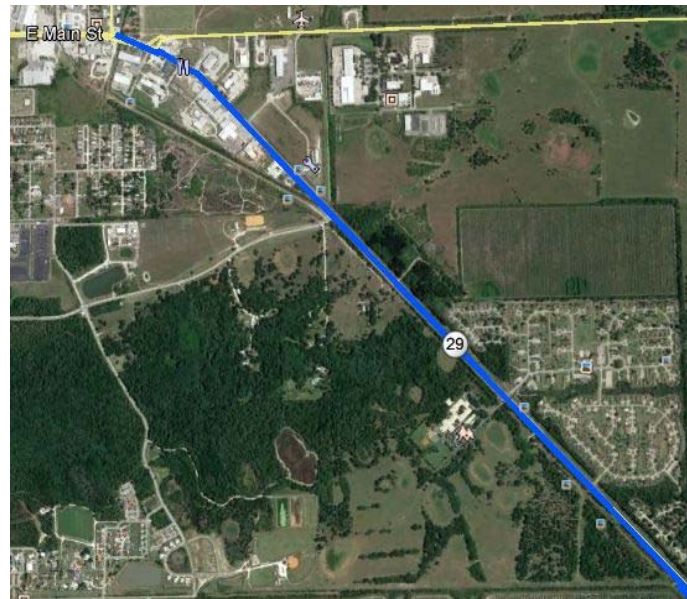
Work Summary: ADD LANES & RECONSTRUCT

LRTP Ref: SIS PLAN APPENDIX A

Lead Agency: FDOT

Length: 2.251

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ENV	DDR	100,000	0	0	0	270,000	370,000
PE	SA	4,075,000	0	0	0	0	4,075,000
							0
							0
							0
							0
							0
Total		4,175,000	0	0	0	270,000	4,445,000



4175405

SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD N

SIS

Project Description: WIDEN FROM 2-4 LANES (one segment of larger project)

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 6,310,000

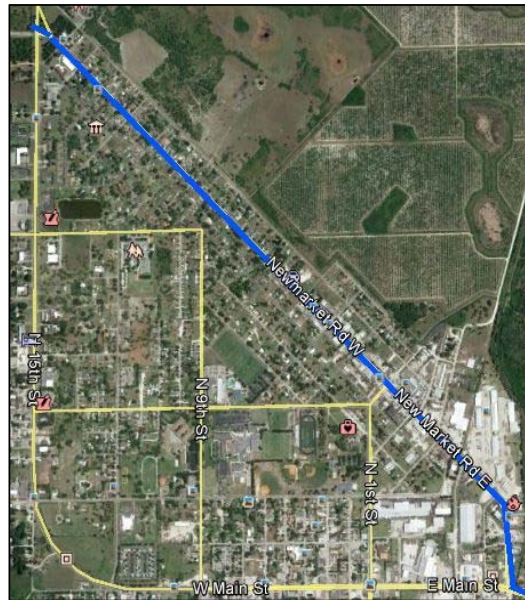
Work Summary: ADD LANES & RECONSTRUCT

LRTP Ref: SIS PLAN APPENDIX A

Lead Agency: FDOT

Length: 3.484

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ENV	DDR	60,000	0	0	0	0	60,000
PE	DDR	4,955,831	0	0	0	0	4,955,831
PE	DIH	250,000	0	0	0	0	250,000
PE	DS	1,044,169					1,044,169
							0
							0
							0
Total		6,310,000	0	0	0	0	6,310,000



4175406

SR 29 FROM N OF NEW MARKET RD N ROAD TO SR 82**SIS****Project Description:** WIDEN FROM 2-4 LANES (one segment of larger project)

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 5,060,000

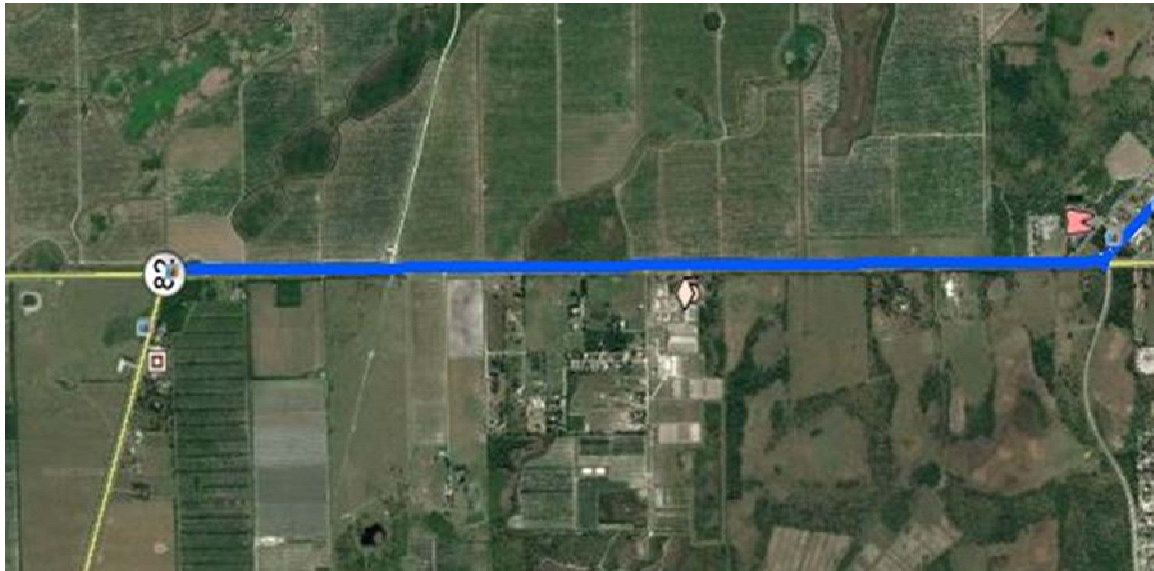
Work Summary: ADD LANES & RECONSTRUCT

LRTP Ref: SIS PLAN APPENDIX A

Lead Agency: FDOT**Length:** 3.037

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ENV	DDR	20,000	0	0	0	380,000	400,000
PE	DDR	903,302	0	0	0	0	903,302
PE	REPE	3,656,698	0	0	0	0	3,656,698
PE	SA	100,000	0	0	0	0	100,000
							0
							0
							0
Total		4,680,000	0	0	0	380,000	5,060,000

<--North



4178784**SR 29 FROM SR 82 TO HENDRY C/L****SIS****Project Description:** WIDEN FROM 2-4 LANES (one segment of larger project)

Prior Years Cost: 1,898,484

Future Years Cost: 0

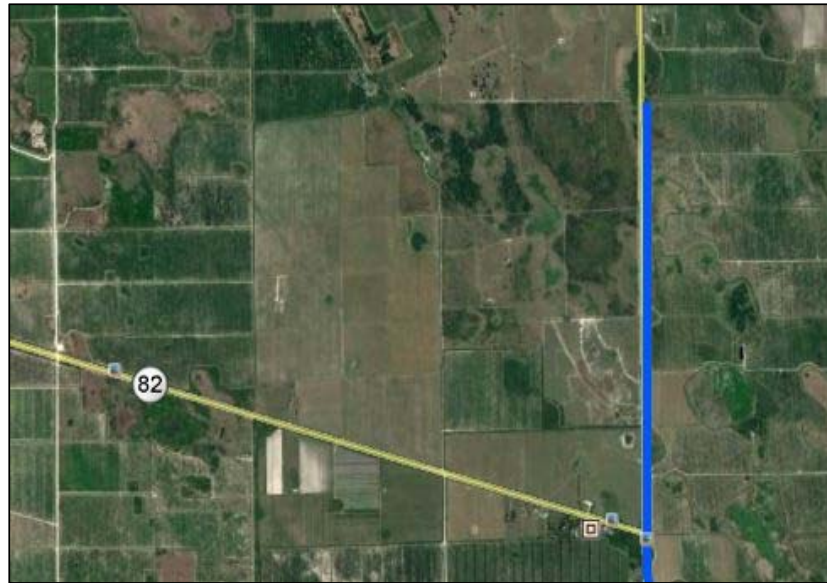
Total Project Cost: 14,542,538

Work Summary: ADD LANES & RECONSTRUCT

LRTP Ref: SIS PLAN APPENDIX A

Lead Agency: FDOT**Length:** 1.869

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	ACNP	0	0	0	0	11,270,219	11,270,219
CST	D1	0	0	0	0	171,150	171,150
ENV	D1	0	0	15,000	0	0	15,000
ENV	ACNP	0	400,000	0	0	50,000	450,000
INC	DDR	0	0	0	0	0	0
ROW	ACNP	0	0	687,685	0	0	687,685
DDR	ENV	50,000					50,000
Total		50,000	400,000	702,685	0	11,491,369	12,644,054



4258432**I-75 AT SR 951****SIS**

Prior Years Cost: 9,119,248

Future Years Cost: 0

Total Project Cost: 113,038,125

L RTP Ref: CFP APPENDIX C

Project Description: Ultimate interchange improvement. Part of larger project.
Work Summary: INTERCHANGE IMPROVEMENT

Lead Agency: FDOT **Length:** 0.651

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DSB2	0	0	88,155,297	0	0	88,155,297
CST	DIH	0	0	162,150	0	0	162,150
ENV	DDR	0	50,000	75,000	0	0	125,000
INC	DDR	0	0	0	0	2,800,000	2,800,000
PE	DDR	0	0	814,000	0	0	814,000
PE	DS	0	0	203,500	0	0	203,500
ROW	DSB2	7,586,343	1,421,587	0	0	0	9,007,930
RRU	DSB2	0	0	2,219,900	0	0	2,219,900
RRU	DI	0	0	431,100	0	0	431,100
Total		7,586,343	1,471,587	92,060,947	0	2,800,000	103,918,877



4308481

SR 82 FROM HENDRY COUNTY LINE TO GATOR SLOUGH LANE**SIS****Project Description:** WIDEN FROM 2-4 LANES (one segment of larger project)

Prior Years Cost: 596,628

Future Years Cost: 33,527,247

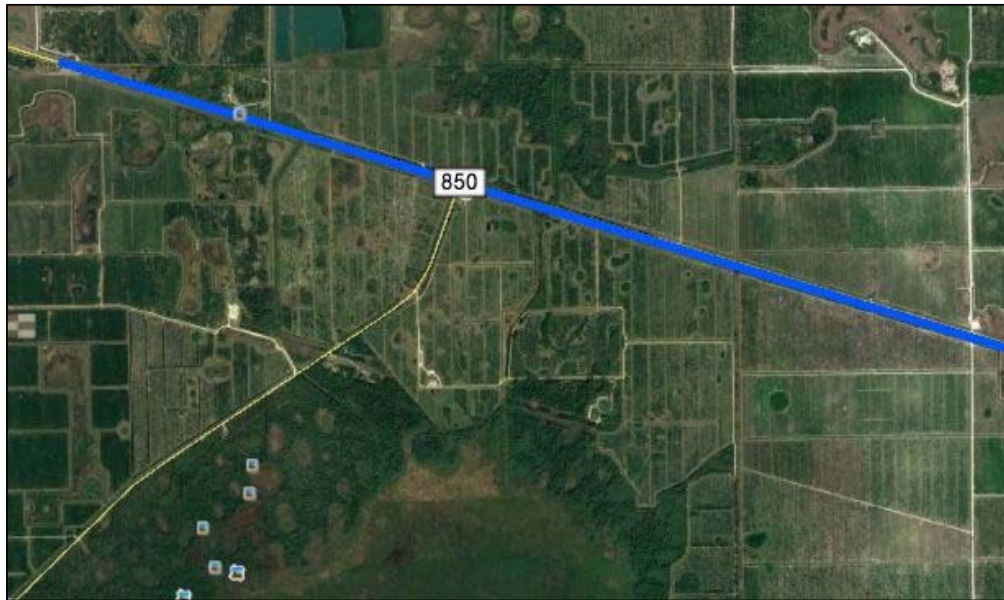
Total Project Cost: 81,404,434

Work Summary: ADD LANES & RECONSTRUCT

LRTP Ref: SIS PLAN APPENDIX A

Lead Agency: FDOT**Length:** 4.022

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DI	0	0	0	0	43,281,320	43,281,320
CST	DIH	0	0	0	0	61,587	61,587
ENV	DDR	360,000	0	0	20,000	50,000	430,000
ROW	DDR	799,282	0	0	0	0	799,282
ROW	DIH	76,385	0	0	0	0	76,385
ROW	BNIR	0	2,131,985	0	0	0	2,131,985
RRU	SIWR	0	0	0	0	500,000	500,000
Total		1,235,667	2,131,985	0	20,000	43,892,907	47,280,559



4308491**SR 82 FROM GATOR SLOUGH LANE TO SR 29****SIS****Project Description:** WIDEN FROM 2-4 LANES (one segment of larger project)

Prior Years Cost: 2,084,372

Future Years Cost: 1,600,000

Total Project Cost: 40,569,694

Work Summary: ADD LANES & RECONSTRUCT

LRTP Ref: SIS PLAN APPENDIX A

Lead Agency: FDOT**Length:** 3.219

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DI	10,098,829	0	0	0	0	10,098,829
CST	DIH	154,200	0	0	0	0	154,200
CST	DSB2	25,147,991	0	0	0	0	25,147,991
ENV	DI	50,000	0	0	0	0	50,000
ROW	DDR	434,302	0	0	0	0	434,302
RRU	DI	500,000	0	0	0	0	500,000
RRU	LF	500,000	0	0	0	0	500,000
Total		36,885,322	0	0	0	0	36,885,322



4351101

CR 887 (OLD US 41) FROM US 41 TO LEE COUNTY LINE

Project Description:

Prior Years Cost: 0

Future Years Cost: 0

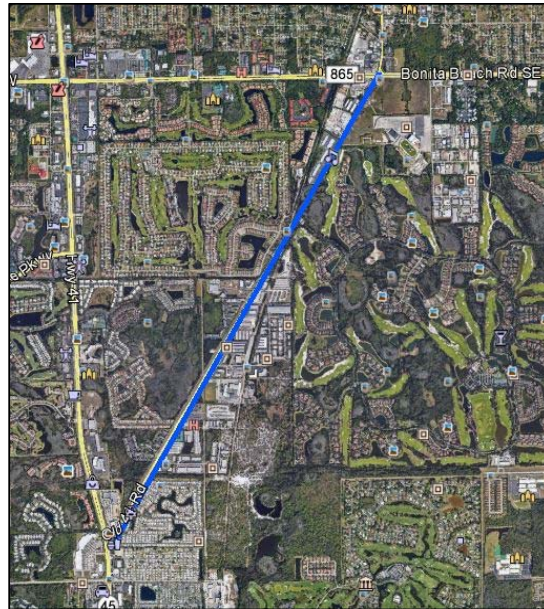
Total Project Cost: 838,297

Work Summary: PD&E/EMO STUDY

LRTP Ref: CFP APPENDIX C

Lead Agency: FDOT **Length:** 1.550

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PDE	ACSU	838,297	0	0	0	0	838,297
							0
							0
							0
							0
							0
							0
Total		838,297	0	0	0	0	838,297



4404411

AIRPORT PULLING RD FROM VANDERBILT RD TO IMMOKALEE RD

Project Description: Add thru lanes

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

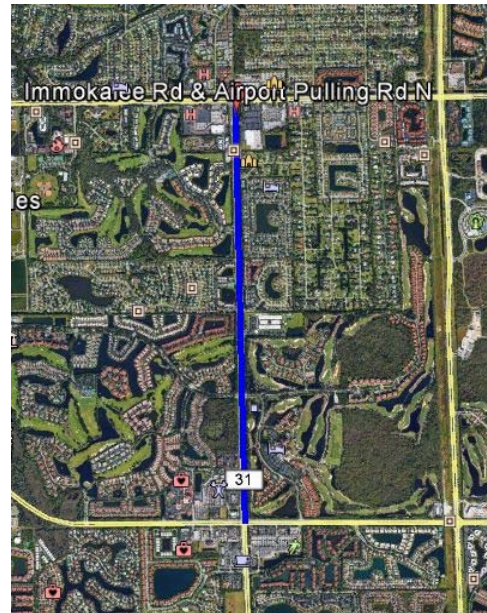
Work Summary: ADD THRU LANES

LRTP Ref: CFP, Appendix C

Lead Agency:

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	LF	0	0	1,500,000	0	0	1,500,000
PE	CIGP	0	0	1,500,000	0	0	1,500,000
							0
							0
							0
							0
							0
Total		0	0	3,000,000	0	0	3,000,000



4419751

US 41 (SR 90) AT OASIS VISITOR CENTER

SIS

Project Description:

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 1,038,311

LRTP Ref: REVENUE PROJECTIONS

P5-5 APPENDIX A

Work Summary:

ADD LEFT TURN LANE(S)

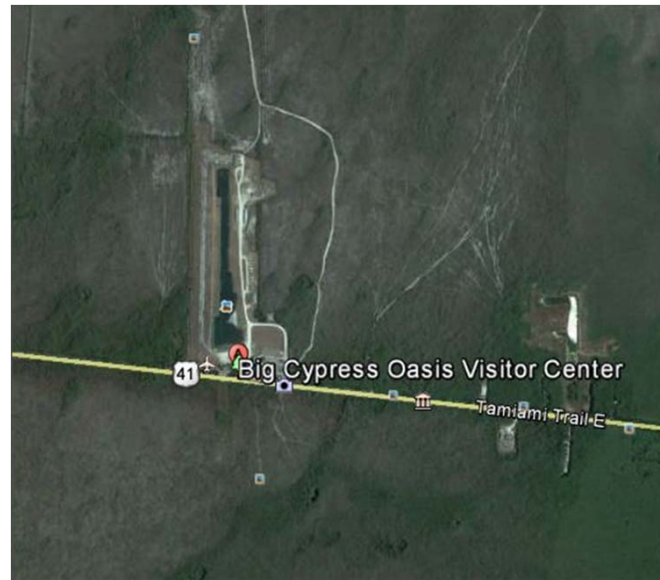
Lead Agency:

FDOT

Length:

0.276

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	0	0	0	16,650	0	16,650
CST	DDR	0	0	0	861,661	0	861,661
PE	DDR	0	150,000	0	0	0	150,000
PE	DIH	0	10,000	0	0	0	10,000
		0					0
							0
							0
Total		0	160,000	0	878,311	0	1,038,311



4425192

I-75 (SR93) FROM E OF SR 951 TO COLLIER/LEE COUNTY LINE**SIS****Project Description:**

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 3,040,000

LRTP Ref: CFP APPENDIX C

Work Summary:

PD&E/EMO STUDY

Lead Agency:

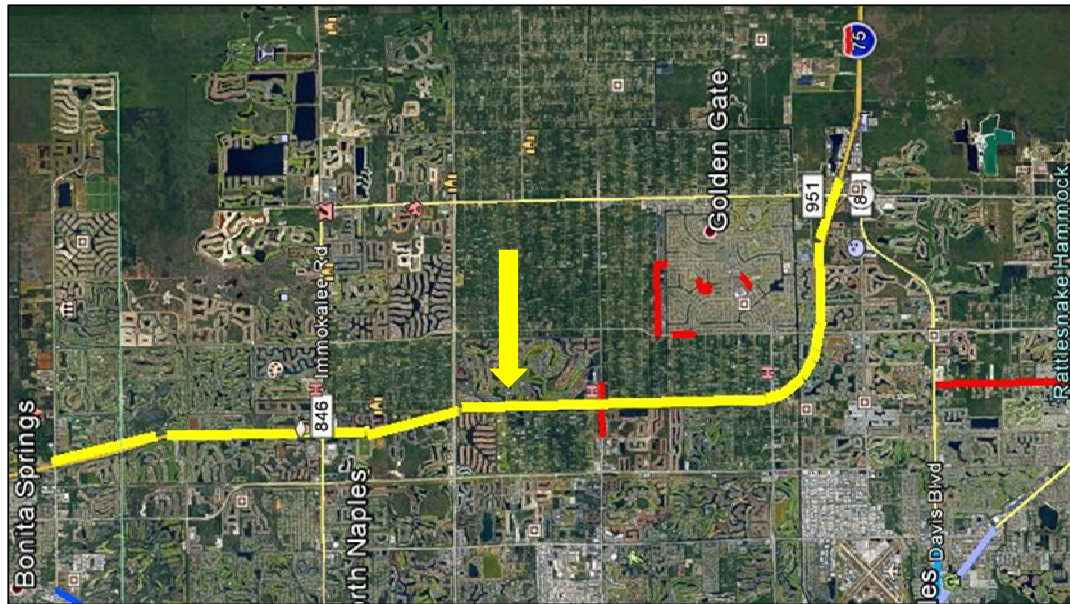
FDOT

Length:

13.176

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PDE	DDR	3,000,000	0	0	0	0	3,000,000
PDE	DIH	40,000	0	0	0	0	40,000
							0
							0
							0
							0
							0
Total		3,040,000	0	0	0	0	3,040,000

<--North



PART 1
SECTION A-2
BRIDGE PROJECTS

includes
Bridge Projects

4348571

SR 951 OVER BIG MARCO PASS(JUDGE JOLLY MEMORIAL BRIDGE)

Project Description:

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 2,200,424

Work Summary: BRIDGE REPAIR/REHABILITATION

L RTP Ref: REVENUE PROJECTIONS

P5-5 APPENDIX A

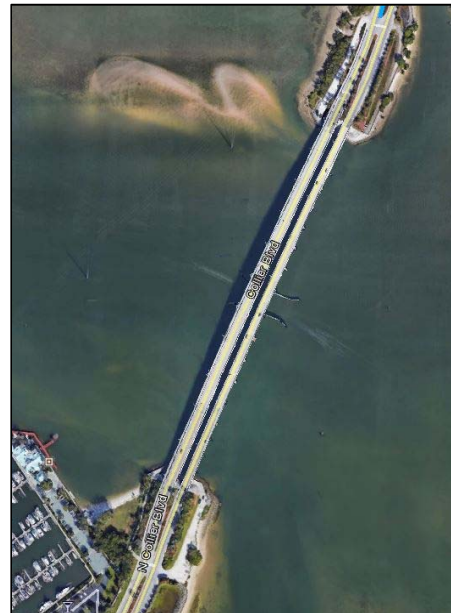
Lead Agency:

FDOT

Length:

0.302

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	0	0	21,620	0	0	21,620
CST	BRRP	0	0	1,898,804	0	0	1,898,804
ENV	BRRP	0	10,000	0	0	0	10,000
PE	BRRP	0	250,000	0	0	0	250,000
PE	DIH	0	20,000	0	0	0	20,000
							0
							0
Total		0	280,000	1,920,424	0	0	2,200,424



4350431

COLLIER COUNTY SCOUR COUNTERMEASURE AT VARIOUS LOCATIONS

Project Description:

Prior Years Cost: 34,398

Future Years Cost: 0

Total Project Cost: 2,003,443

Work Summary: BRIDGE-REPAIR/REHABILITATION

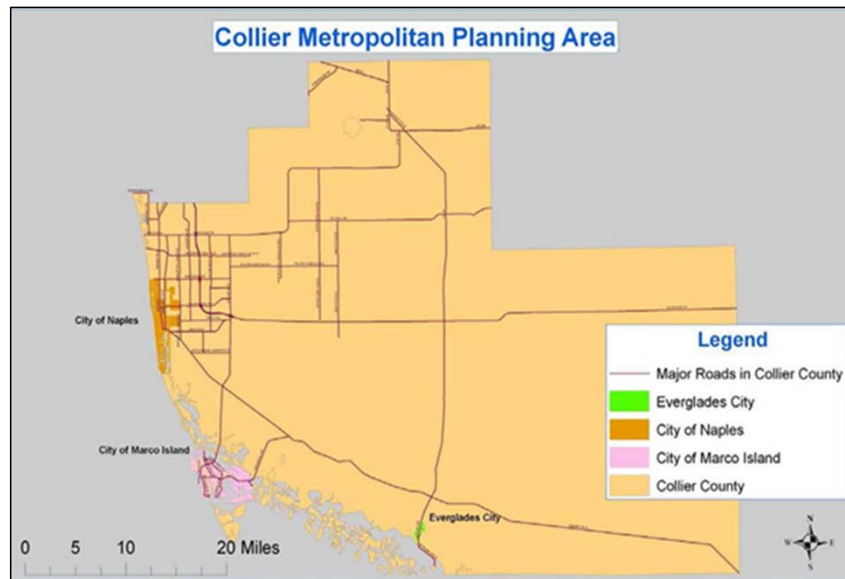
L RTP Ref: REVENUE PROJECTIONS

APPENDIX A P5-5

Lead Agency: FDOT

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	0	0	0	142,107	0	142,107
CST	BRRP	0	0	0	1,626,938	0	1,626,938
PE	BRRP	0	0	200,000	0	0	200,000
							0
							0
							0
							0
Total		0	0	200,000	1,769,045	0	1,969,045



PART 1

SECTION A-3

CONGESTION MANAGEMENT PROJECTS

Includes

Traffic Signals

Traffic Signal Updates

Traffic Operations Improvements

Intelligent Transportation System (ITS)

ATMS Arterial Traffic Management

Traffic Management Center (TMC) Software

4051061

COLLIER MPO IDENTIFIED OPERATIONAL IMPROVEMENTS FUNDING

Project Description: MPO SU FUNDS HELD FOR COST OVER-RUNS, FUTURE PROGRAMMING

Prior Years Cost: 498,245

Future Years Cost: 0

Total Project Cost: 11,274,657

Work Summary: TRAFFIC OPS IMPROVEMENT

L RTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A

Lead Agency: FDOT

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SU	2,912,494	2,687,473	1,164,301	2,944,621	1,067,523	10,776,412
							0
							0
							0
							0
							0
							0
							0
Total		2,912,494	2,687,473	1,164,301	2,944,621	1,067,523	10,776,412



4126661

COLLIER COUNTY TRAFFIC SIGNALS REIMBURSEMENT

Project Description:

Prior Years Cost: 1,485,649

Future Years Cost: 0

Total Project Cost: 3,368,404

L RTP Ref: REVENUE PROJECTIONS
APPENDIX A P5-5

Work Summary:

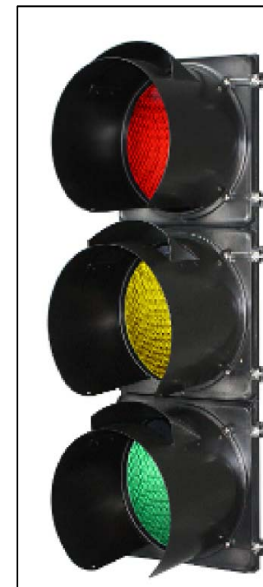
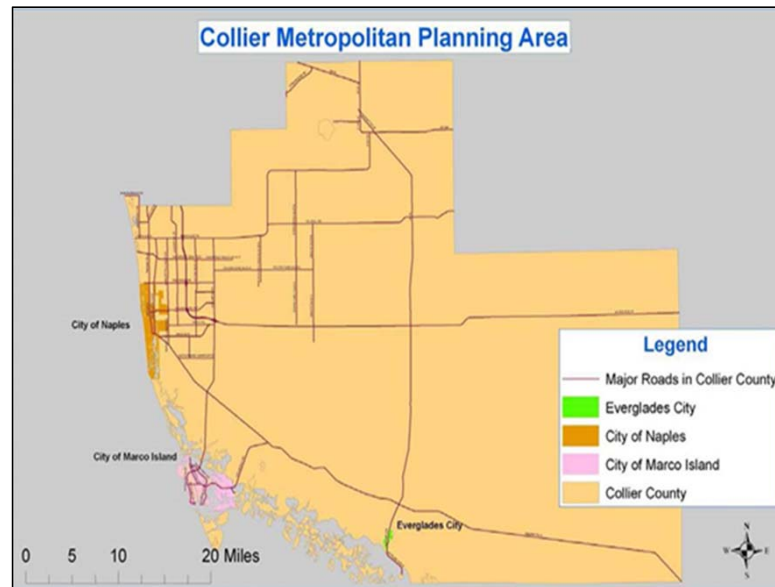
TRAFFIC SIGNALS

Lead Agency:

COLLIER COUNTY

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
OPS	DDR	298,216	337,826	376,650	414,316	455,747	1,882,755
							0
							0
							0
							0
							0
							0
							0
Total		298,216	337,826	376,650	414,316	455,747	1,882,755



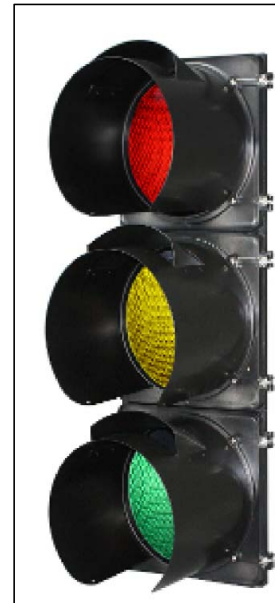
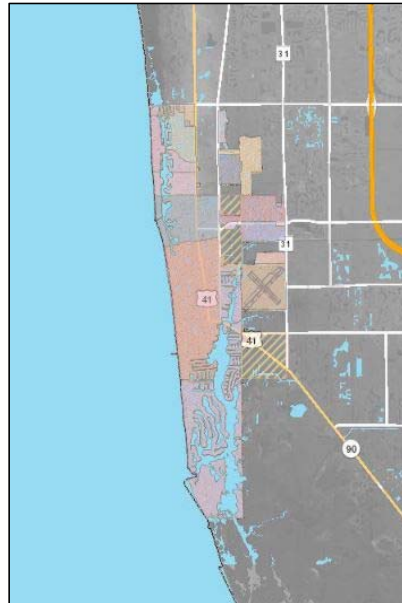
NAPLES TRAFFIC SIGNALS REIMBURSEMENT

Prior Years Cost: 566,258
 Future Years Cost: 0
 Total Project Cost: 1,324,113
 LRTP Ref: REVENUE PROJECTIONS
 APPENDIX A P5-5

L RTP Ref: REVENUE PROJECTIONS
APPENDIX A P5-5

Length:

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
OPS	DDR	113,940	135,149	153,706	169,076	185,984	757,855
							0
							0
							0
							0
							0
							0
Total		113,940	135,149	153,706	169,076	185,984	757,855



4350131 ITS INTEGRATE/STANDARDIZE NETWORK COMMUNICATION

Project Description: CMC PRIORITY 2013-02

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 850,000

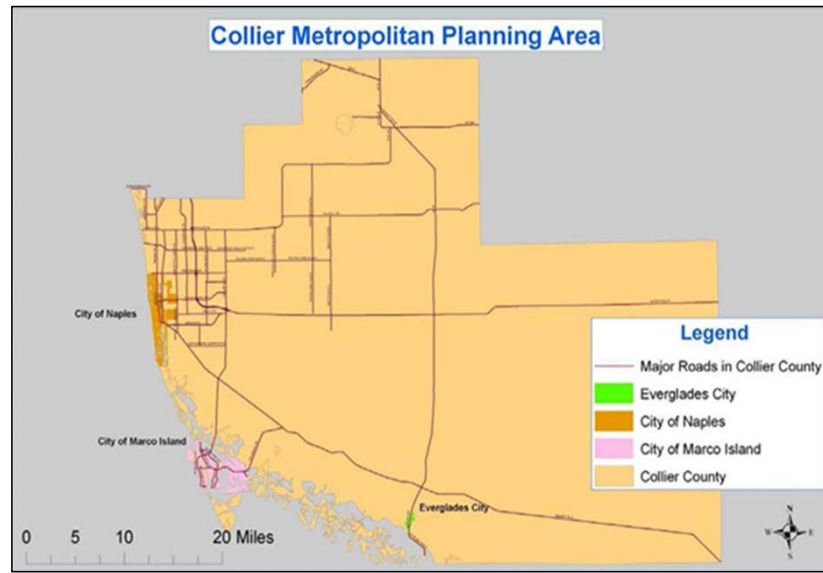
Work Summary: ITS COMMUNICATION SYSTEM

L RTP Ref: CFP-CMC PROJECTS P6-24
& APPENDIX A

Lead Agency: COLLIER COUNTY

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	ACSU	850,000	0	0	0	0	850,000
							0
							0
							0
							0
							0
							0
							0
Total		850,000	0	0	0	0	850,000



4350191

AIRPORT-PULLING RD AND PINE RIDGE RD SIGNAL TIMING

Project Description: CMC Priority 2015-08; 14-05; 2013 (38 intersections)

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 452,560

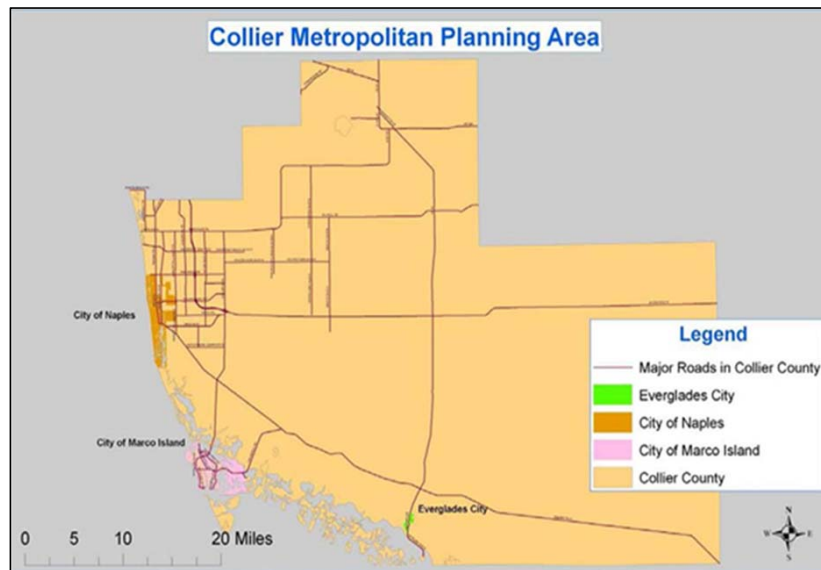
Work Summary: ATMS - ARTERIAL TRAFFIC MANAGEMENT

L RTP Ref: CFP-CMS/ITS PROJECTS P6-24 & APPENDIX A

Lead Agency: COLLIER COUNTY

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	ACSU	452,560	0	0	0	0	452,560
							0
							0
							0
							0
							0
							0
							0
Total		452,560	0	0	0	0	452,560



4371031

COLLIER TMC OPS FUND COUNTY WIDE

Project Description:

Prior Years Cost: 141,750
Future Years Cost: 0
Total Project Cost: 546,750
LRTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A

Work Summary: OTHER ITS

Lead Agency: COLLIER COUNTY

Length:

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
OPS	DS	81,000	81,000	81,000	81,000	81,000	405,000
							0
							0
							0
							0
							0
							0
							0
Total		81,000	81,000	81,000	81,000	81,000	405,000



NAPLES TMC OPERATIONS FUNDING CITY WIDE

Prior Years Cost: 50,000

0

200,000

24 & APPENDIX A

OTHER ITS

NAPLES

NA

Roll Forward 9-9-16

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
OPS	DS	30,000	30,000	30,000	30,000	30,000	150,000
							0
							0
							0
							0
							0
							0
Total		30,000	30,000	30,000	30,000	30,000	150,000



4379241

TRAVEL TIME DATA COLLECTION COLLIER COUNTY ITS ARCH ATMS

Project Description: CMC PRIORITY 2012-10

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 441,000

Work Summary: OTHER ITS

L RTP Ref: CFP-CMS/ITS PROJECTS P6-24 & APPENDIX A

Lead Agency: COLLIER COUNTY

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SU	0	0	441,000	0	0	441,000
							0
							0
							0
							0
							0
							0
							0
Total		0	0	441,000	0	0	441,000



SIGNAL TIMING COUNTY ROADS AT VARIOUS LOCATIONS

Prior Years Cost: 0

Total Project Cost: 452,560

Length: NA

Total	0	0	452,560	0	0	452,560
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4379261

SIGNAL TIMING US41 FROM SR951/COLLIER BLVD TO OLD US41

Project Description: CMC PRIORITY 2014-04, 2015-01

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 516,200

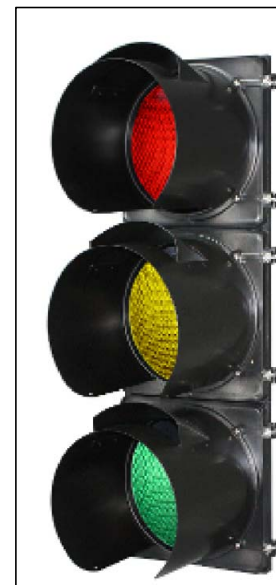
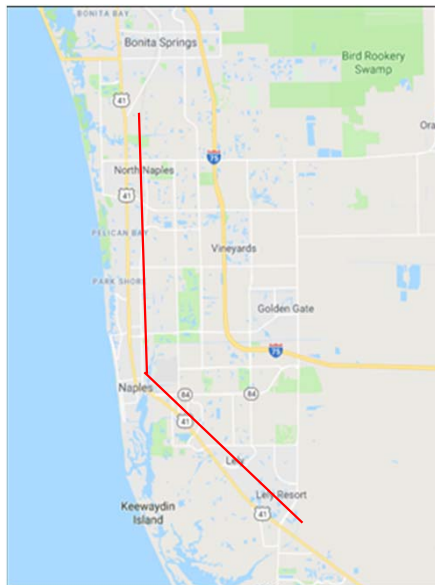
Work Summary: TRAFFIC SIGNAL UPDATE

L RTP Ref: CFP-CMS/ITS PROJECTS P6-24 & APPENDIX A

Lead Agency: COLLIER COUNTY

Length: 19.96

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SU	0	0	516,200	0	0	516,200
							0
							0
							0
							0
							0
							0
Total		0	0	516,200	0	0	516,200



4380661 VIDEO WALL MONITORS FOR THE CITY OF NAPLES

Project Description: CMC PRIORITY 2017-05, 16-05, 15-05, 14-13

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 130,000

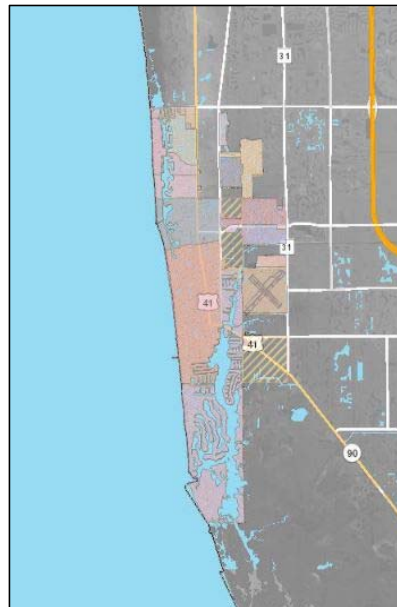
Work Summary: TMC SOFTWARE & SYSTEM INTEGRAT

L RTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A

Lead Agency: City of Naples

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SU	0	0	130,000	0	0	130,000
							0
							0
							0
							0
							0
							0
							0
Total		0	0	130,000	0	0	130,000



4404351

COLLIER COUNTY TRAFFIC SIGNAL TIMING OPTIMIZATION AT VARIOUS LOCATIONS

Project Description: CMC PRIORITY 2016-02

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 401,000

Work Summary: TRAFFIC SIGNAL UPDATE

L RTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A

Lead Agency: COLLIER COUNTY

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SU	0	0	0	0	50,000	50,000
PE	SU	0	0	0	351,000	0	351,000
							0
							0
							0
							0
							0
Total		0	0	0	351,000	50,000	401,000



PART 1

SECTION A-4

BICYCLE and PEDESTRIAN PROJECTS

includes

Bicycle and Pedestrian Projects

Pedestrian Safety Improvements

4331851

HARBOUR DR FROM CRAYTON RD TO BINNACLE DR

Project Description: BPAC PRIORITY 2012-3; 5' SW ON NORTH SIDE

Prior Years Cost: 110,779

Future Years Cost: NA

Total Project Cost: 644,691

Work Summary: SIDEWALK

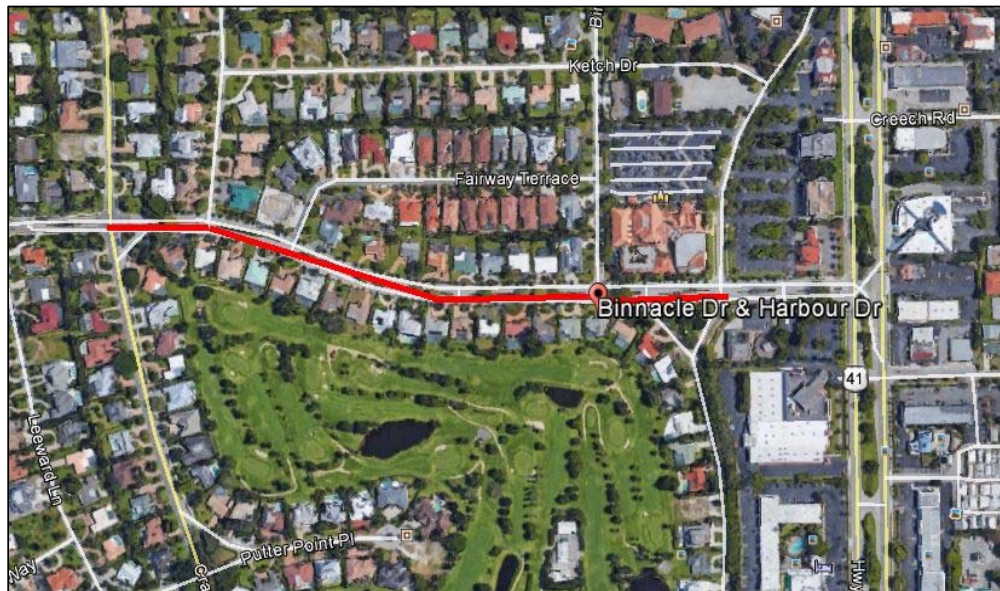
LRTP Ref: CFP P6-25 & APPENDICES

A & D

Lead Agency: FDOT

Length: 0.33

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SA	391,563	0	0	0	0	391,563
RRU	SA	142,349					142,349
							0
							0
							0
							0
							0
Total		533,912	0	0	0	0	533,912



4331891

N COLLIER BLVD FROM E ELKCAM CIRCLE TO BUTTONWOOD COURT

Project Description: BPAC PRIORITY 2012-07

Prior Years Cost: 52,500

Future Years Cost: 0

Total Project Cost: 814,225

Work Summary: SIDEWALK

L RTP Ref: CFP P6-25 & APPENDICES

A & D

Lead Agency: MARCO ISLAND

Length: 0.658

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	LFP	0	105,146	0	0	0	105,146
CST	SU	0	656,579	0	0	0	656,579
							0
							0
							0
							0
							0
Total		0	761,725	0	0	0	761,725



4349901**GOLDEN GATE VARIOUS LOCATIONS****Project Description:** BPAC PRIORITY 2013-01; 51st, 20th SW

Prior Years Cost: 56,560

Future Years Cost: 0

Total Project Cost: 336,874

Work Summary: SIDEWALK

LRTP Ref: CFP P6-25 & APPENDICES

A & D

Lead Agency: COLLIER COUNTY**Length:** 0.50

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SA	56,716	0	0	0	0	56,716
CST	TALU	223,598	0	0	0	0	223,598
							0
							0
							0
							0
							0
Total		280,314	0	0	0	0	280,314



4350291

US 41 FROM CR 846 (111TH AVE) TO N OF 91ST AVE

Project Description: CMC PRIORITY 2014-01
6' SW ON EAST SIDE AND 3 SHELTERS

Prior Years Cost: 268,705

Future Years Cost: 0

Total Project Cost: 1,419,239

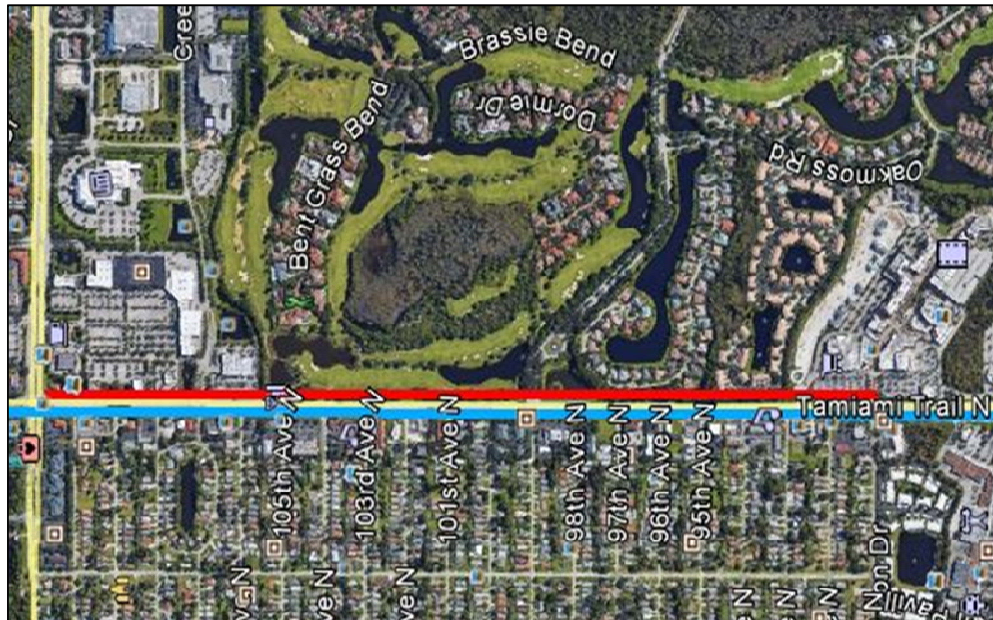
Work Summary: SIDEWALK

L RTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A

Lead Agency: FDOT

Length: 1.241

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	25,700	0	0	0	0	25,700
CST	DDR	1,064,834	0	0	0	0	1,064,834
ENV	DDR	50,000	0	0	0	0	50,000
RRU	DDR	10,000	0	0	0	0	10,000
							0
							0
							0
Total		1,150,534	0	0	0	0	1,150,534



4350301

SUNSHINE BLVD FROM 17TH AVE SW TO GREEN BLVD

Project Description: BPAC PRIORITY 2013-02 6' SW ON WEST SIDE AND PED BRIDGE

Prior Years Cost: 124,884

Future Years Cost: 0

Total Project Cost: 642,069

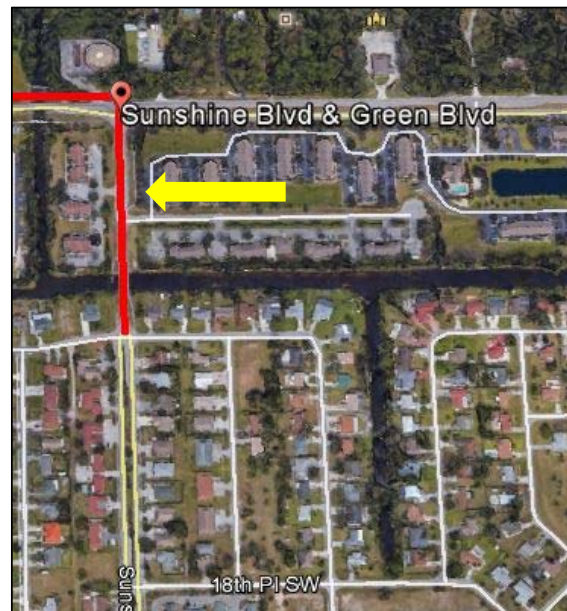
Work Summary: SIDEWALK

L RTP Ref: CFP P6-25 & APPENDIX C

Lead Agency: COLLIER COUNTY

Length: 0.20

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SU	517,185	0	0	0	0	517,185
							0
							0
							0
							0
							0
							0
							0
Total		517,185	0	0	0	0	517,185



4351161

GOLDEN GATE COLLECTOR SIDEWALKS VARIOUS LOCATIONS

Project Description: BPAC PRIORITY 2013-04; 6' SW ON GGPKWY & SANTA BARBARA BLVD

Prior Years Cost: 124,625

Future Years Cost: 0

Total Project Cost: 735,557

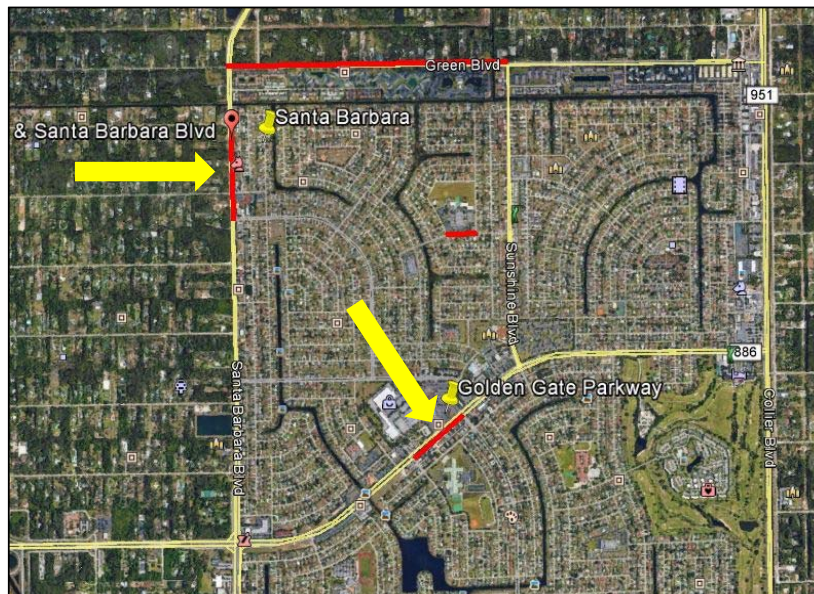
Work Summary: SIDEWALK

L RTP Ref: CFP P6-25 & APPENDIX C

Lead Agency: COLLIER COUNTY

Length: 1.213

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	ACTA	610,932	0	0	0	0	610,932
							0
							0
							0
							0
							0
							0
							0
Total		610,932	0	0	0	0	610,932



4351171

NORTH NAPLES SIDEWALKS AT VARIOUS LOCATIONS

Project Description: BPAC PRIORITY 2013-06 & 2013-07; SWs GOODLETTE-FRANK, 111th ST

Prior Years Cost: 100,075

Future Years Cost: 0

Total Project Cost: 920,611

Work Summary: SIDEWALK

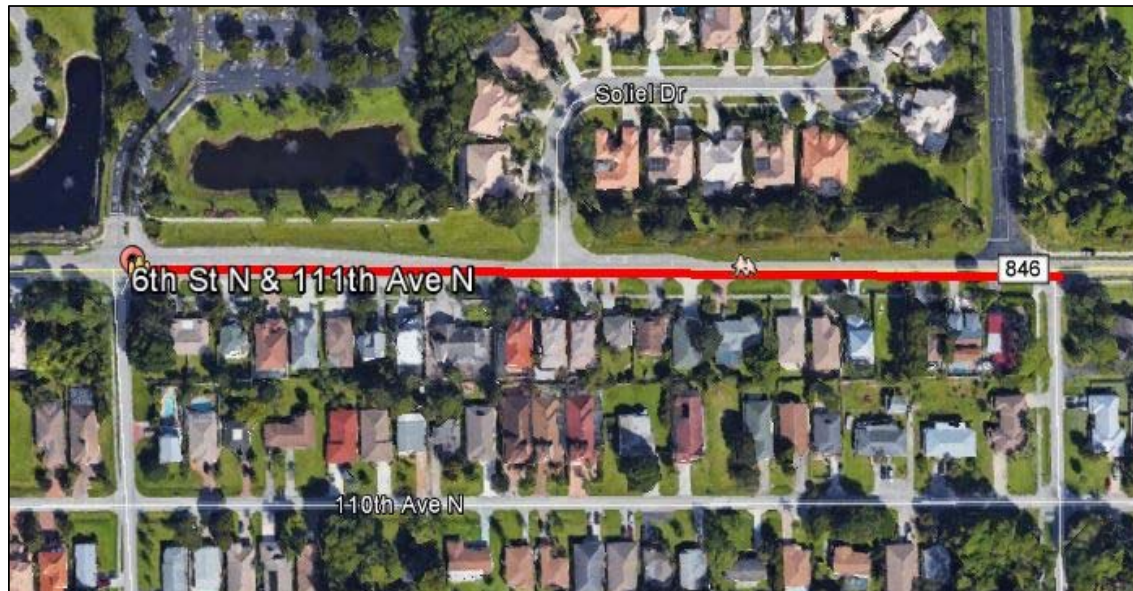
L RTP Ref: CFP P6-25 & APPENDICES

A & D

Lead Agency: COLLIER COUNTY

Length: 1.248

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	ACSU	263,903	0	0	0	0	263,903
CST	SU	556,633	0	0	0	0	556,633
							0
							0
							0
							0
							0
Total		820,536	0	0	0	0	820,536



4351181

CR 862 (VANDERBILT) FROM CR 901 TO GULF PAVILLION DR**Project Description:** BPAC PRIORITY 2013-07B; 5' PAVED SHOULDER/KEYHOLES

Prior Years Cost: 56,973

Future Years Cost:

Total Project Cost: 397,056

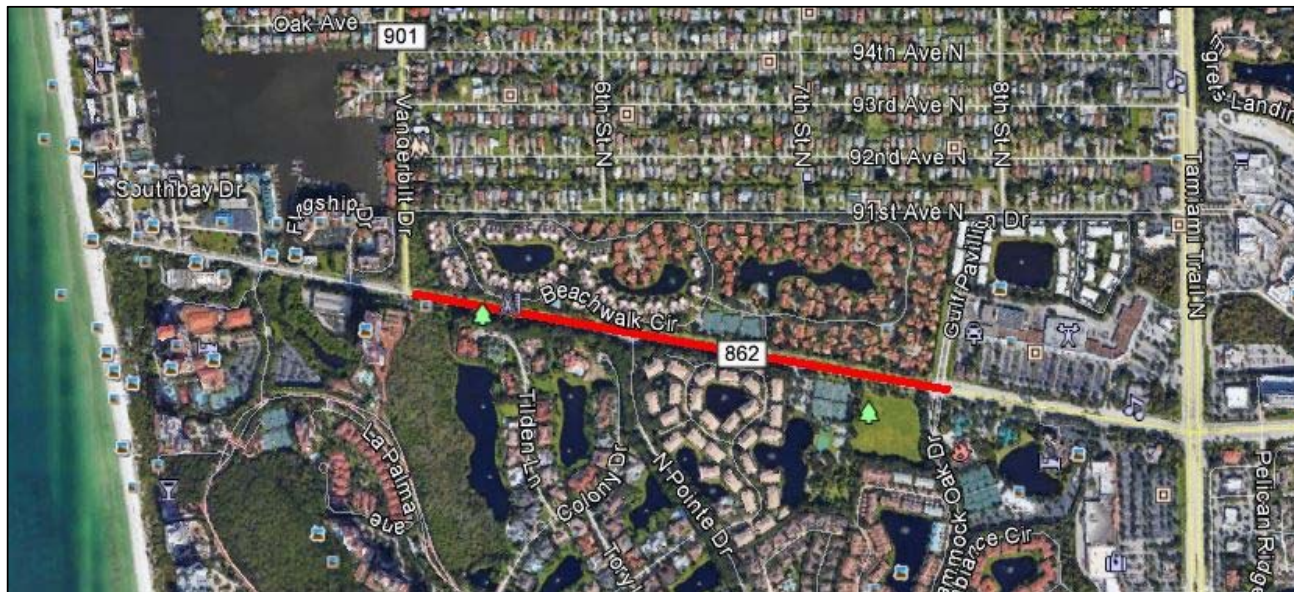
Work Summary: BIKE LANE/SIDEWALK

LRTP Ref: CFP P6-25 & APPENDICES

A & D

Lead Agency: COLLIER COUNTY**Length:** 0.67

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	ACTA	282,367	0	0	0	0	282,367
CST	TALT	57,716	0	0	0	0	57,716
							0
							0
							0
							0
							0
Total		340,083	0	0	0	0	340,083



4351191

49TH TERRACE SW FROM 20TH PLACE SW TO 19TH PLACE SW

Project Description: BPAC PRIORITY 2013-02 5-SW ON EAST SIDE; GOLDEN GATE ESTATES

Prior Years Cost: 51,528

Future Years Cost: 0

Total Project Cost: 234,984

Work Summary: SIDEWALK

L RTP Ref: CFP P6-25 & APPENDICES
A & D

Lead Agency: COLLIER COUNTY

Length: 0.11

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SA	14,852	0	0	0	0	14,852
CST	TALU	168,604	0	0	0	0	168,604
							0
							0
							0
							0
							0
Total		183,456	0	0	0	0	183,456



4369701

CR 92 (SAN MARCO RD) FROM S BARFIELD DRIVE TO 400 FT E OF VINTAGE BAY)

Project Description: BPAC PRIORITY 2014-03

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 1,330,114

Work Summary: BIKE PATH/TRAIL

L RTP Ref: CFP P6-25 & APPENDICES

A & D

Lead Agency: MARCO ISLAND

Length: 1.42

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SA	0	1,000	0	0	0	1,000
CST	SU	0	1,329,114	0	0	0	1,329,114
							0
							0
							0
							0
Total		0	1,330,114	0	0	0	1,330,114



4370961

SIDEWALKS EVERGLADES CITY AT VARIOUS LOCATIONS

Project Description: BPAC PRIORITY 2017-10, 16-10, 15-10, 14-05
Everglades City reviewing locations; MPO will request FDOT manage project

Prior Years Cost: 0
 Future Years Cost: 0
 Total Project Cost: 755,931
 LRTP Ref: CFP P6-25 & APPENDICES A & D

Work Summary: SIDEWALK

Lead Agency: FDOT **Length:** *TBD*

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	TALT	0	0	0	137,986	0	137,986
CST	TALU	0	0	0	382,945	0	382,945
PE	TALU	0	185,000	0	0	0	185,000
PE	TALT	0	50,000	0	0	0	50,000
							0
							0
							0
Total		0	235,000	0	520,931	0	755,931

<--North



4371851

NAPLES BEACH ACCESS SIDEWALKS AT VARIOUS LOCATIONS

Project Description: BPAC PRIORITY 2014-07

Prior Years Cost: 522,531

Future Years Cost: 0

Total Project Cost: 1,662,856

Work Summary: SIDEWALK

L RTP Ref: CFP P6-25 & APPENDICES

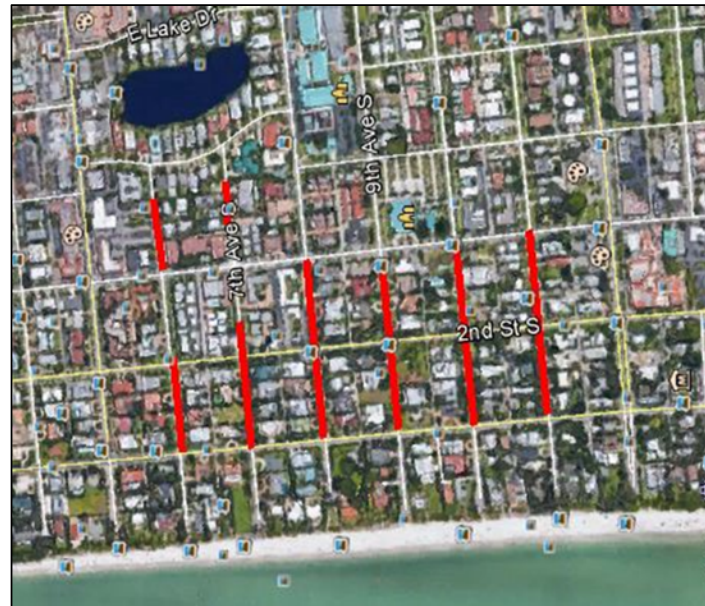
A & D

Lead Agency: FDOT

Length: 0.96

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SU	0	0	1,140,325			1,140,325
							0
							0
							0
							0
							0
							0
							0
Total		0	0	1,140,325	0	0	1,140,325

<--North



4380911

COUNTY BARN ROAD FROM RATTLESNAKE HAMMOCK TO SR 84(DAVIS BLVD)

Project Description: BPAC PRIORITY 2017-01, 16-01, 15-01, 14-01, 13-05

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 2,055,376

Work Summary: BIKE PATH/TRAIL

L RTP Ref: CFP P6-25 & APPENDICES
A & D

Lead Agency: COLLIER COUNTY

Length: 2.045

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SA	0	0	0	0	50,000	50,000
CST	SU	0	0	0	0	1,829,376	1,829,376
PE	SU	0	0	176,000	0	0	176,000
							0
							0
							0
							0
Total		0	0	176,000	0	1,879,376	2,055,376



4380921

CR 901/VANDERBILT DR FROM VANDERBILT BEACH RD TO 109TH AVENUE N

Project Description: BPAC PRIORITY 2017-02, 16-02, 15-02, 14-02

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 860,075

Work Summary: SIDEWALK

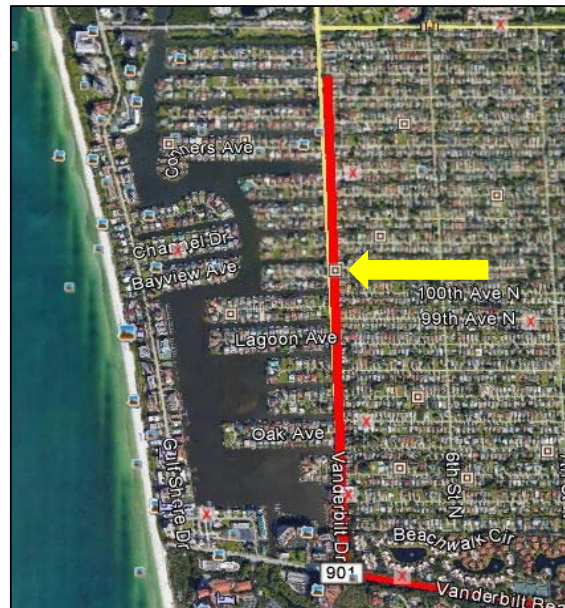
L RTP Ref: CFP P6-25 & APPENDICES

A & D

Lead Agency: COLLIER COUNTY

Length: 1.214

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SU	0	0	0	0	709,075	709,075
PE	SU	0	0	151,000	0	0	151,000
							0
							0
							0
							0
							0
Total		0	0	151,000	0	709,075	860,075



4380931**GREEN BLVD FROM SANTA BARBARA BLVD TO SUNSHINE BLVD****Project Description:** BPAC PRIORITY 2017-03, 16-03, 15-03, 14-06

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 1,310,670

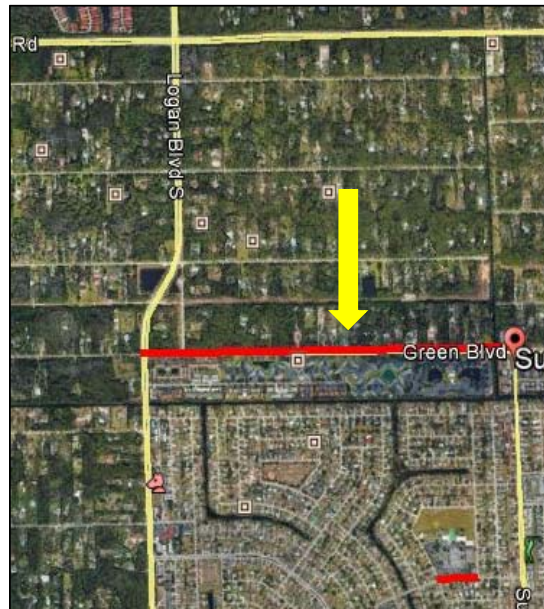
Work Summary: BIKE LANE/SIDEWALK

LRTP Ref: CFP P6-25 & APPENDICES

A & D

Lead Agency: COLLIER COUNTY**Length:** 1.040

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SU	0	0	0	0	1,084,670	1,084,670
PE	SU	0	0	226,000	0	0	226,000
							0
							0
							0
							0
							0
Total		0	0	226,000	0	1,084,670	1,310,670



4390021

SR29 FROM NORTH 1ST STREET TO NORTH 9TH STREET

Project Description:

Prior Years Cost: 321,137
 Future Years Cost: 0
 Total Project Cost: 2,923,394
 LRTP Ref: CFP APPENDIX C

Work Summary: PEDESTRIAN SAFETY IMPROVEMENT

Lead Agency: FDOT Length: 0.502

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DDR	1,820,343					1,820,343
CST	DIH	25,700					25,700
CST	DS	706,214					706,214
ENV	DDR	50,000					50,000
							0
							0
							0
Total		2,602,257	0	0	0	0	2,602,257



4404251

PINE RIDGE RD FROM WHIPPOORWILL LANE TO NAPA BLVD

Project Description: BPAC PRIORITY 2017-06, 16-06, 15-06, 14-10; 6' SIDEWALK SOUTH SIDE

Prior Years Cost: 0

Future Years Cost: 332,382

Total Project Cost: 561,800

Work Summary: SIDEWALK

L RTP Ref: CFP P6-25 & APPENDICES

A & D

Lead Agency: FDOT

Length: 0.78

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SU	0	0	0	229,418	0	229,418
							0
							0
							0
							0
							0
							0
Total		0	0	0	229,418	0	229,418



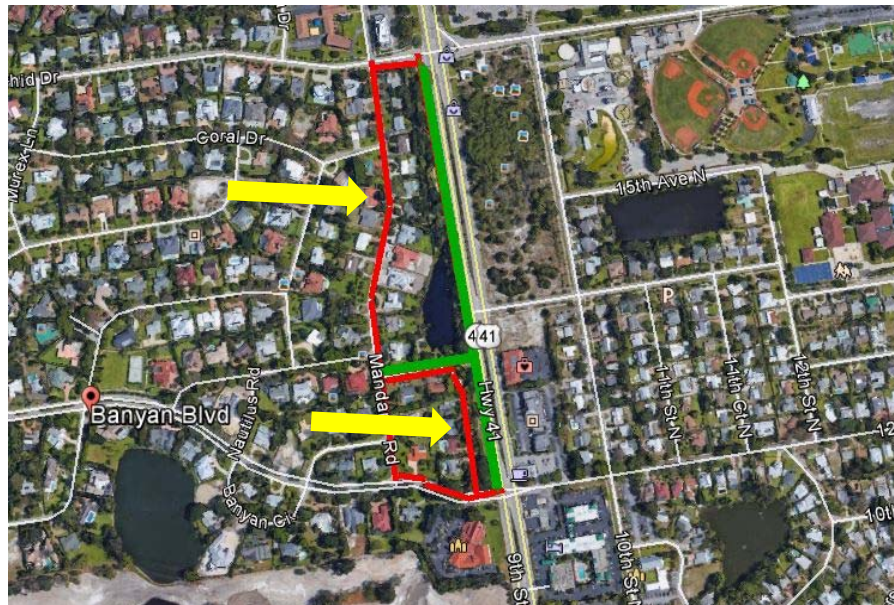
4404361

MANDARIN GREENWAY SIDEWALKS AT VARIOUS LOCATIONS

Project Description: BPAC PRIORITY 2015 & 2016-08; SW LOOP ON 4 STREETS - ORCHARD DR, MA Prior Years Cost: 0
TO ORCHARD DR, SIDEWALKS Future Years Cost: 0
Total Project Cost: 394,718
Work Summary: BIKE LANE/SIDEWALK L RTP Ref: CFP P6-25 & APPENDICES A & D

Lead Agency: NAPLES **Length:** 0.840

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	TALU	0	0	0	0	349,407	349,407
PE	TALU	0	0	45,311	0	0	45,311
							0
							0
							0
							0
							0
Total		0	0	45,311	0	349,407	394,718



4404371

SOUTH GOLF DR FROM GULF SHORE BLVD TO W US 41

Project Description: BPAC PRIORITY 2017-05, 16-05, 15-05, 14-09

Prior Years Cost: 0

Future Years Cost: NA

Total Project Cost: NA

Work Summary: BIKE LANE/SIDE WALK

L RTP Ref: CFP P6-25 & APPENDICES

A & D

Lead Agency: NAPLES

Length: 0.75

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SU	0	0	0	279,363	0	279,363
							0
							0
							0
							0
							0
							0
							0
Total		0	0	0	279,363	0	279,363



4404381

SAN MARCO RD FROM VINTAGE BAY DRIVE TO GOODLAND RD

Project Description: BPAC Priority: 2016-04, 15-04
REMOVE SW REPLACE 8' SHARED USE PATH SOUTH SIDE

Prior Years Cost: 0
Future Years Cost: 0
Total Project Cost: 695,062
LRTP Ref: CFP P6-25 & APPENDICES
A & D

Work Summary: BIKE PATH/TRAIL

Lead Agency: MARCO ISLAND **Length:** 1.440

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SU	0	0	0	650,062	0	650,062
PE	LF	0	45,000	0	0	0	45,000
							0
							0
							0
							0
							0
Total		0	45,000	0	650,062	0	695,062



4414801

EDEN PARK ELEMENTARY

Project Description:

Safe Routes to School project (SRTS)
South side of Carson Rd from Westclox to Carson Lakes Cir 6' SW

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 719,071

Work Summary:

SIDEWALK

L RTP Ref: CFP APPENDIX C

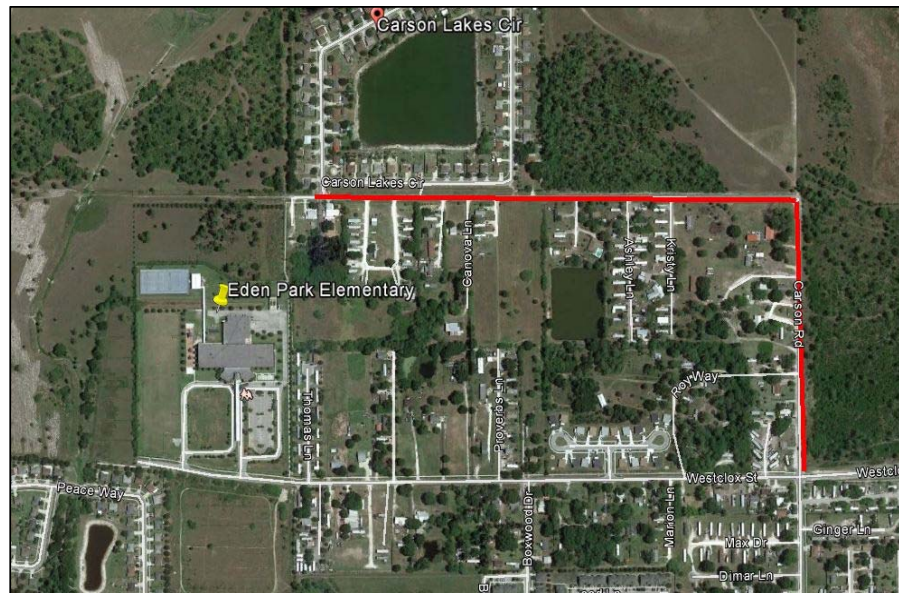
Lead Agency:

COLLIER COUNTY

Length:

0.75

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SR2T	0	0	0	663,333		663,333
PE	SR2T	55,738	0	0	0	0	55,738
							0
							0
							0
							0
							0
Total		55,738	0	0	663,333	0	719,071



4418451

LAKE TRAFFORD ROAD FROM LITTLE LEAGUE ROAD TO LAUREL STREET

Project Description: BPAC PRIORITY 2017-13, 16-13, 15-03; 5' BIKE LANES

Prior Years Cost: 0

Future Years Cost: 596,010

Total Project Cost: 688,255

Work Summary: BIKE LANE/SIDEWALK

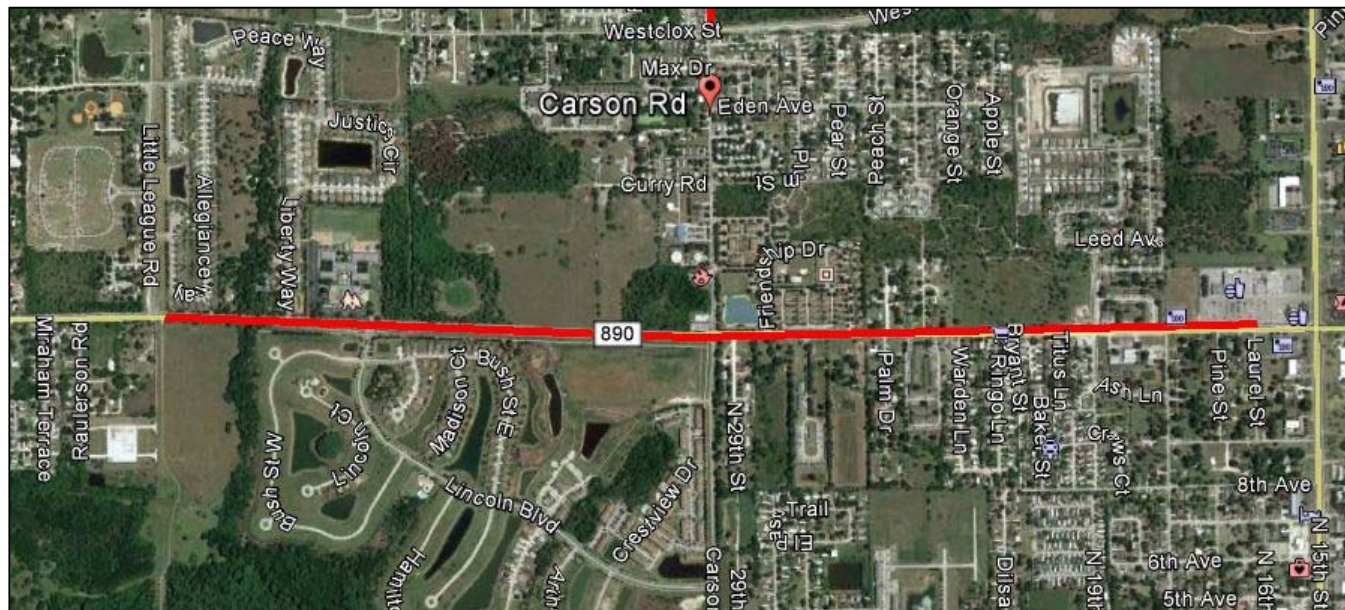
L RTP Ref: CFP P6-25 & APPENDICES

A & D

Lead Agency: COLLIER COUNTY

Length: 0.91

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SA	92,245	0	0	0	0	92,245
							0
							0
							0
							0
							0
							0
Total		92,245	0	0	0	0	92,245



4418452

LAKE TRAFFORD RD FROM CARSON RD TO LAUREL ST

Project Description: BPAC PRIORITY 2017-11, 16-11, 15-11; 6' SW

Prior Years Cost: 0

Future Years Cost: 421,591

Total Project Cost: 492,800

Work Summary: SIDEWALK

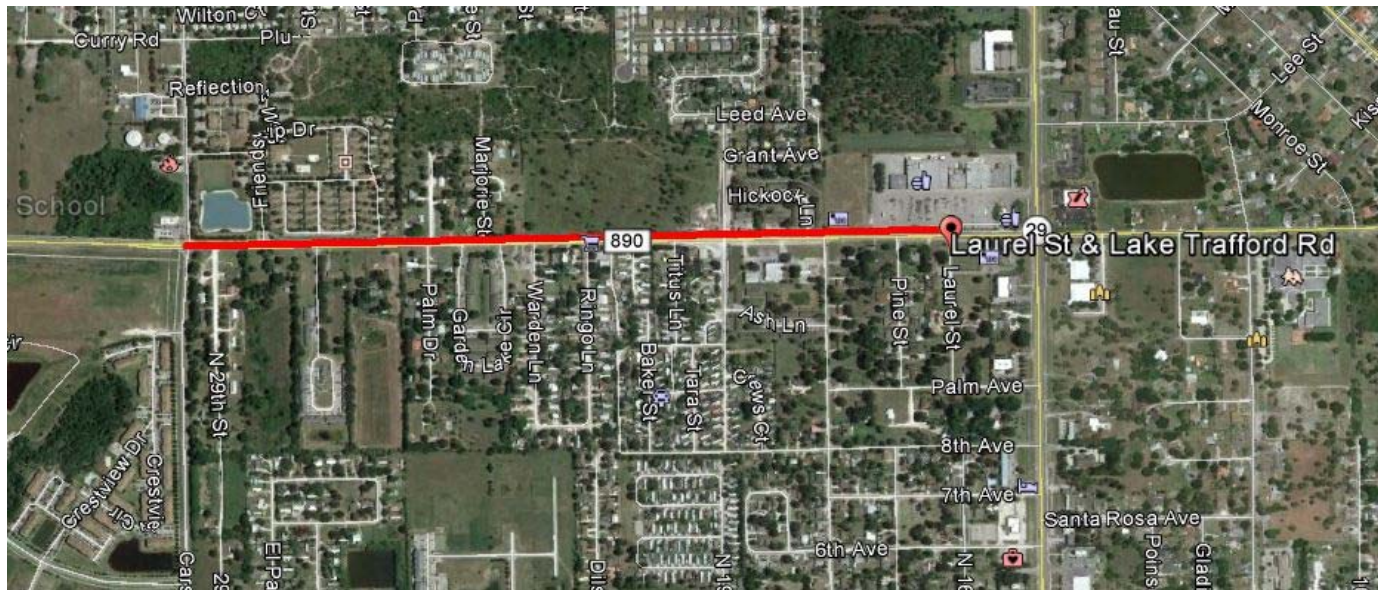
L RTP Ref: CFP P6-25 & APPENDICES

A & D

Lead Agency: COLLIER COUNTY

Length: 0.91

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SA	71,209	0	0	0	0	71,209
							0
							0
							0
							0
							0
							0
Total		71,209	0	0	0	0	71,209



4418461

111TH AVE NORTH FROM BLUEBILL AVE BRIDGE TO 7TH ST NORTH

Project Description: BPAC PRIORITY 2014, 2015 & 2016-07
FOR 5' BIKE LANES

Prior Years Cost: 0
Future Years Cost: 415,260
Total Project Cost: 480,000
LRTP Ref: CFP P6-25 & APPENDICES
A & D

Work Summary: SIDEWALK TO BE CORRECTED TO BIKE LANES JULY 1 2018

Lead Agency: COLLIER COUNTY **Length:** 0.51

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SA	64,740	0	0	0	0	64,740
							0
							0
							0
							0
							0
							0
							0
Total		64,740	0	0	0	0	64,740



4418781

BALD EAGLE DRIVE FROM COLLIER BLVD TO OLD MARCO LN

Project Description: BPAC PRIORITY 2014, 2014 & 2016-09

Prior Years Cost: 0

Future Years Cost: 308,030

Total Project Cost: 344,030

Work Summary: SIDEWALK

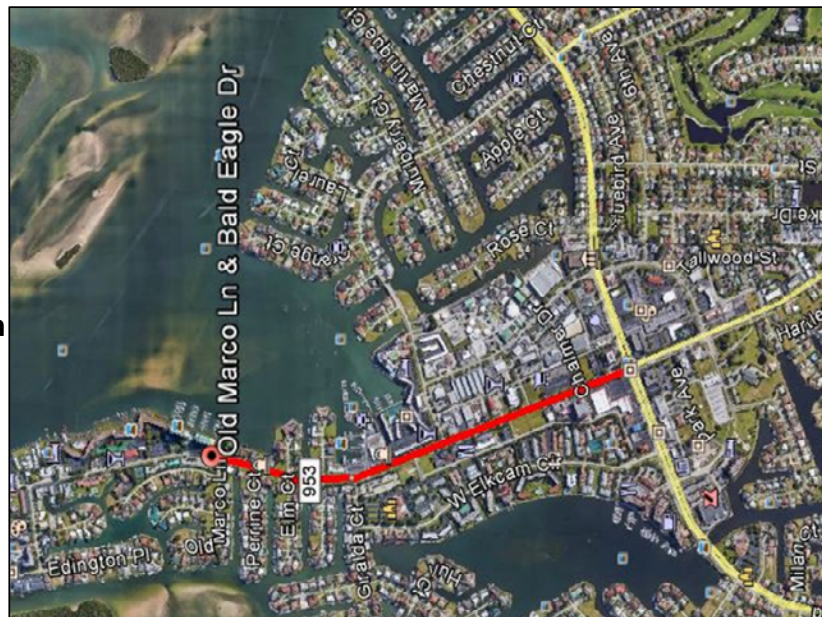
L RTP Ref: CFP P6-25 & APPENDICES
A & D

Lead Agency: MARCO ISLAND

Length: 0.89

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SA	36,000	0	0	0	0	36,000
							0
							0
							0
							0
							0
Total		36,000	0	0	0	0	36,000

<-- North



4418791

INLET DRIVE FROM ADDISON CT TO TRAVIDA TERRACE

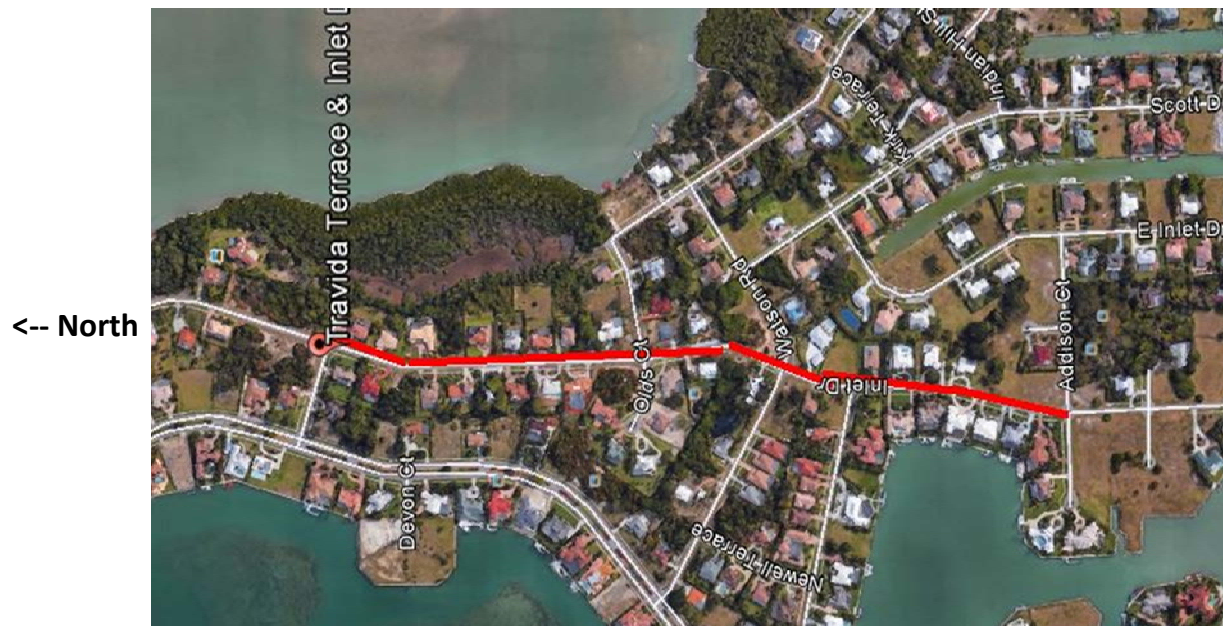
Project Description: 8' SHARED USE PATHWAY EAST & SOUTH SIDE
BPAC PRIORITY 2017-12, 16-12, 15-12

Prior Years Cost: 0
Future Years Cost: 268,707
Total Project Cost: 299,707
LRTP Ref: CFP P6-25 & APPENDICES
A & D

Work Summary: SIDEWALK

Lead Agency: MARCO ISLAND **Length:** 0.65

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SA	31,000	0	0	0	0 E	0
							0
							0
							0
							0
							0
							0
Total		31,000	0	0	0	0	31,000



PART 1

SECTION A-5

HIGHWAY MAINTENANCE PROJECTS

includes Resurfacing

Landscaping

Routine Maintenance

Tolls

0001511

TOLL OPERATIONS EVERGLADES PARKWAY ALLIGATOR ALLEY

Project Description: Continued toll operations on I-75 (Alligator Alley)

Prior Years Cost: 58,221,322

Future Years Cost: 20,925,000

Total Project Cost: 99,996,322

L RTP Ref: APPENDIX A

Work Summary: TOLL PLAZA

Lead Agency: FDOT

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
OPS	TOO2	4,155,000	4,165,000	4,170,000	4,175,000	4,185,000	20,850,000
							0
							0
							0
							0
							0
							0
Total		4,155,000	4,165,000	4,170,000	4,175,000	4,185,000	20,850,000



4125741 COLLIER COUNTY HIGHWAY LIGHTING

Project Description: Highway Lighting

Prior Years Cost: 2,970,537

Future Years Cost: 0

Total Project Cost: 3,995,079

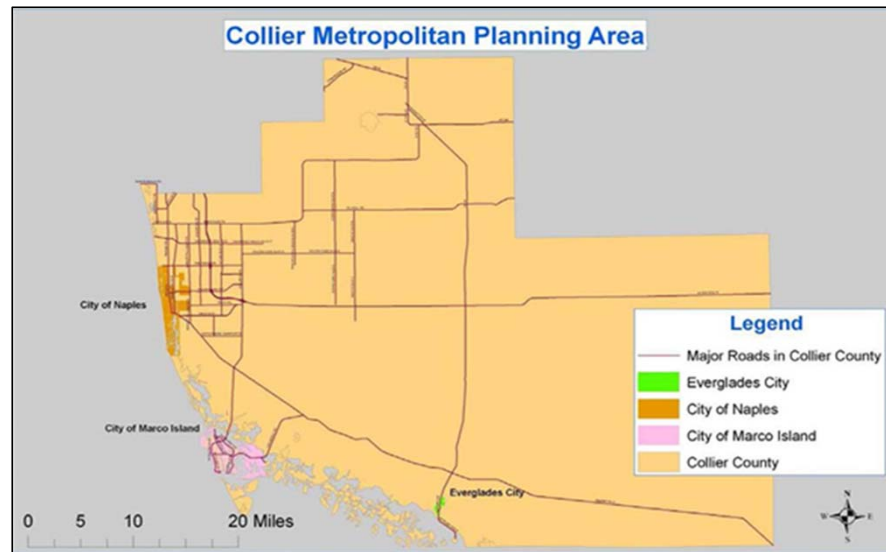
Work Summary: ROUTINE MAINTENANCE

L RTP Ref: Revenue Projections,
p 5-5, Appendix A

Lead Agency: COLLIER COUNTY

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
MNT	D	331,468	341,416	351,658	0	0	1,024,542
							0
							0
							0
							0
							0
							0
Total		331,468	341,416	351,658	0	0	1,024,542



4129182 COLIER COUNTY ASSET MAINTENANCE

Project Description: Asset Maintenance

Prior Years Cost: 8,334,747

Future Years Cost: 0

Total Project Cost: 11,063,319

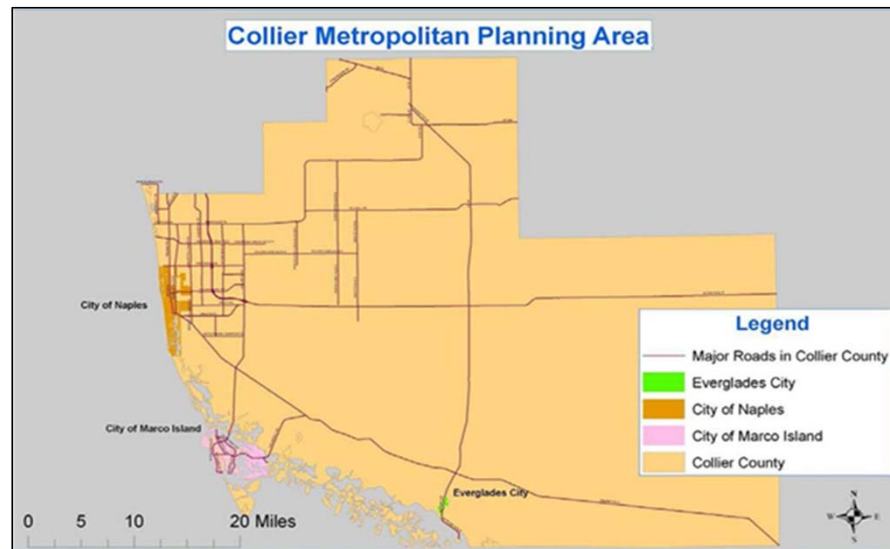
Work Summary: ROUTINE MAINTENANCE

L RTP Ref: Revenue Projections,
p 5-5, Appendix A

Lead Agency: FDOT

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
D	MNT	1,364,286	1,364,286				2,728,572
							0
							0
							0
							0
							0
							0
Total		1,364,286	1,364,286	0	0	0	2,728,572



4135371

NAPLES HIGHWAY LIGHTING DDR FUNDING

Project Description: Naples Highway Lighting

Prior Years Cost: 1,439,730

Future Years Cost: 0

Total Project Cost: 1,881,181

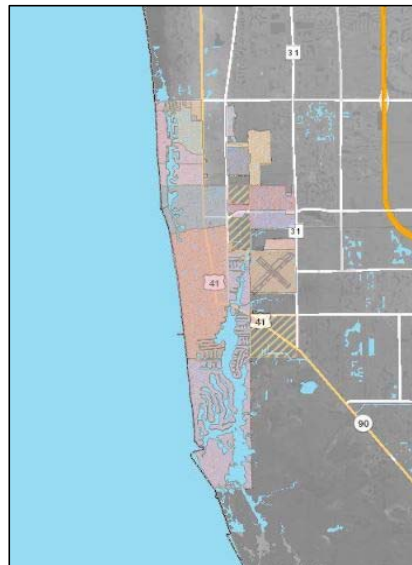
Work Summary: ROUTINE MAINTENANCE

L RTP Ref: Revenue Projections, p 5-5, Appendix A

Lead Agency: CITY OF NAPLES

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
D	MNT	142,822	147,108	151,521			441,451
							0
							0
							0
							0
							0
							0
Total		142,822	147,108	151,521	0	0	441,451



4365851

SR 84 (DAVIS BLVD) FROM SR 90 (US41) TO AIRPORT PULLING RD**Project Description:**

Prior Years Cost: 153,976

Future Years Cost: 0

Total Project Cost: 4,284,526

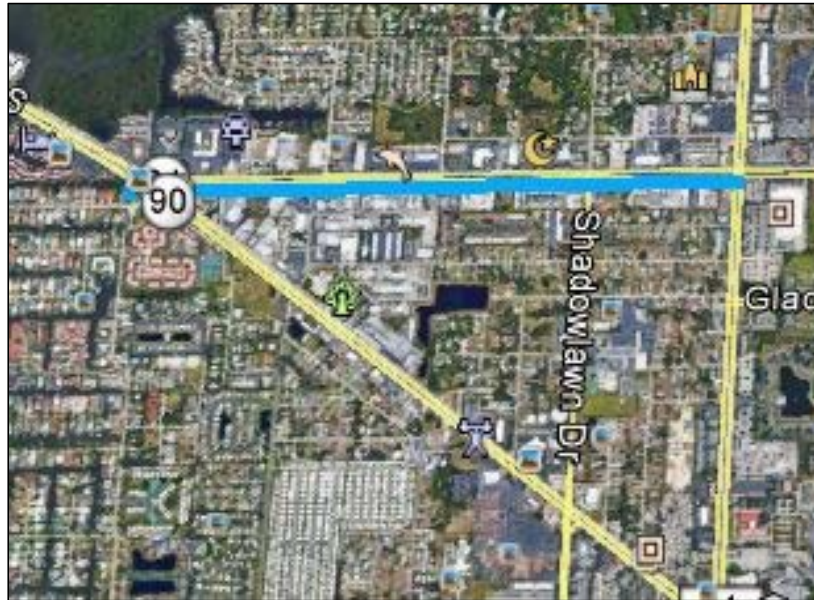
Work Summary: RESURFACING

LRTP Ref: REVENUE PROJECTIONS

P5-5 APPENDIX A

Lead Agency: FDOT**Length:** 0.972

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SA	2,329,507	0	0	0	0	2,329,507
CST	DDR	1,701,043	0	0	0	0	1,701,043
ENV	DDR	100,000	0	0	0	0	100,000
							0
							0
							0
							0
Total		4,130,550	0	0	0	0	4,130,550



4380591

**US41(SR 90) TAMIAMI TRL FM E OF SR84(DAVIS BLVD) TO COURTHOUSE SHADOWS
SIS**

Project Description: INCORPORATES SOME RECOMMENDATIONS FROM FDOT RSA FOR
AIRPORT-PULLING/US 41 AREA

Prior Years Cost: 100,000

Future Years Cost: 0

Total Project Cost: 8,416,173

Work Summary: RESURFACING

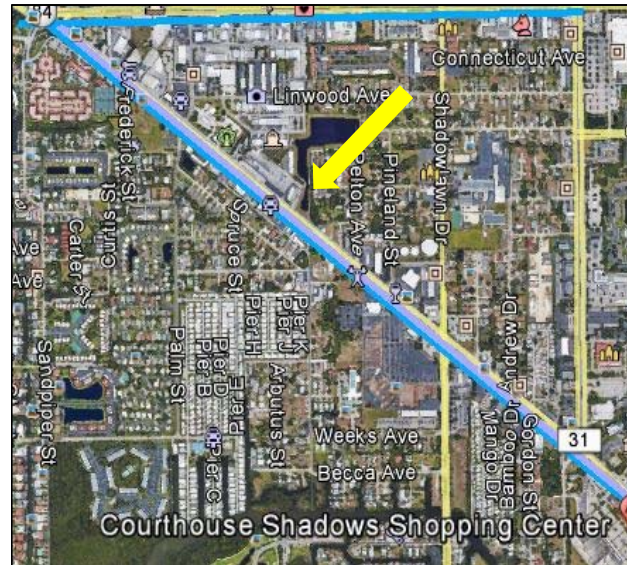
L RTP Ref: REVENUE PROJECTIONS

P5-5 APPENDIX A

Lead Agency: FDOT

Length: 1.35

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DDR	0	0	6,593,071	0	0	6,593,071
CST	HSP	0	0	1,564,052	0	0	1,564,052
CST	SA	0	0	54,050	0	0	54,050
ENV	DDR	0	30,000	75,000	0	0	105,000
							0
							0
							0
Total		0	30,000	8,286,173	0	0	8,316,173



4385841

I-75/ALLIGATOR ALLEY TOLL BOOTH LANDSCAPING**SIS****Project Description:**

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 969,928

LRTP Ref: P5-3, 5-5 & APPENDIX A

Work Summary:

LANDSCAPING

Lead Agency:

FDOT

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DDR	0	0	949,118	0	0	949,118
CST	DIH	0	0	10,810	0	0	10,810
PE	DIH	10,000	0	0	0	0	10,000
							0
							0
							0
							0
Total		10,000	0	959,928	0	0	969,928



4395551

SR 951 FROM JUDGE JOLLEY BRIDGE TO FIDDLERS CREEK PARKWAY

SIS

Project Description:

Prior Years Cost: 87,741

Future Years Cost: 0

Total Project Cost: 7,830,607

Work Summary:

RESURFACING

LRTP Ref: REVENUE PROJECTIONS

P5-5 APPENDIX A

Lead Agency:

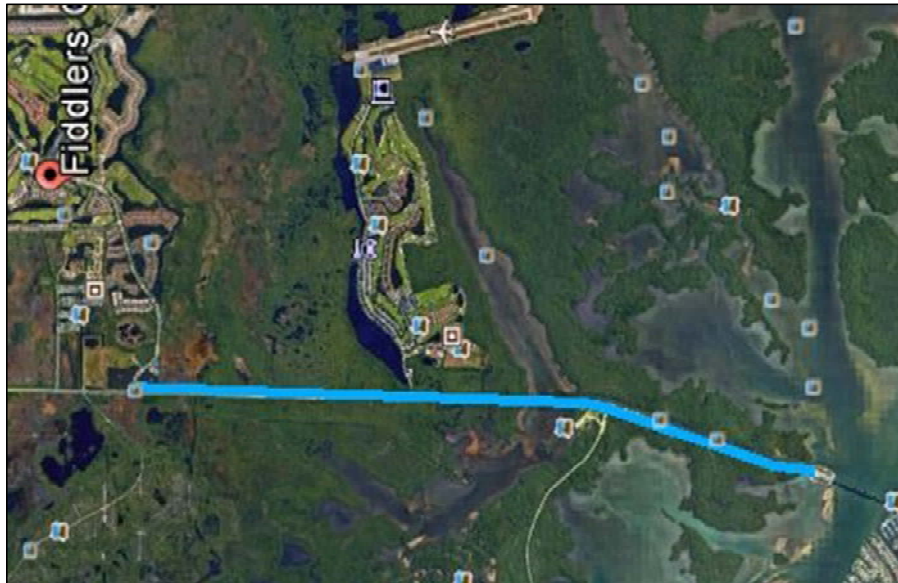
FDOT

Length:

3.031

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DDR	482,563	0	0	0	0	482,563
CST	SA	657,920	0	0	0	0	657,920
CST	ACSA	6,527,383	0	0	0	0	6,527,383
ENV	DDR	25,000	50,000	0	0	0	75,000
							0
							0
							0
Total		7,692,866	50,000	0	0	0	7,742,866

<--North



4411281

I-75 (SR 93) AT CR 886 (GOLDEN GATE PKWY)**SIS****Project Description:**

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 1,442,340

LRTP Ref: P5-3, 5-5 & APPENDIX A

Work Summary:

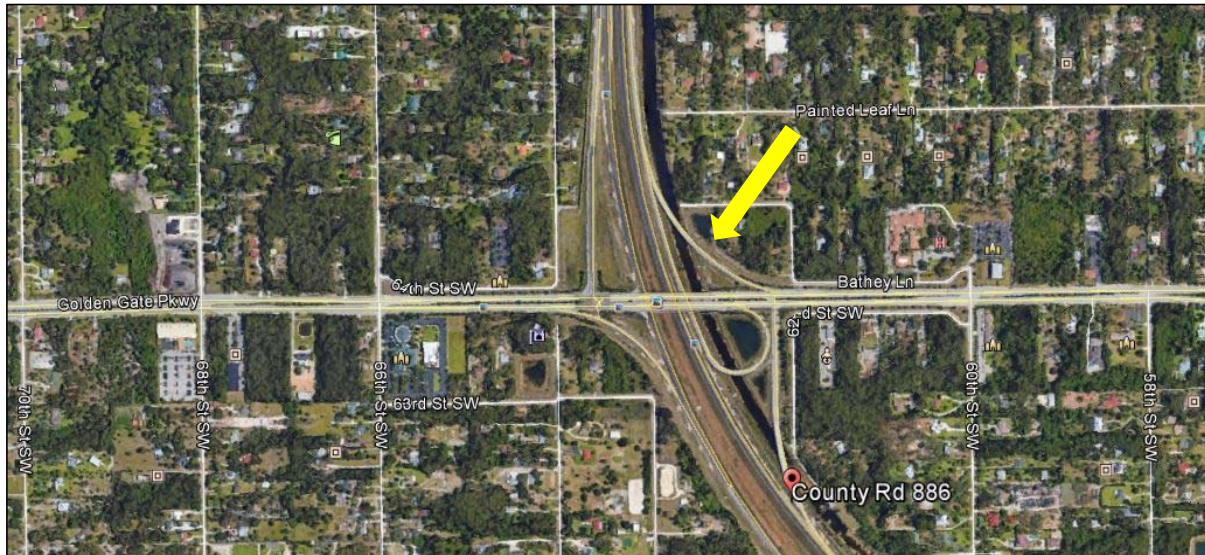
LANDSCAPING

Lead Agency:

FDOT

Location: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	0	0	10,810	0		10,810
CST	DDR	0	0	1,221,530	0		1,221,530
PE	DDR	200,000	0	0	0		200,000
PE	DIH	10,000	0	0	0		10,000
					0		0
					0		0
					0		0
Total		210,000	0	1,232,340	0	0	1,442,340



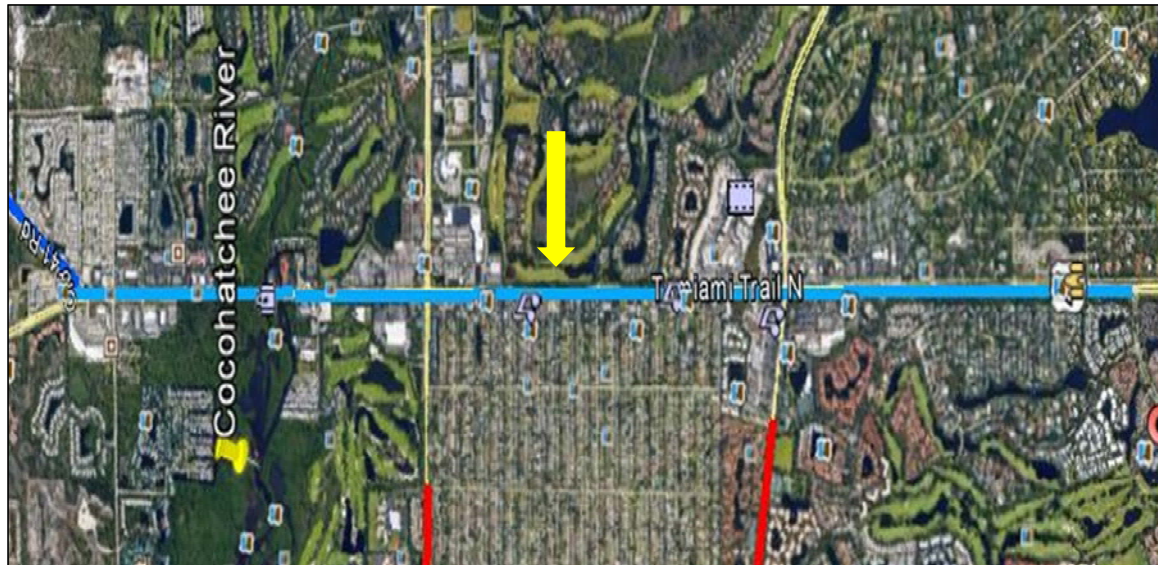
SIS

Prior Years Cost: 10,000
 Future Years Cost: 0
 Total Project Cost: 1,510,000
 LRTP Ref: REVENUE PROJECTIONS
 P5-5 APPENDIX A

L RTP Ref: REVENUE PROJECTIONS
P5-5 APPENDIX A

Length: 4.735

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DDR	1,500,000	0	0	0	0	1,500,000
							0
							0
							0
							0
							0
							0
Total		1,500,000	0	0	0	0	1,500,000



4415611

SR 90 FROM WHISTLER'S COVE TO COLLIER BLVD

SIS

Project Description:

Prior Years Cost: 10,000

Future Years Cost: 0

Total Project Cost: 9,830,884

L RTP Ref: REVENUE PROJECTIONS

P5-5 APPENDIX A

Work Summary:

RESURFACING

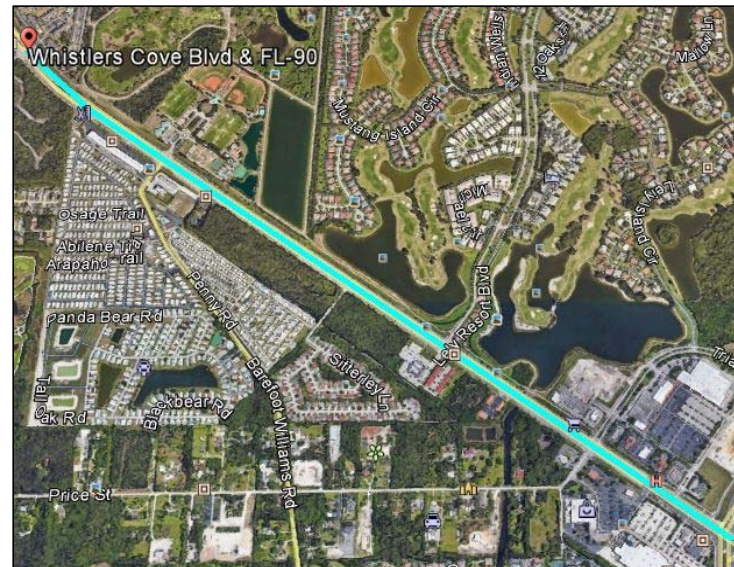
Lead Agency:

FDOT

Length:

1.38

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DDR	0	0	0	9,069,972	0	9,069,972
CST	DIH	0	0	0	44,400	0	44,400
CST	DS	0	0	0	706,512		706,512
							0
							0
							0
							0
Total		0	0	0	9,820,884	0	9,820,884



PART 1

SECTION C

TRANSPORTATION PLANNING PROJECTS

includes

MPO Planning Funds

4350411 COUNTY WIDE STRATEGIC HIGHWAY SAFETY PLAN

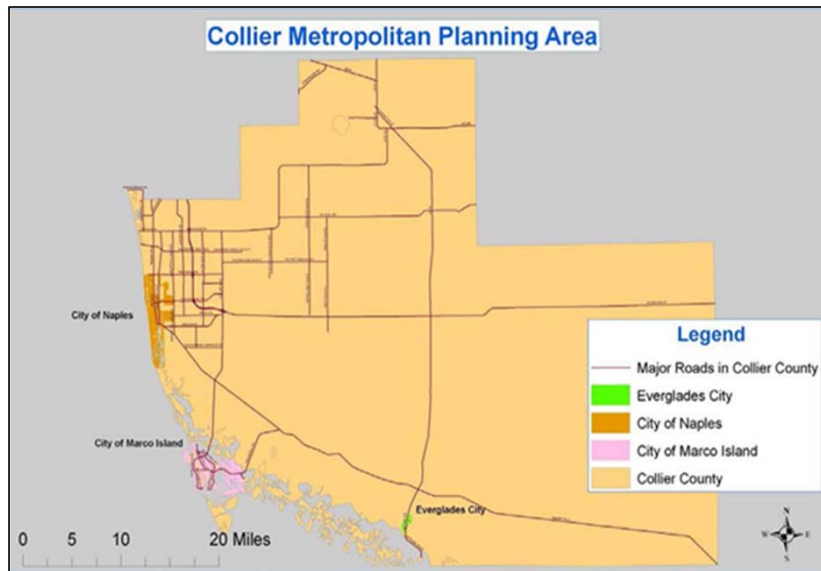
Project Description: CMC PRIORITY 2012 & 2013-09; County lead per Work Program
MPO will Lead; administrative modification pending

Prior Years Cost: 0
Future Years Cost: 0
Total Project Cost: 200,000
L RTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A

Work Summary: TRANSPORTATION PLANNING

Lead Agency: COUNTY **Length:** NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PLN	SA	200,000	0	0	0	0	200,000
							0
							0
							0
							0
							0
							0
							0
Total		200,000	0	0	0	0	200,000



4393142

COLLIER COUNTY MPO F7 2018/2019-2019/2020 UPWP

Project Description:

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 1,084,975

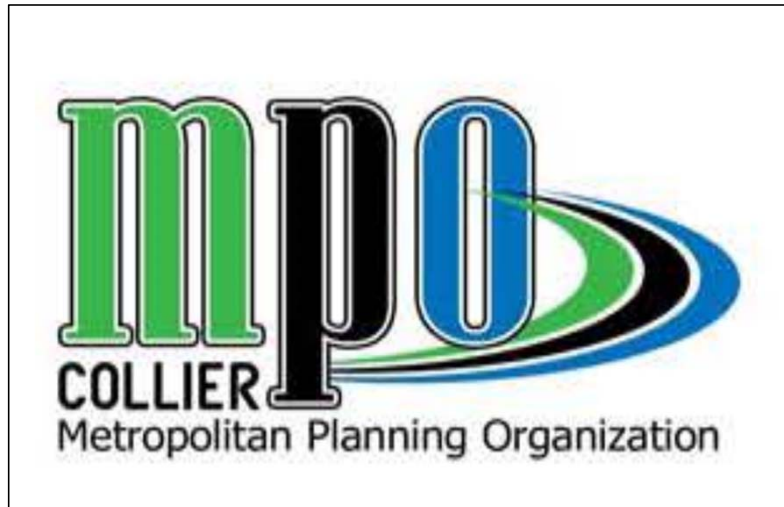
L RTP Ref: GOALS & OBJECTIVES P3-5

Work Summary: TRANSPORTATION PLANNING

Lead Agency: MPO

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PLN	PL	538,441	546,564	0	0	0	1,085,005
							0
							0
							0
							0
							0
							0
							0
Total		538,441	546,564	0	0	0	1,085,005



4393143

COLLIER COUNTY MPO FY 2020/2021-2021/2022 UPWP

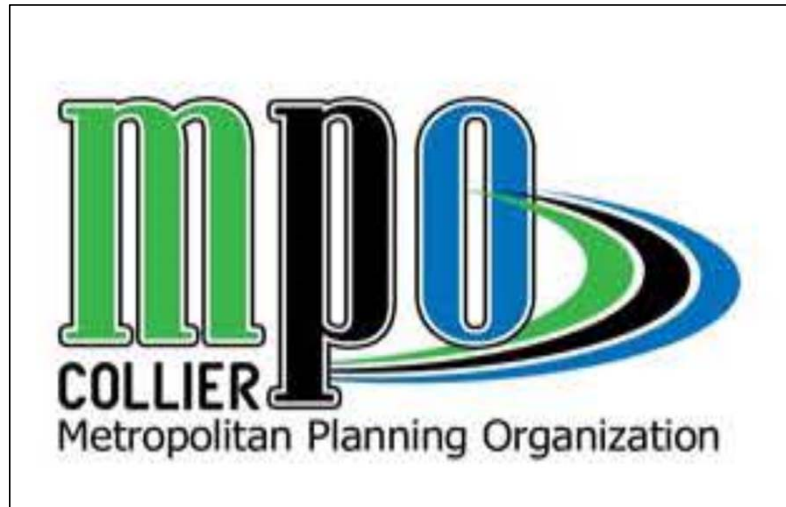
Project Description:

Prior Years Cost: 0
 Future Years Cost: 0
 Total Project Cost: 1,093,128
 LRTP Ref: GOALS & OBJECTIVES P3-5

Work Summary: TRANSPORTATION PLANNING

Lead Agency: MPO **Length:** NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PLN	PL	0	0	546,564	546,564		1,093,128
							0
							0
							0
							0
							0
							0
Total		0	0	546,564	546,564	0	1,093,128



4393144

COLLIER COUNTY MPO FY 20222/2023-2023/2024 UPWP

Project Description:

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 546,564

L RTP Ref: GOALS & OBJECTIVES P3-5

Work Summary:

TRANSPORTATION PLANNING

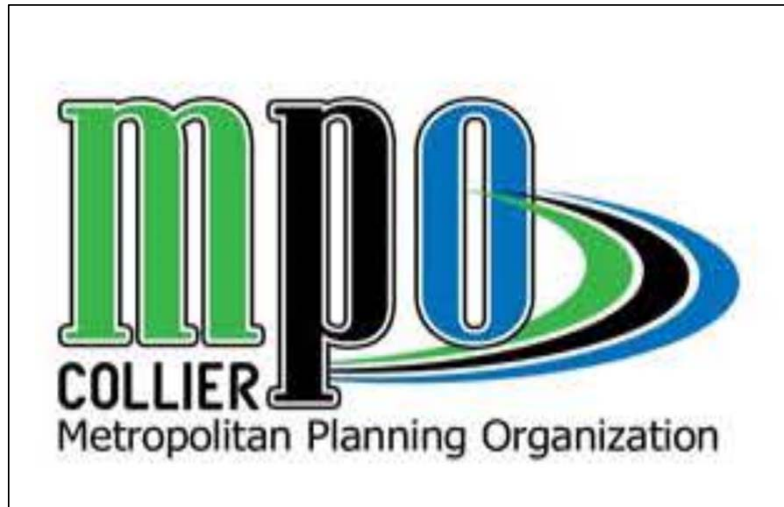
Lead Agency:

MPO

Length:

NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PLN	PL	0	0	0	0	546,564	546,564
							0
							0
							0
							0
							0
							0
							0
Total		0	0	0	0	546,564	546,564



PART 1
SECTION D
TRANSIT PROJECTS

includes

Transit Projects

4101131

COLLIER COUNTY MPO TRANSIT PLANNING FTA SECTION 5305 (D)**Project Description:** FTA Section 5305 Metropolitan Planning

Prior Years Cost: 1,341,897

Future Years Cost: 0

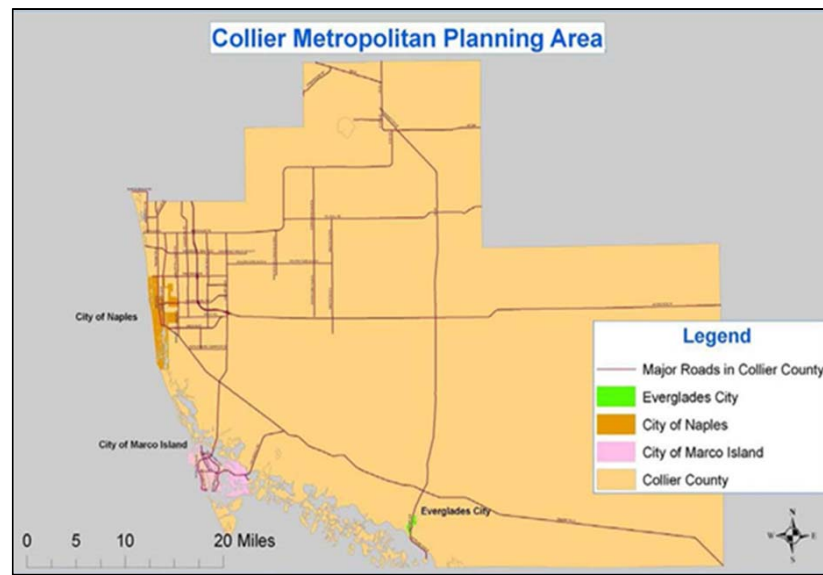
Total Project Cost: 1,730,995

Work Summary: MODAL SYSTEMS PLANNING

LRTP Ref: TRANSIT CFP P6-34

Lead Agency: MPO**Length:** NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PLN	DPTO	9,437	9,720	9,877	9,877	0	38,911
PLN	DU	75,496	77,760	79,010	79,010	0	311,276
PLN	LF	9,437	9,720	9,877	9,877	0	38,911
							0
							0
							0
							0
Total		94,370	97,200	98,764	98,764	0	389,098



4101201

COLLIER COUNTY FTA SECTION 5311 OPERATING ASSISTANCE

Project Description: Section 5311 Rural and Small Areas Paratransit Operating and Administrative Service

Prior Years Cost: 7,111,080

Future Years Cost: 0

Total Project Cost: 10,781,694

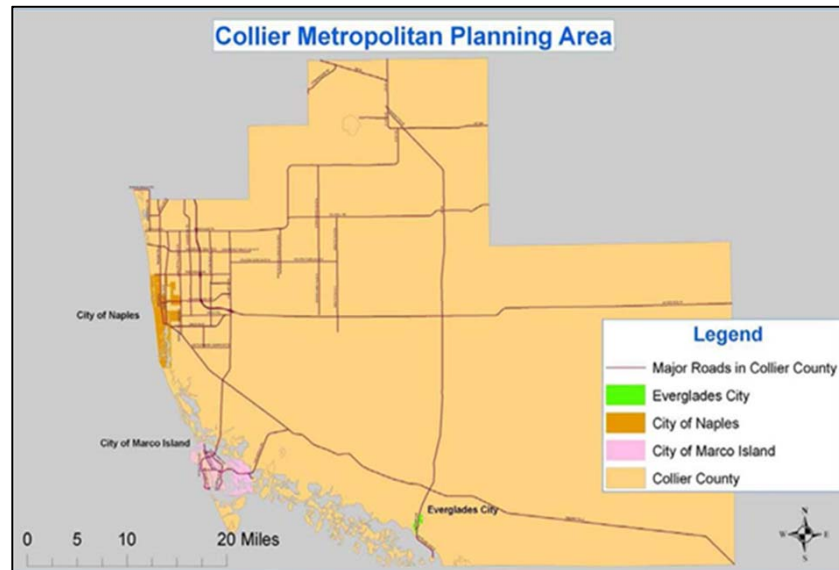
Work Summary: OPERATING/ADMIN ASSISTANCE

L RTP Ref: TRANSIT CFP P6-34

Lead Agency: COLLIER COUNTY

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
OPS	DU	295,600	404,500	366,460	364,222	404,525	1,835,307
OPS	LF	295,600	404,500	366,460	364,222	404,525	1,835,307
							0
							0
							0
							0
							0
Total		591,200	809,000	732,920	728,444	809,050	3,670,614



4101391

COLLIER COUNTY STATE TRANSIT BLOCK GRANT OPERATING ASSISTANCE

Project Description: State Transit Fixed-Route Operating Assistance Block Grant

Prior Years Cost: 16,880,412

Future Years Cost: 0

Total Project Cost: 27,438,509

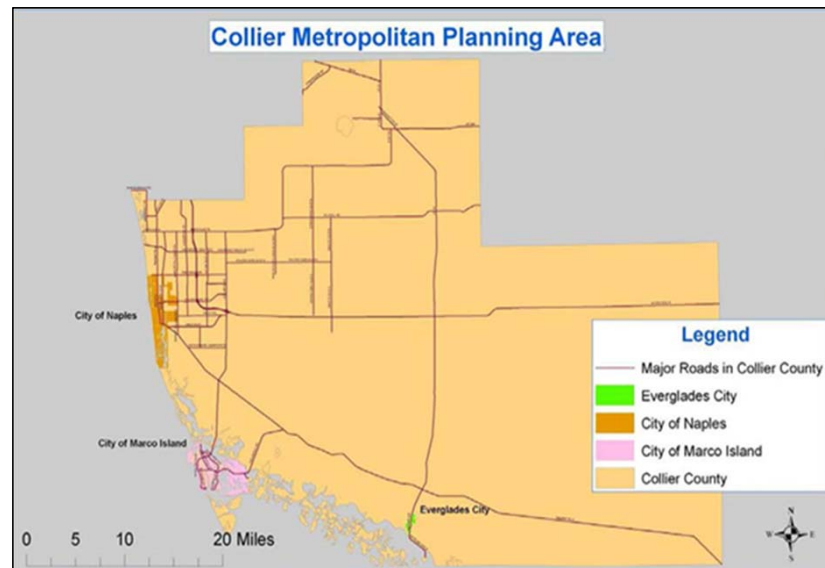
Work Summary: OPERATING FOR FIXED ROUTE

L RTP Ref: TRANSIT CFP P6-34

Lead Agency: COLLIER COUNTY

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
OPS	DDR	0	0	0	0	906,623	906,623
OPS	DPTO	940,849	980,072	1,029,076	1,080,529	227,933	4,258,459
OPS	LF	940,849	980,072	1,029,076	1,080,529	1,362,489	5,393,015
							0
							0
							0
Total		1,881,698	1,960,144	2,058,152	2,161,058	2,497,045	10,558,097



4101461

COLLIER COUNTY FTA SECTION 5307 CAPITAL ASSISTANCE**Project Description:**

Prior Years Cost: 31,983,778

Future Years Cost: 0

Total Project Cost: 47,198,540

Work Summary: CAPITAL FOR FIXED ROUTE

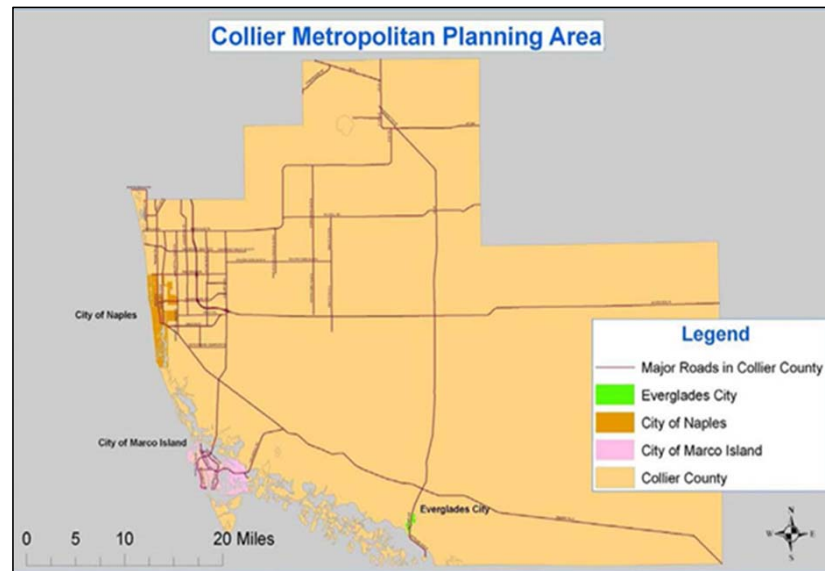
L RTP Ref: TRANSIT CFP P6-34

TIP Amendment: Roll Forward 9-9-16

Lead Agency:**Length:** NA

2013-0923

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CAP	FTA	2,804,577	2,313,830	2,348,065	2,643,559	2,061,778	12,171,809
CAP	LF	701,144	578,458	587,016	660,890	515,445	3,042,953
							0
							0
							0
							0
							0
Total		3,505,721	2,892,288	2,935,081	3,304,449	2,577,223	15,214,762



4101462

COLLIER COUNTY FTA SECTION 5307 OPERATING ASSISTANCE

Project Description: Fixed Route Operating Assistance

Prior Years Cost: 4,049,814

Future Years Cost: 0

Total Project Cost: 8,099,628

Work Summary: OPERATING FOR FIXED ROUTE

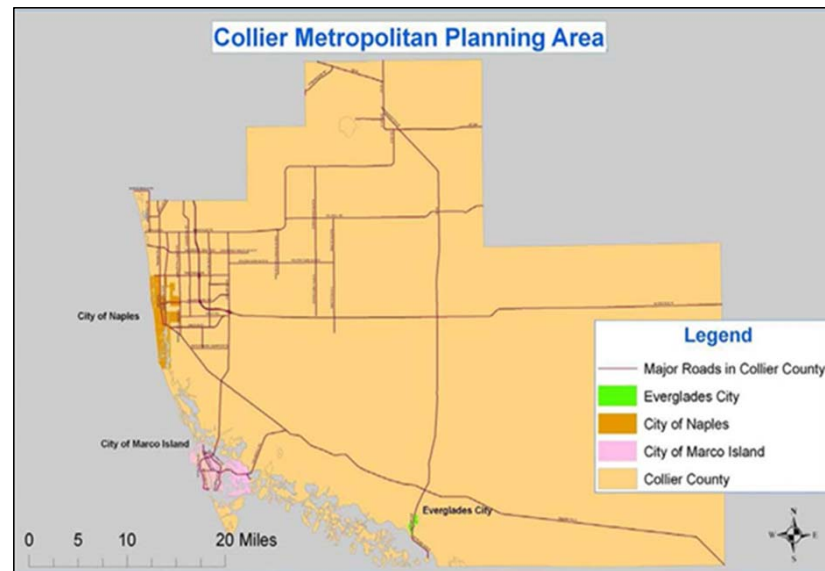
L RTP Ref: TRANSIT CFP P6-34

TIP Amendment: Roll Forward 9-9-16

Lead Agency: COLLIER COUNTY

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
OPS	FTA	442,610	574,297	500,000	100,000	408,000	2,024,907
OPS	LF	442,610	574,297	500,000	100,000	408,000	2,024,907
							0
							0
							0
							0
							0
Total		885,220	1,148,594	1,000,000	200,000	816,000	4,049,814



4340301

COLLIER CO./BONITA SPRINGS UZA FTA SECTION 5339 CAPITAL ASSISTANCE

Project Description: CMC Priority 2012-05; 2013-04

Prior Years Cost: 2,082,366

Future Years Cost: 0

Total Project Cost: 4,164,282

Work Summary: CAPITAL FOR FIXED ROUTE

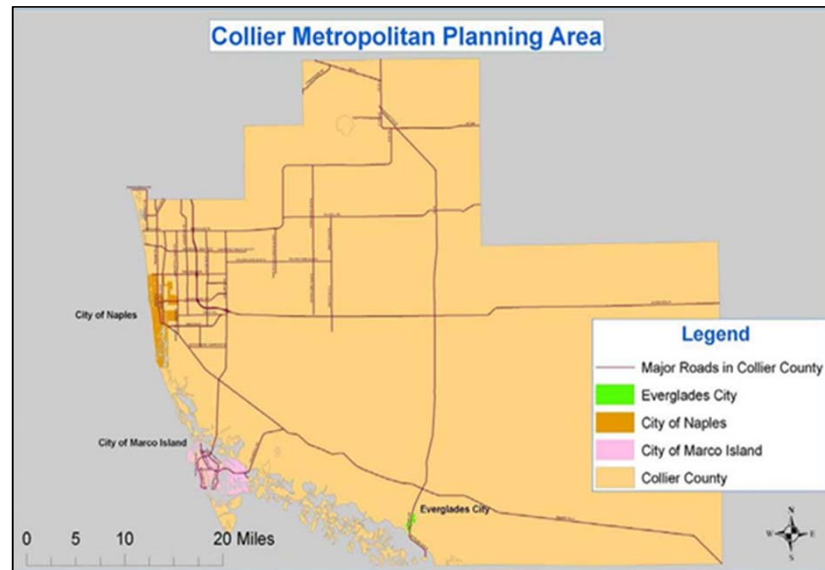
L RTP Ref: CFP-CMS/ITS PROJECTS P6-24 & APPENDIX A

Lead Agency: COLLIER COUNTY

Length: NA

TIP Amendment: 2015-0918
2014-0912-1

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CAP	FTA	353,562	365,428	347,686	299,327	299,889	1,665,892
CAP	LF	88,391	91,357	86,922	74,382	74,972	416,024
							0
							0
							0
							0
							0
Total		441,953	456,785	434,608	373,709	374,861	2,081,916



4350081

COLLIER COUNTY AREA TRANSIT ITS PH IV

Project Description: CMC PRIORITY 2013-04;

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 1,090,136

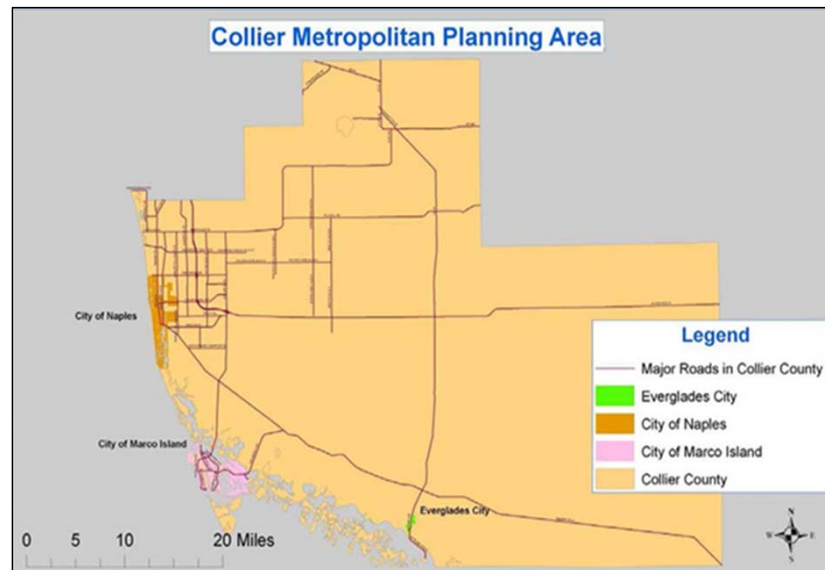
Work Summary: URBAN CORRIDOR IMPROVEMENTS

L RTP Ref: CFP-CMS/ITS PROJECTS P6-24 & APPENDIX A

Lead Agency: COLLIER COUNTY

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CAP	FTAT	545,068	0	0	0	0	545,068
CAP	SU	545,068	0	0	0	0	545,068
							0
							0
							0
							0
							0
Total		1,090,136	0	0	0	0	1,090,136



4350292

US41 FROM CR 846 (111TH AVE) TO NORTH OF 91ST AVE

Project Description: CMC PRIORITY 2014-01 (RELATED FPN 4350291 SIDEWALK 2016/17)
INSTALL TOTAL OF 3 BUS SHELTERS (2 PENDING, 1 IN PLACE)

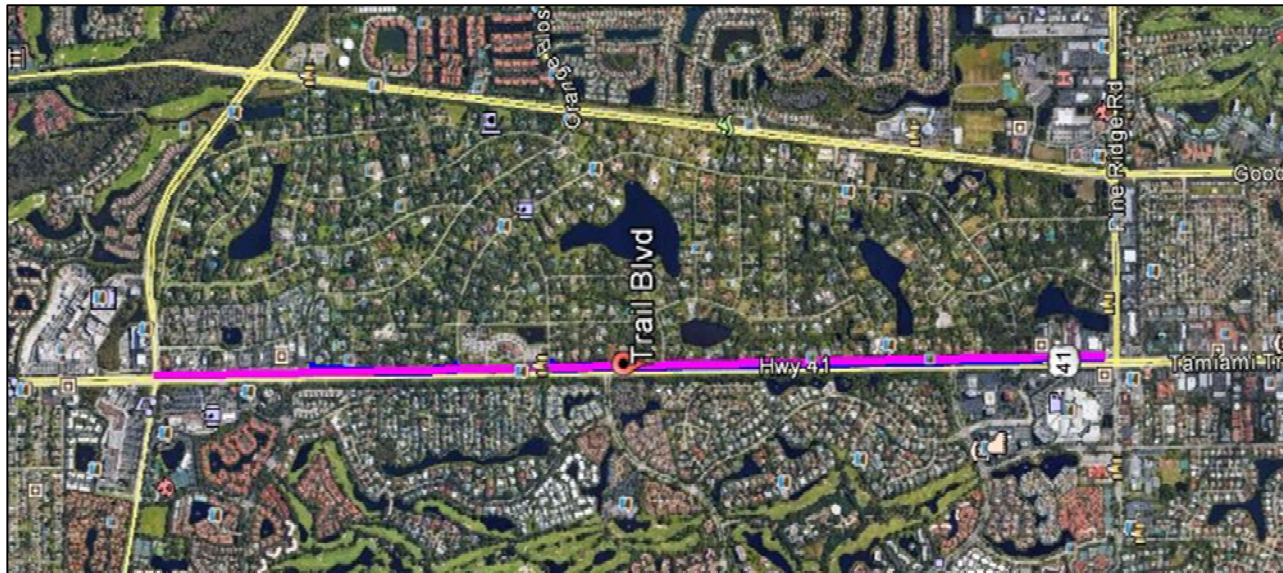
Prior Years Cost: 0
Future Years Cost: 0
Total Project Cost: 103,200
L RTP Ref: CFP-CMS/ITS P6-24;
APPENDICES A&D

Work Summary: PUBLIC TRANSPORTATION SHELTER

Lead Agency: COLLIER COUNTY

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CAP	FTAT	0	51,600	0	0	0	51,600
CAP	SU	0	51,600	0	0	0	51,600
							0
							0
							0
							0
							0
Total		0	103,200	0	0	0	103,200



4404391

BUS SHELTERS IN COLLIER COUNTY AT VARIOUS LOCATIONS

Project Description: CMC PRIORITY 2016-01; 9 SHELTERS; NO LOCATION PROVIDED
W/ BIKE RACK, BENCH AND TRASH RECEPTACLE

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 572,360

Work Summary: PUBLIC TRANSPORTATION SHELTER

L RTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A

Lead Agency: COLLIER COUNTY

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CAP	FTAT	0	0	0	286,180	0	286,180
CAP	SU	0	0	0	286,180	0	286,180
							0
							0
							0
							0
							0
Total		0	0	0	572,360	0	572,360



PART 1
SECTION E
TRANSPORTATION DISADVANTAGED PROJECTS

This section includes the Transportation Disadvantaged program projects in FY2019/20 – FY2022/23. The Community Transportation Coordinator (CTC) for the Transportation Disadvantaged program in Collier County is the Collier Board of County Commissioners which provide services under a memorandum of agreement with the Florida Commission for the Transportation Disadvantaged. The Collier MPO, as the designated official planning agency for the program (DOPA) confirms that projects programmed through FY22/23 are all consistent with the Transportation Disadvantaged Service Plan (TDSP) minor update which was adopted by the Collier Local Coordinating Board (LCB) May 7, 2017. The two Transportation Disadvantaged program projects are listed below.

The amount for the MPO's LCB assistance and the TDTF for FY2018/19 will be adopted by the LCB at their May 2018 meeting. The amounts listed below are from FY2017/18 and will be adjusted accordingly, via an Administrative Modification, pending LCB adoption.

Collier MPO LCB Assistance

FY2018/19 Planning Grant Allocations for the Transportation Disadvantaged Service Fund in the amount of \$26,005. This grant allocation is used by the Collier MPO to support the LCB.

Collier County FY2018/19 Transportation Disadvantaged Trust Fund (TDTF) / Trip and Equipment Grant

The TDTF and Trip and Equipment Grant are funded by the Florida Commission for the Transportation Disadvantaged. The estimated amount of the grant is \$946,571. These funds are used to cover a portion of the operating expenses for the Collier Area Para Transit Program.

PART 1
SECTION F
AVIATION PROJECTS

includes

Aviation Projects

4313661

NAPLES MUNICIPAL APT RELOCATE AND EXTEND TWY D NORTH**Project Description:**

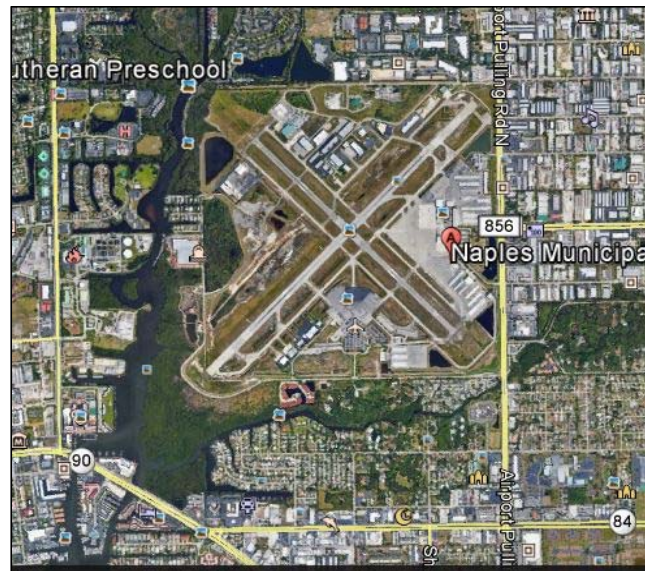
Prior Years Cost: 606,841

Future Years Cost:

Total Project Cost: 2,400,000

Work Summary: AVIATION CAPACITY PROJECTL RTP Ref: APPENDIX A REVENUE
FORECASTS TABLE 3 P5**Lead Agency:** NAPLES AIRPORT AUTHORITY**Length:** NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CAP	DDR	1,000,000	324,574	0	0	0	1,324,574
CAP	DPTO	0	109,953	0	0	0	109,953
CAP	LF	250,000	108,632	0	0	0	358,632
							0
							0
							0
							0
Total		1,250,000	543,159	0	0	0	1,793,159



4336321

IMMOKALEE REGIONAL AIRPORT SECURITY ENHANCEMENTS

Project Description:

Prior Years Cost: 250,000

Future Years Cost: 0

Total Project Cost: 500,000

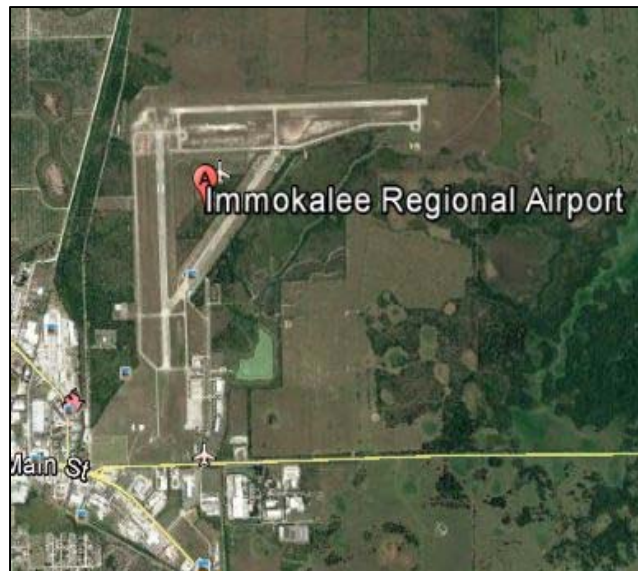
Work Summary: AVIATION SECURITY PROJECT

L RTP Ref: APPENDIX A REVENUE
FORECASTS TABLE 3 P5

Lead Agency: COLLIER COUNTY

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CAP	DDR	200,000	0	0	0	0	200,000
CAP	LF	50,000	0	0	0	0	50,000
							0
							0
							0
							0
							0
Total		250,000	0	0	0	0	250,000



4348151

IMMOKALEE REG APT SECURITY ENHANCEMENTS

Project Description:

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 600,000

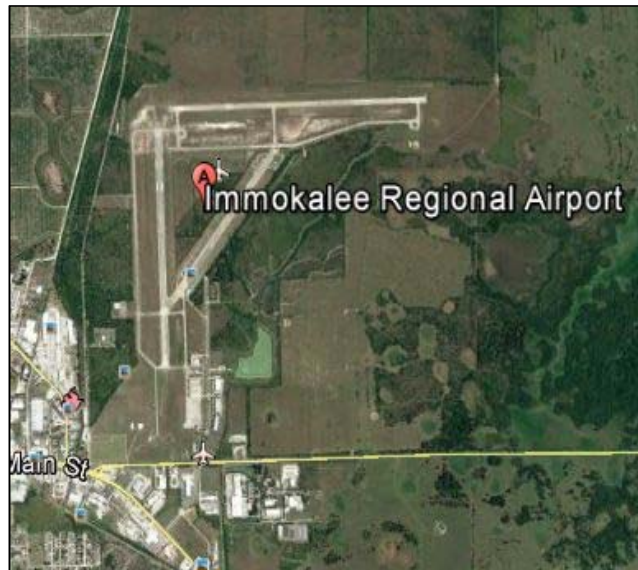
Work Summary: AVIATION SECURITY PROJECT

L RTP Ref: APPENDIX A REVENUE
FORECASTS TABLE 3 P5

Lead Agency: COLLIER COUNTY

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CAP	DPTO	0	480,000	0	0	0	480,000
CAP	LF	0	120,000	0	0	0	120,000
							0
							0
							0
							0
							0
Total		0	600,000	0	0	0	600,000



4370631

MARCO ISLAND APT NEW TERMINAL BUILDING

Project Description:

Prior Years Cost: 1,510,275

Future Years Cost: 0

Total Project Cost: 7,735,275

Work Summary:

AVIATION CAPACITY PROJECT

L RTP Ref: APPENDIX A REVENUE
FORECASTS TABLE 3 P5

Lead Agency:

COLLIER COUNTY

Length:

NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CAP	DDR	1,480,000	1,500,000	1,739,893	0	0	4,719,893
CAP	DPTO	0	0	260,107	0	0	260,107
CAP	LF	370,000	375,000	500,000	0	0	1,245,000
							0
							0
							0
							0
Total		1,850,000	1,875,000	2,500,000	0	0	6,225,000



4389761

MARCO ISLAND AIRPORT AIRCRAFT APRON**Project Description:**

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 1,600,000

Work Summary: AVIATION CAPACITY PROJECTL RTP Ref: APPENDIX A REVENUE
FORECASTS TABLE 3 P5**Lead Agency:** COLLIER COUNTY**Length:** NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CAP	DDR	80,000	0	0	0	0	80,000
CAP	FAA	1,440,000	0	0	0	0	1,440,000
CAP	LF	80,000	0	0	0	0	80,000
							0
							0
							0
							0
Total		1,600,000	0	0	0	0	1,600,000



4389771

IMMOKALEE REGIONAL ARPT REHABILITATE RUNWAY 18/36

Project Description:

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 6,757,500

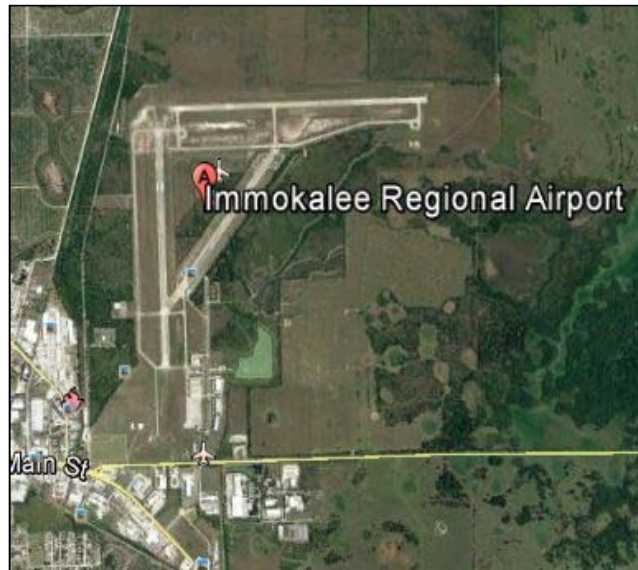
Work Summary: AVIATION PRESERVATION PROJECT

L RTP Ref: APPENDIX A REVENUE
FORECASTS TABLE 3 P5

Lead Agency: COLLIER COUNTY

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CAP	DDR	1,000,000	1,600,000	2,806,000	0	0	5,406,000
CAP	LF	250,000	400,000	701,500	0	0	1,351,500
							0
							0
							0
							0
							0
Total		1,250,000	2,000,000	3,507,500	0	0	6,757,500



4391551

NAPLES MUNICIPAL ARPT TAXIWAY DELTA EXTENSION

Project Description:

Prior Years Cost: 1,150,000

Future Years Cost: 0

Total Project Cost: 2,400,000

Work Summary:

AVIATION CAPACITY PROJECT

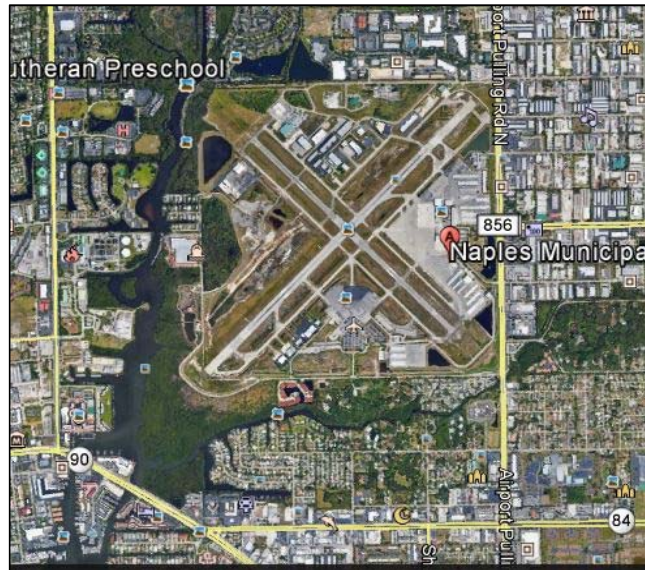
L RTP Ref: APPENDIX A REVENUE
FORECASTS TABLE 3 P5

Lead Agency:

NAPLES AIRPORT AUTHORITY

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CAP	DDR	400,000	600,000	0	0	0	1,000,000
CAP	LF	100,000	150,000				250,000
							0
							0
							0
							0
							0
Total		500,000	750,000	0	0	0	1,250,000



4403081

NAPLES MUNICIPAL ARPT AIRCRAFT RESCUE AND FIRE FIGHTING FACILITY**Project Description:**

Prior Years Cost: 1,000,000

Future Years Cost: 0

Total Project Cost: 2,800,000

Work Summary:

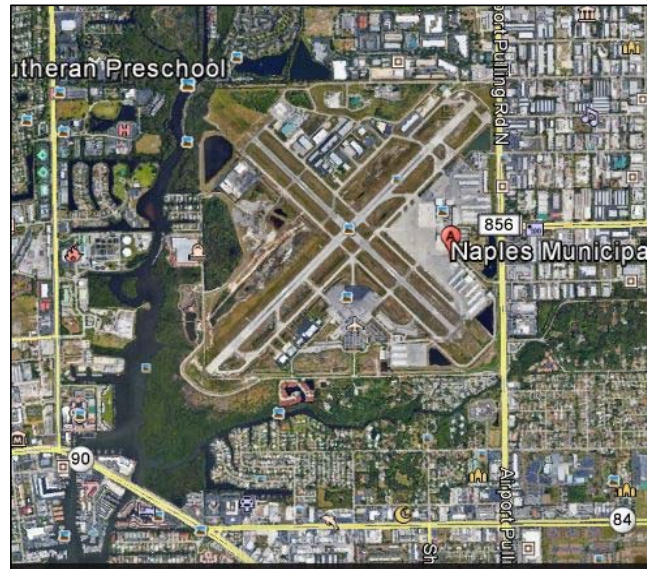
AVIATION SAFETY PROJECT

L RTP Ref: APPENDIX A REVENUE
FORECASTS TABLE 3 P5**Lead Agency:**

NAPLES AIRPORT AUTHORITY

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CAP	DDR	1,440,000	0	0	0	0	1,440,000
CAP	LF	360,000	0	0	0	0	360,000
							0
							0
							0
							0
							0
Total		1,800,000	0	0	0	0	1,800,000



4416711

EVERGLADES AIRPARK RUNWAY 15/33 REHABILITATION

Project Description:

Prior Years Cost: 166,650

Future Years Cost: 0

Total Project Cost: 2,166,650

Work Summary: AVIATION PRESERVATION PROJECT

L RTP Ref: APPENDIX A REVENUE
FORECASTS TABLE 3 P5

Lead Agency: COLLIER COUNTY

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CAP	DPTO	100,000	0	0	0	0	100,000
CAP	FAA	1,800,000	0	0	0	0	1,800,000
CAP	LF	100,000	0	0	0	0	100,000
							0
							0
							0
							0
Total		2,000,000	0	0	0	0	2,000,000



4416751

NAPLES MUNICIPAL AIRPORT SECURITY UPGRADES

Project Description:

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 1,000,000

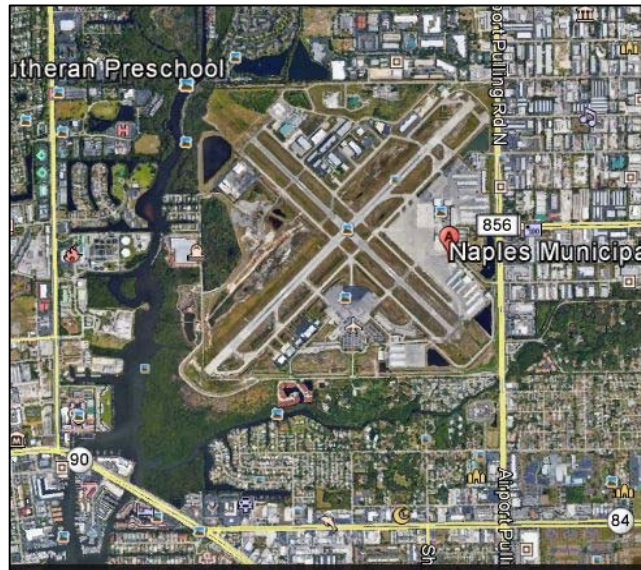
Work Summary: AVIATION SECURITY PROJECT

L RTP Ref: APPENDIX A REVENUE
FORECASTS TABLE 3 P5

Lead Agency: NAPLES AIRPORT AUTHORITY

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CAP	DDR	0	0	0	800,000	0	800,000
CAP	LF	0	0	0	200,000	0	200,000
							0
							0
							0
							0
							0
Total		0	0	0	1,000,000	0	1,000,000



4417651

NAPLES MUNICIPAL AIRPORT RUNWAY 5-23 DRAINAGE SWALE IMPROVEMENTS

Project Description:

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 3,000,000

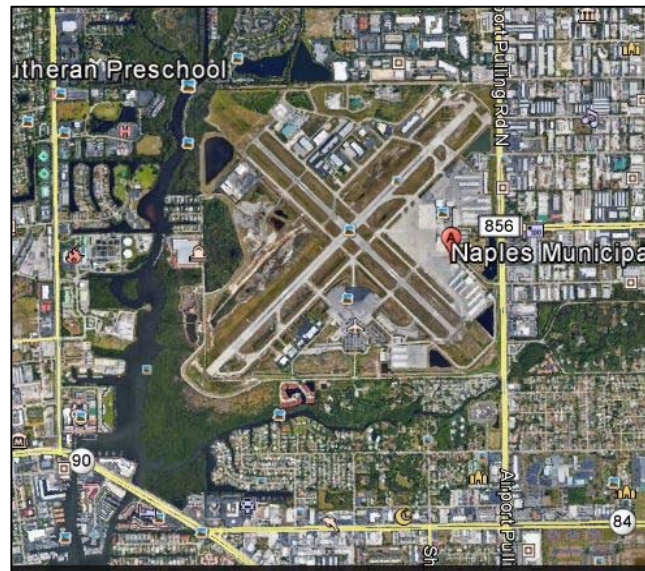
Work Summary: AVIATION PRESERVATION PROJECT

L RTP Ref: APPENDIX A REVENUE
FORECASTS TABLE 3 P5

Lead Agency: NAPLES AIRPORT AUTHORITY

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CAP	DDR	0	150,000	0	0	0	150,000
CAP	FAA	0	2,700,000	0	0	0	2,700,000
CAP	LF	0	150,000	0	0	0	150,000
							0
							0
							0
							0
Total		0	3,000,000	0	0	0	3,000,000



4417831

IMMOKALEE ARPT TAXIWAY C EXTENSION**Project Description:**

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 3,250,000

Work Summary: AVIATION PRESERVATION PROJECTL RTP Ref: APPENDIX A REVENUE
FORECASTS TABLE 3 P5**Lead Agency:** COLLIER COUNTY**Length:** NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CAP	DDR	0	0	150,000	0	0	150,000
CAP	DPTO	0	12,500	0	0	0	12,500
CAP	FAA	0	225,000	2,700,000	0	0	2,925,000
CAP	LF	0	12,500	150,000	0	0	162,500
							0
							0
							0
Total		0	250,000	3,000,000	0	0	3,250,000



4417841**IMMOKALEE ARPT ENVIRONMENTAL STUDY FOR RUNWAY 9/27 EXTENSION****Project Description:**

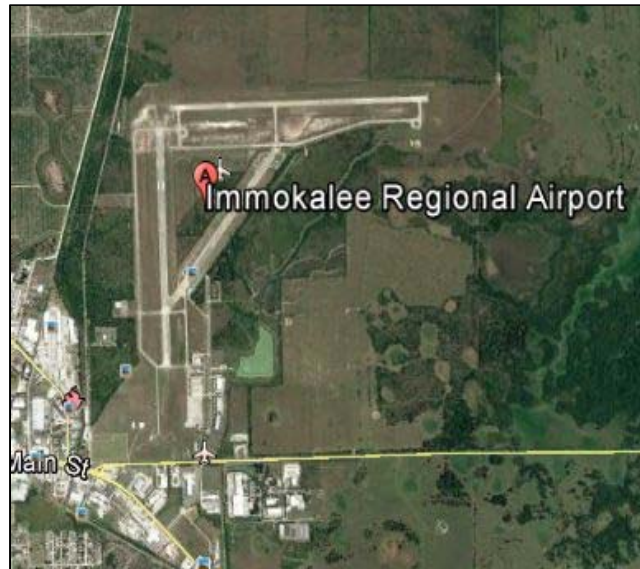
Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 200,000

Work Summary: AVIATION ENVIRONMENTAL PROJECTL RTP Ref: APPENDIX A REVENUE
FORECASTS TABLE 3 P5**Lead Agency:** COLLIER COUNTY**Length:** NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CAP	DDR	0	0	0	10,000	0	10,000
CAP	FAA	0	0	0	180,000	0	180,000
CAP	LF	0	0	0	10,000	0	10,000
							0
							0
							0
							0
Total		0	0	0	200,000	0	200,000



4418151

EVERGLADES AIRPARK SEAPLANE BASE DESIGN AND CONSTRUCT

Project Description:

Prior Years Cost: 100,000

Future Years Cost: 0

Total Project Cost: 1,200,000

Work Summary: AVIATION PRESERVATION PROJECT

L RTP Ref: APPENDIX A REVENUE
FORECASTS TABLE 3 P5

Lead Agency: COLLIER COUNTY

Length: NA

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CAP	DDR	0	630,000	0	0	0	630,000
CAP	DPTO	250,000	0	0	0	0	250,000
CAP	LF	62,500	157,500	0	0	0	220,000
							0
							0
							0
							0
Total		312,500	787,500	0	0	0	1,100,000



PART II

COLLIER COUNTY PROJECTS

The projects included in this section of the TIP are generally located outside of the Cities of Everglades City, Marco Island and Naples. The projects are funded through a variety of funding sources including local gas taxes, road impact fees, state and federal grants, and developer commitments.

Priorities are established by the Collier County Board of County Commissioners based upon an analysis of existing conditions and project needs. Some reconstruction and resurfacing projects may have been initially requested by citizens. Other projects are part of the overall maintenance and improvement program, utilizing various funds, with priorities established through careful and continuous monitoring of conditions.

The five-year schedule of Capital Improvement Projects approved by the Board of County Commissioners is shown on the next two pages. All improvements are consistent with the Collier County Comprehensive Plan and Collier County Growth Management Plan.

Attachment D
FY18 - FY22 5 YEAR WORK PROGRAM/CIE (TIED TO FY18 ADOPTED BUDGET) **
(Dollars shown in Thousands)

Project #	Project Name	FY18 Amount		FY19 Amount		FY20 Amount		FY21 Amount		FY22 Amount		Amount
SUMMARY OF PROJECTS												
60144	Oil Well (Everglades to Oil Well Grade)	820	A	300	A	300	A	300	A	300	A	2,020
60168	Vanderbilt Beach Rd/Collier Blvd-8th Street	5,700	R/D	19,920	R/M			61,050	C			86,670
60145	Golden Gate Blvd 20th St to Everglades	23,000	D/C									23,000
60129	Wilson Benfield Ext (Lord's Way to City Gate N)	428						1,000	R	1,000	R	2,428
60147	Randall/Immck Rd Intersection			650	D	500	R			6,000	A	7,150
60148	Airport Rd-Davis Blvd Intersection	500	R/C									500
60201	Pine Ridge Rd (Livingston Intersection Improvement)			250	S/R			5,000	A	2,450	A	7,700
60213	St Andrews Intersection Improvement	500	D/C									500
60198	Veterans Memorial	300	R	2,000	A	2,900	A	2,000	A	2,500	A	9,700
60199	Vanderbilt Beach Rd (US41 to E of Goodlette)	300	D			5,200	C					5,500
60200	****Goodland Road (CR 92A) Roadway Improvements	500	D			3,000	C					3,500
TBD	16th Street Bridge			900	D/M			8,000	C			8,900
TBD	47th Street Bridge	200	R			900	D/M			8,800	C	9,900
TBD	Orange Blossom (Airport to Livingston)	200	S	600	D			4,000	R/A	2,450	A	7,250
TBD	Airport Rd Vanderbilt Bch Rd to Immokalee Rd							3,000	D	10,000	A	13,000
TBD	Big Corkscrew Park Access Road			1,000	C***							1,000
TBD	Whippoorwill									3,000	C	3,000
	Contingency	10,870				5,133						16,003
	Total	43,318		25,620		17,933		84,350		36,500		207,721
Operations Improvements/Programs												
66066	Bridge Repairs/Improvements	5,050		23,800		6,800		6,800		6,800		49,250
60016	Intersection Safety/Capacity/Enhancements	2,500		2,000		2,000		2,000		2,000		10,500
60146	TMC Relocation Fund 310	400		400		400		400		400		2,000
60197	RM Facility Fund 310	400		400		400		400		400		2,000
60172	Traffic Ops Upgrades/Enhancements	1,200		700		700		700		700		4,000
60183	Sign Retroreflectivity Requirement	50		-		-		-		-		50
60189	LED Replacement Program	1,003		400		-		-		-		1,403
60163	Traffic Studies/Advanced Planning	200		250		250		250		250		1,200
60118	Countywide Pathways/Sidewalks Non PIL /LAP	500		250		250		250		250		1,500
69081	Pathways/Sidewalks Bike Lanes Maint/Enhan											-
60191	Lap Design Phase											-
60077	Striping and Marking	600		950		950		950		950		4,400
60130	Wall/Barrier Replacement	450		500		500		250		250		1,950
60131	Road Resurfacing 101/111	3,700		4,000		4,000		5,000		6,000		22,700
60128	Limerock Road Conversion 111	1,000		1,000		1,000		-		-		3,000
	Subtotal Operations Improvements/Programs	17,053		34,650		17,250		17,000		18,000		103,953
60037	Asset Mgmt	250		100		100		100		100		650
60171	Multi Project			50		50		50		50		200
	Impact Fee Refunds	170		400		400		400		400		1,770
	Debt Service Payments	13,136		13,132		13,137		13,134		13,131		65,670
	Total Funding Request All Funds	73,927		73,952		48,870		115,034		68,181		379,964
REVENUES												
	Impact Fees/COA Revenue	13,000		13,500		14,000		14,500		15,000		70,000
	Gas Tax Revenue	21,390		21,390		21,390		21,390		21,390		106,950
	DCA											-
	Unfunded needs	1,000		24,557				63,189		16,361		105,107
	Grants/Reimbursements							1,500				1,500
	Transfer 001 to 313	9,980		9,630		9,630		9,630		9,630		48,500
	Transfer 001 to 310	670		870		870		870		870		4,150
	Transfer 111 to 313	4,000		4,300		4,300		5,300		6,300		24,200
	Transfer 001 to Big Corkscrew Park Access Road			1,000								1,000
	Interest Fund 313 Gas Tax	200		200		200		200		200		1,000
	Interest Impact Fees	258		250		250		250		250		1,258
	Carry Forward 310											-
	Carry Forward 313	25,149										25,149
	Revenue Reduction (Less 5% Required by Law)	(1,720)		(1,745)		(1,770)		(1,795)		(1,820)		(8,850)
	Total 5 Year Revenues	73,927		73,952		48,870		115,034		68,181		379,964
	Beginning Carry Forward											-

Fiscal Year Surplus/(Shortfall)	-	-	-	-	-	-
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GRANT FUNDING SUMMARY

	FY18	FY19	FY20	FY21	FY22
Vanderbilt				1,500	
Total Grants	0	0	0	1,500	0

Collier County Five Year Work Program FY18 – FY22
(TIED TO FY18 ADOPTED BUDGET**
Notes and Key for Attachment D

Notes:

- 1) Expenditures: Based on current cost estimates.
 - 2) Revenues: Based on current adopted Impact Fee Schedule, projected gas tax revenues, budgeted general fund transfer, and approved grants and developer contribution agreements.
- **Debt Service and Gas Tax revenue are not tied to budget.
- ***General Fund Dollars have been increased in FY 19 for Big Corkscrew Access Rd.
- "Highlighted projects are subject to debt scenarios to be discussed during upcoming budget workshops"
- 5 cent fuel tax being used on bridges and intersection improvements
- ***Goodland (CR92A) in FY20 will receive a transfer from Marco Project 60114 for \$2M

Key:

S = Study	A = Advanced Construction
D = Design	I = Inspection
M = Mitigation	AM = Access Management
C = Construction	LP = SIB Loan Repayment to State
R = ROW	CBO = Constructed By Others
L = Litigation	DBO = Designed By Others

PART III

CITY OF NAPLES PROJECTS

The projects included in this section of the TIP are located inside the City of Naples. The projects are funded through a variety of funding sources including local gas taxes, road impact fees, state and federal grants, and developer commitments. Priorities are established by the Naples City Council based upon an analysis of existing conditions and project needs. Some reconstruction and resurfacing projects may have been initially requested by citizens. Other projects are part of the overall maintenance and improvement program, utilizing various funds, with priorities established through careful and continuous monitoring of conditions.

Please note that Naples' Streets & Traffic and Community Redevelopment Agency adopted FY2017-18 budgets are shown on the following two pages. Draft capital improvement program budgets for these two departments will not be available until June 2018 with adoption set for September 2018.

STREETS FUND 190

FIVE YEAR CAPITAL IMPROVEMENT PROGRAM

CIP NUMBER	PROJECT DESCRIPTION	Adopted 2017-18	2018-19	2019-20	2020-21	2021-22
	*Annual Pavement Resurfacing Program	600,000	600,000	650,000	650,000	650,000
	*Arterial Pavement Resurfacing Program	55,000	0	0	0	0
	Total Programs Budgeted in the Operations Budget	655,000	600,000	650,000	650,000	650,000
18U31	Alley Maintenance & Improvements	75,000	75,000	75,000	75,000	75,000
18U29	Pedestrian & Bicycle Master Plan Projects	150,000	150,000	150,000	150,000	150,000
18U21	Citywide ADA Accessibility Improvements	15,000	15,000	15,000	15,000	15,000
18U01	Intersection/Signal System Improvements	70,000	275,000	70,000	300,000	75,000
18U32	Decorative Metal Speed Limit Signs	130,000	0	0	0	0
18U34	Crayton Road Improvements at Whispering Pine	80,000	0	0	0	0
18U33	Pressure Washer (3)	7,000	0	0	0	0
	Total Streets and Traffic CIP Budget	527,000	515,000	310,000	540,000	315,000
TOTAL STREETS AND TRAFFIC FUND		1,182,000	1,115,000	960,000	1,190,000	965,000

*Pavement Resurfacing is budgeted in the Operations Budget "Road Resurfacing" line item, and identified on the CIP list for information only.

	FDOT FUNDED PROJECTS	2017-18	2018-19	2019-20	2020-21	2021-22
FDOT	SIDEWALKS: Naples Beach Access	522,531	0	0	1,142,780	0
FDOT	SIDEWALK: 3rd Street North (Central Ave - 7th Ave N)	391,178	0	0	0	
FDOT	SIDEWALK: 2nd Street S (6th Ave S - 11th Ave S)	217,324	0	0	0	
FDOT	SIDEWALK: Harbour Drive (Binnacle- Crayton)	0	0	0	0	623,838
FDOT	Reimbursement for Traffic Signal Operations on US41	90,751	69,760	71,853	72,500	73,000
FDOT	Reimbursement for US41 Street Lighting	138,660	132,000	133,000	134,000	135,000
FDOT	Traffic Operations Center	30,000	50,000	50,000	50,000	0
FDOT	TOTAL	1,390,444	251,760	254,853	1,399,280	831,838

**CAPITAL IMPROVEMENT PROJECTS
COMMUNITY REDEVELOPMENT AGENCY - FUND 180**

		Adopted				
CIP	PROJECT	2017-18	2018-19	2019-20	2020-21	2021-22
NUMBER	DESCRIPTION					
18C14	8th Street S Improvements	1,500,000	1,500,000	0	0	0
	6th Ave Garage (Waterproof, Paint etc.)	100,000	0	0	0	0
	1st Ave S Improvements	0	370,000	2,000,000	0	0
	5th Avenue N Interconnect	0	300,000	0	0	0
TOTAL CRA FUND		1,600,000	2,170,000	2,000,000	0	0

PART IV

CITY OF MARCO ISLAND PROJECTS

The projects included in this section of the TIP are located inside the City of Marco Island. The projects are funded through a variety of funding sources including local gas taxes, road impact fees, state and federal grants, and developer commitments. Priorities are established by the Marco Island City Council based upon an analysis of existing conditions and project needs. Some reconstruction and resurfacing projects may have been initially requested by citizens. Other projects are part of the overall maintenance and improvement program, utilizing various funds, with priorities established through careful and continuous monitoring of conditions. Marco Island's Five Year Capital Improvements Program Summary is shown on the following page.

**CAPITAL IMPROVEMENT PROJECTS - INFRASTRUCTURE AND OTHER
FIVE-YEAR PROGRAM (FY 2018 - FY 2022)**

TEM #		INFORMATION TECHNOLOGY	AVAILABLE BALANCE
1	16016	IT - Network Equip Replacement	56,416
2	16017	IT - SAN - Offsite Storage Devices (2)	-
4	16019	IT - Crestron AirMedia Units (2)	2,880
5	16020	IT - Replacement Physical Servers (6)	9,249
6	16021	IT - Replacement Virtual Host (2)	9,750
7	16022	IT - Replacement Audio/Visual PTZ Cameras (5)	4,751
		IT Sub Total	83,046

FY2018	FY2019	FY2020	FY2021	FY2022	5YR FUNDING TOTAL
26,000	26,000	26,000	26,000	26,000	130,000
16,000	7,200	7,200	7,200	7,200	44,800
960	960	960	960	960	4,800
4,000	4,000	4,000	4,000	4,000	20,000
3,250	3,250	3,250	3,250	3,250	16,250
3,500	3,500	3,500	3,500	3,500	17,500
53,710	44,910	44,910	44,910	44,910	233,350

TEM #	PROJ NMBR	FIRE DEPARTMENT	AVAILABLE BALANCE
1	16002	Fire - Firefighting Equip. - Hose, nozzles, appliances	8,065
2	16003	Fire - Mobile & Portable 800 Mhz radios	-
3	16004	Fire - Medical Equipment - Airway, Trauma, Medical	3,000
4	16005	Fire - Cardiac Monitors	83,400
5	16006	Fire - Thermal Imaging Cameras	11,400
6	16007	Fire - Chest Compression Devices (2)	9,100
7	16008	Fire - Mobile Data / Mobile Computer replacement	7,366
8	16009	Fire - Air Compressor - St 51	650
9	16010	Fire - Hurst Tool/ Jaws of Life (2)	15,485
10	16011	Fire - Smoke Generator - For Training	700
11	16012	Fire - Station Appliances	3,922
12	16013	Fire - SCBA - (6)	7,200
13	16014	Fire - Fire Station 50 Renovations (2018)	(0)
14	16015	Fire - Fire Station 51 (2018)	1,512,080
		Fire Sub Total	1,662,369

FY2018	FY2019	FY2020	FY2021	FY2022	5YR FUNDING TOTAL
8,400	8,400	11,400	11,400	11,400	51,000
66,000	66,000	-	-	-	132,000
1,000	1,000	7,000	7,000	7,000	23,000
29,000	29,000	29,000	29,000	29,000	145,000
4,500	4,500	4,500	4,500	4,500	22,500
9,100	9,100	9,100	9,100	9,100	45,500
5,640	5,640	-	-	-	11,280
550	550	-	-	-	1,100
10,700	10,700	10,500	10,500	10,500	52,900
700	700	-	-	-	1,400
1,000	1,000	1,000	1,000	1,000	5,000
7,200	7,200	7,200	7,200	7,200	36,000
300,000	560,000	560,000	560,000	560,000	2,540,000
1,010,000	-	-	-	-	1,010,000
1,453,790	703,790	639,700	639,700	639,700	4,076,680

TEM #		PUBLIC WORKS	AVAILABLE BALANCE
1	16023	PW - West Winterberry Bridge Rehabilitation-Design	450,000
2	16024	PW - Annual Bridge Rehabilitation Project	552,303
3	16025	PW - Bridge Replacement- W. Winterberry Bridge	1,447,985
5	16027	PW - Citywide Drainage Improvement Projects	10,504
6	16028	PW - Master Plan Drainage Project - Citywide	295,000
8	16030	PW - Collier & San Marco Pathways- Design	255,800
9	16031	PW - Street Resurfacing - Citywide	665,615
13	16035	PW - Bike Paths - Committee Priority List Design	127,503
18	16038	PW - Linear Trail Park - Phase 3 (Grant)	220,960
		Public Works Subtotal	4,025,670

FY2018	FY2019	FY2020	FY2021	FY2022	5YR FUNDING TOTAL
150,000	-	-	-	-	150,000
300,000	300,000	300,000	300,000	300,000	1,500,000
617,260	767,260	767,260	767,260	-	2,919,040
302,000	302,000	302,000	302,000	302,000	1,510,000
295,000	295,000	295,000	295,000	295,000	1,475,000
90,000	90,000	90,000	90,000	90,000	450,000
1,500,000	500,000	500,000	500,000	1,267,260	4,267,260
126,160	126,160	224,080	224,080	224,080	924,560
97,920	97,920	-	-	-	195,840
3,478,340	2,478,340	2,478,340	2,478,340	2,478,340	13,391,700

TEM #		PARKS & RECREATION	AVAILABLE BALANCE
1	16080	REC- Re-Pavement Winterberry Parking Lots(2)	6,500
2	16081	REC- Re-Seal & Re-Stripe Racquet Center Parking lot	6,340
3	16082	REC- Replace Tennis court Irrigation System (2 Cts)	3,042
4	16083	REC- Replace Heavy Duty Outside Garbage Cans (5 per yr)	4,035
5	16084	REC- Replace Outdoor Picnic Benches (4 per year)	4,147
6	16085	REC Replace Park Benches (3 per Year)	5,800
7	16086	REC Replace AC Units at Racquet Center (1 per year)	6,427
8	16087	REC-Park Fencing	205
9	16088	REC- Re-Seal & Re-Stripe Mackle Park Parking Lot	2,800
		Parks & Rec. Sub Total	39,295

FY2018	FY2019	FY2020	FY2021	FY2022	5YR FUNDING TOTAL
6,500	6,500	6,500	6,500	6,500	32,500
6,340	6,340	6,340	6,340	6,340	31,700
2,800	2,800	2,800	2,800	2,800	14,000
4,000	4,000	4,000	4,000	4,000	20,000
3,600	3,600	3,600	3,600	3,600	18,000
2,800	2,800	2,800	2,800	2,800	14,000
4,800	4,800	4,800	4,800	4,800	24,000
3,500	3,500	3,500	3,500	3,500	17,500
2,800	2,800	2,800	2,800	2,800	14,000
37,140	37,140	37,140	37,140	37,140	185,700

PART V

CITY OF EVERGLADES

CR 29, a Collier County roadway, is maintained by the City of Everglades within its municipal limits where it is known as Collier Avenue until it merges with Broadway and becomes Copeland Avenue. County maintenance resumes at the foot of the Chokoloskee Bay Causeway where the road's name reverts back to CR 29.

The City of Everglades, through its Mayor and City Council, may, as future conditions merit, submit improvement and resurfacing of CR 29 for consideration of funding. The City of Everglades continues to focus attention on needed stormwater drainage improvements and pavement replacements.

PART VI

FEDERAL FUNDING OBLIGATIONS

IN COLLIER MPO AREA FOR THE PRECEEDING YEAR

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

DATE RUN: 10/27/2017
TIME RUN: 15.27.17
MBROBLTP

HIGHWAYS
=====

ITEM NUMBER:415621 3 PROJECT DESCRIPTION:US 41 (TAMIAMI) FROM GREENWAY ROAD TO SIX L S FARM ROAD
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID:03010000 PROJECT LENGTH: 2.459MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 4

FUND CODE	2017
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
CM	-170,512
SU	-314,585
TOTAL 415621 3	-485,097
TOTAL 415621 3	-485,097

ITEM NUMBER:417540 1 PROJECT DESCRIPTION:SR 29 FROM OIL WELL ROAD TO SR 82
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID:03080000 PROJECT LENGTH: 16.961MI

NON-SIS
TYPE OF WORK:PD&E/EMO STUDY
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2017
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
EB	22
SU	261,691
TOTAL 417540 1	261,713
TOTAL 417540 1	261,713

ITEM NUMBER:428140 1 PROJECT DESCRIPTION:SR 90 (US 41) FROM 6L'S FARM ROAD TO CR 92 (SAN MARCO RD)
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID:03010000 PROJECT LENGTH: 2.282MI

NON-SIS
TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2017
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-36,124
TOTAL 428140 1	-36,124
TOTAL 428140 1	-36,124

ITEM NUMBER:429897 1 PROJECT DESCRIPTION:IMMOKALEE SIDEWALKS AT 2ND AVE, ESCAMBIA ST, AND 2ND ST
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2017
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY	
TALU	129,301
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALU	-814
TOTAL 429897 1	128,487
TOTAL 429897 1	128,487

FLORIDA DEPARTMENT OF TRANSPORTATION
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DATE RUN: 10/27/2017

TIME RUN: 15.27.17

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ITEM NUMBER:429898 1
DISTRICT:01
ROADWAY ID:

PROJECT DESCRIPTION:MARCO ISLAND SIDEWALKS AT VARIOUS LOCATIONS
COUNTY:COLLIER
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2017
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF MARCO ISLAND SU	933,499
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	500
TOTAL 429898 1	933,999
TOTAL 429898 1	933,999

ITEM NUMBER:429899 1
DISTRICT:01
ROADWAY ID:03580000

PROJECT DESCRIPTION:NEW MARKET ROAD FROM EAST MAIN STREET TO SR 29 N
COUNTY:COLLIER
PROJECT LENGTH: .010MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2017
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SU	839,965
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	1,177
TOTAL 429899 1	841,142
TOTAL 429899 1	841,142

ITEM NUMBER:429900 1
DISTRICT:01
ROADWAY ID:

PROJECT DESCRIPTION:GOLDEN GATE CITY SW AT VARIOUS LOCATIONS
COUNTY:COLLIER
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2017
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY TALT	-99,263
TOTAL 429900 1	-99,263
TOTAL 429900 1	-99,263

ITEM NUMBER:429907 1
DISTRICT:01
ROADWAY ID:03175000

PROJECT DESCRIPTION:I-75 (SR 93) SB OFF-RAMP AT GOLDEN GATE PARKWAY
COUNTY:COLLIER
PROJECT LENGTH: .200MI

SIS
TYPE OF WORK:INTERCHANGE IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2017
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	-53,598
TIMP	68,763
TOTAL 429907 1	15,165
TOTAL 429907 1	15,165

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ITEM NUMBER:429908 1
DISTRICT:01
ROADWAY ID:03003000

PROJECT DESCRIPTION:CR 31 (APT PULLING) AT N HORSESHOE DRIVE
COUNTY:COLLIER
PROJECT LENGTH: .026MI

NON-SIS
TYPE OF WORK:INTERSECTION IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND
CODE

2017

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
SU

183,486
183,486
183,486

TOTAL 429908 1
TOTAL 429908 1

ITEM NUMBER:430868 1
DISTRICT:01
ROADWAY ID:

PROJECT DESCRIPTION:NETWORK STUDY AND ANALYSIS
COUNTY:COLLIER
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:OTHER ITS
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND
CODE

2017

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY
TALU

172,454
172,454
172,454

TOTAL 430868 1
TOTAL 430868 1

ITEM NUMBER:430869 1
DISTRICT:01
ROADWAY ID:03010000

PROJECT DESCRIPTION:US 41 (SR 90) AT GORDON RIVER BRIDGE #030300
COUNTY:COLLIER
PROJECT LENGTH: .078MI

NON-SIS
TYPE OF WORK:PEDESTRIAN SAFETY IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 7/ 0/ 0

FUND
CODE

2017

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
SU

93,982
93,982
93,982

TOTAL 430869 1
TOTAL 430869 1

ITEM NUMBER:430873 1
DISTRICT:01
ROADWAY ID:03010000

PROJECT DESCRIPTION:SR 45 (US 41) FROM CR 862 (VANDERBILT BCH RD) TO S PELICAN BAY BLVD
COUNTY:COLLIER
PROJECT LENGTH: .421MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND
CODE

2017

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
SU

580,756
580,756
580,756

TOTAL 430873 1
TOTAL 430873 1

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ITEM NUMBER:430875 1
DISTRICT:01
ROADWAY ID:03590000

PROJECT DESCRIPTION:ADVANCED INTERSECTION SIGNS AT VARIOUS LOCATIONS
COUNTY:COLLIER
PROJECT LENGTH: 63.203MI

NON-SIS
TYPE OF WORK:SIGNING/PAVEMENT MARKINGS
LANES EXIST/IMPROVED/ADDED: 5/ 0/ 0

FUND CODE	2017
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY	
SU	310,830
TOTAL 430875 1	310,830
TOTAL 430875 1	310,830

ITEM NUMBER:430877 1
DISTRICT:01
ROADWAY ID:03000000

PROJECT DESCRIPTION:CITY OF NAPLES SIDEWALKS AT VARIOUS LOCATIONS
COUNTY:COLLIER
PROJECT LENGTH: .553MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2017
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	215,556
TOTAL 430877 1	215,556
TOTAL 430877 1	215,556

ITEM NUMBER:430879 1
DISTRICT:01
ROADWAY ID:03000052

PROJECT DESCRIPTION:EAST NAPLES SIDEWALKS AT VARIOUS LOCATIONS
COUNTY:COLLIER
PROJECT LENGTH: .201MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

FUND CODE	2017
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY	
TALU	261,066
TOTAL 430879 1	261,066
TOTAL 430879 1	261,066

ITEM NUMBER:430922 1
DISTRICT:01
ROADWAY ID:

PROJECT DESCRIPTION:PINECREST ELEMENTARY SRTS SAFETY SIDEWALKS
COUNTY:COLLIER
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2017
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALU	-15,120
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALL	206,429
TALT	88,948
TOTAL 430922 1	280,257
TOTAL 430922 1	280,257

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ITEM NUMBER:431422 1
DISTRICT:01
ROADWAY ID:03010000

PROJECT DESCRIPTION:SR 90 (US 41) FROM MOSQUITO CANAL TO SR 29
COUNTY:COLLIER
PROJECT LENGTH: 10.660MI

NON-SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	2017
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHRE	-2,735
SA	52,500
TOTAL 431422 1	49,765
TOTAL 431422 1	49,765

ITEM NUMBER:431895 1
DISTRICT:01
ROADWAY ID:03000000

PROJECT DESCRIPTION:8TH STREET NE BRIDGE FROM GOLDEN GATE BLVD TO RANDALL BLVD
COUNTY:COLLIER
PROJECT LENGTH: 3.212MI

NON-SIS
TYPE OF WORK:NEW BRIDGE CONSTRUCTION
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 2

FUND CODE	2017
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	47,447
TOTAL 431895 1	47,447
TOTAL 431895 1	47,447

ITEM NUMBER:433173 1
DISTRICT:01
ROADWAY ID:03001000

PROJECT DESCRIPTION:SR 84 (DAVIS BLVD) FROM COUNTY BARN RD TO SANTA BARBARA BLVD
COUNTY:COLLIER
PROJECT LENGTH: 1.009MI

NON-SIS
TYPE OF WORK:WIDEN/RESURFACE EXIST LANES
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2017
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-10,811
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	109,544
TOTAL 433173 1	98,733
TOTAL 433173 1	98,733

ITEM NUMBER:433177 1
DISTRICT:01
ROADWAY ID:03511000

PROJECT DESCRIPTION:CR 886 (GOLDEN GATE) AT LIVINGSTON RD
COUNTY:COLLIER
PROJECT LENGTH: .140MI

NON-SIS
TYPE OF WORK:ADD TURN LANE(S)
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 1

FUND CODE	2017
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY	
SU	154
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	509
TOTAL 433177 1	663
TOTAL 433177 1	663

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ITEM NUMBER:433181 1	PROJECT DESCRIPTION:ST ANNS SCHOOL SIDEWALKS AT VARIOUS LOCATIONS	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	
ROADWAY ID:	PROJECT LENGTH: .000	
FUND CODE	2017	
<hr/>		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	6,002	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	373,875	
TOTAL 433181 1	379,877	
TOTAL 433181 1	379,877	

ITEM NUMBER:433185 1	PROJECT DESCRIPTION:HARBOUR DR FROM CRAYTON RD TO BINNACLE DR	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	
ROADWAY ID:03516000	PROJECT LENGTH: .333MI	
FUND CODE	2017	
<hr/>		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	14,348	
TOTAL 433185 1	14,348	
TOTAL 433185 1	14,348	

ITEM NUMBER:433186 1	PROJECT DESCRIPTION:2ND STREET SOUTH FROM 11TH AVENUE SOUTH TO 6TH AVENUE SOUTH	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	
ROADWAY ID:	PROJECT LENGTH: .000	
FUND CODE	2017	
<hr/>		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	217,643	
TOTAL 433186 1	217,643	
TOTAL 433186 1	217,643	

ITEM NUMBER:433187 1	PROJECT DESCRIPTION:N BARFIELD DR FROM COLLIER BLVD TO SAN MARCO RD	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	
ROADWAY ID:03000055	PROJECT LENGTH: 1.925MI	
FUND CODE	2017	
<hr/>		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF MARCO ISLAND		
SU	697,440	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	2,735	
TOTAL 433187 1	700,175	
TOTAL 433187 1	700,175	

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ITEM NUMBER:433188 1 PROJECT DESCRIPTION:3RD STREET NORTH FROM CENTRAL AVENUE TO 7TH AVE NORTH
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID: PROJECT LENGTH: .000

FUND CODE	2017
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	19,861
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	308,103
TOTAL 433188 1	327,964
TOTAL 433188 1	327,964

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

ITEM NUMBER:433190 1 PROJECT DESCRIPTION:MOORING LINE DR FROM BRIDGE #030125 TO US 41
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID:03634001 PROJECT LENGTH: .617MI

FUND CODE	2017
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	-1,844
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	252,808
TOTAL 433190 1	250,964
TOTAL 433190 1	250,964

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

ITEM NUMBER:435029 1 PROJECT DESCRIPTION:US 41 FROM CR 846 (111TH AVE) TO N OF 91ST AVE
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID:03010000 PROJECT LENGTH: 1.241MI

FUND CODE	2017
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	265,447
TOTAL 435029 1	265,447
TOTAL 435029 1	265,447

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

ITEM NUMBER:435119 1 PROJECT DESCRIPTION:49TH TERRACE SW FROM 20TH PLACE SW TO 19TH PLACE SW
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID:03000000 PROJECT LENGTH: .001MI

FUND CODE	2017
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY TALT	50,528
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT TALT	1,000
TOTAL 435119 1	51,528
TOTAL 435119 1	51,528

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

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ITEM NUMBER:435368 1
DISTRICT:01
ROADWAY ID:03590000

PROJECT DESCRIPTION:CR 846/IMMOKALEE RD AT RANDALL BLVD
COUNTY:COLLIER
PROJECT LENGTH: .200MI

NON-SIS
TYPE OF WORK:PD&E/EMO STUDY
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	2017
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	10,200
TOTAL 435368 1	10,200
TOTAL 435368 1	10,200

ITEM NUMBER:435393 1
DISTRICT:01
ROADWAY ID:03000000

PROJECT DESCRIPTION:PINE RIDGE RD AT US 41
COUNTY:COLLIER
PROJECT LENGTH: .253MI

NON-SIS
TYPE OF WORK:INTERSECTION IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2017
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
EB	-18,030
SA	-300
TOTAL 435393 1	-18,330
TOTAL 435393 1	-18,330

ITEM NUMBER:440128 1
DISTRICT:01
ROADWAY ID:03080000

PROJECT DESCRIPTION:N 15TH ST (SR 29) INTERSECTION LIGHTING RETROFIT
COUNTY:COLLIER
PROJECT LENGTH: .200MI

NON-SIS
TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2017
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	10,000
TOTAL 440128 1	10,000
TOTAL 440128 1	10,000
TOTAL DIST: 01	6,064,833
TOTAL HIGHWAYS	6,064,833

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PLANNING
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ITEM NUMBER:425670 1	PROJECT DESCRIPTION:COLLIER COUNTY MPO FY 2015/2016 UPWP
DISTRICT:01	COUNTY:COLLIER
ROADWAY ID:	PROJECT LENGTH: .000

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*NON-SIS*
TYPE OF WORK:TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

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FUND CODE	2017
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
PL	-107,719
TOTAL 425670 1	-107,719
TOTAL 425670 1	-107,719

ITEM NUMBER:439314 1	PROJECT DESCRIPTION:COLLIER COUNTY MPO FY 2016/2017-2017/2018 UPWP
DISTRICT:01	COUNTY:COLLIER
ROADWAY ID:	PROJECT LENGTH: .000

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*NON-SIS*
TYPE OF WORK:TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

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FUND CODE	2017
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
PL	776,442
TOTAL 439314 1	776,442
TOTAL 439314 1	776,442
TOTAL DIST: 01	668,723
TOTAL PLANNING	668,723

GRAND TOTAL	6,733,556
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PART VII

FTA OBLIGATED FUNDS FOR FY 2017

The Federal Transit Administration (FTA) annually produces a list of projects for which federal funds have been obligated in the preceding year. The list is shown on the next page.

FY 2017 Obligated FTA Funds			
October 1, 2016 to September 30, 2017			
Description	FTA FL #	Awarded Amount	Executed Date
FTA 5307 FY16	FL2017-035	\$2,743,559	April 17, 2017
FTA 5339 FY16	FL2017-017	\$299,327	May 11, 2017

PART VIII

COLLIER MPO FUNDING SUMMARY

The FDOT Five-Year TIP Funding Summary for the Collier MPO is shown on the following page.

Please note that the data included in the figures on the next two pages is from a FDOT District 1 report run on April 3, 2017. All other data in this TIP is from a FDOT Central Office report run on April 4, 2017. The total amount of programmed funding in the FDOT District 1 April 3, 2017 report is \$304,406,928. The total amount of programmed funding in the FDOT Central Office April 4, 2017 report is \$323,189,068.

Effective Date: 03/02/2018

Florida Department of Transportation
5 Year TIP - Fund Summary
COLLIER MPO

Run: 03/02/2018 07.06.48

Fund	Fund Name	<2019	2019	2020	2021	2022	2023	>2023	All Years
	TOTAL OUTSIDE YEARS	26,907,190	0	0	0	0	0	8,275,000	35,182,190
ACNP	ADVANCE CONSTRUCTION NHPP	0	0	400,000	687,685	0	11,320,219	26,729,512	39,137,416
ACSA	ADVANCE CONSTRUCTION (SA)	0	6,527,383	0	0	0	0	0	6,527,383
ACSU	ADVANCE CONSTRUCTION (SU)	788,642	2,404,760	0	0	0	0	0	3,193,402
ACTA	ADVANCE CONSTRUCTION TALT	0	893,299	0	0	0	0	0	893,299
ACTU	ADVANCE CONSTRUCTION TALU	224,700	0	0	0	0	0	0	224,700
BNIR	INTRASTATE R/W & BRIDGE BONDS	0	0	2,131,985	0	0	0	0	2,131,985
BRRP	STATE BRIDGE REPAIR & REHAB	27,399	0	260,000	2,098,804	1,626,938	0	0	4,013,141
CIGP	COUNTY INCENTIVE GRANT PROGRAM	0	0	0	1,500,000	0	0	0	1,500,000
D	UNRESTRICTED STATE PRIMARY	9,242,280	1,838,576	1,852,810	503,179	0	0	0	13,436,845
DDR	DISTRICT DEDICATED REVENUE	15,988,292	23,748,656	5,557,549	14,953,968	11,345,025	5,548,354	4,875,000	82,016,844
DI	ST. - S/W INTER/INTRASTATE HWY	520,000	10,648,829	0	446,100	0	43,452,470	10,974,878	66,042,277
DIH	STATE IN-HOUSE PRODUCT SUPPORT	1,171,577	591,985	30,000	205,390	203,157	61,587	0	2,263,696
DPTO	STATE - PTO	6,598,637	1,300,286	1,592,245	1,299,060	1,090,406	227,933	0	12,108,567
DS	STATE PRIMARY HIGHWAYS & PTO	4,926,372	1,861,383	111,000	314,500	817,512	111,000	0	8,141,767
DSB2	EVERGLADES PKY/ALLIGATOR ALLEY	0	32,734,334	1,421,587	90,375,197	0	0	0	124,531,118
DU	STATE PRIMARY/FEDERAL REIMB	4,628,564	371,096	482,260	445,470	443,232	404,525	0	6,775,147
FAA	FEDERAL AVIATION ADMIN	658,731	3,240,000	2,925,000	2,700,000	180,000	0	0	9,703,731
FTA	FEDERAL TRANSIT ADMINISTRATION	29,327,384	3,600,749	3,253,555	3,195,751	3,042,886	2,769,667	0	45,189,992
FTAT	FHWA TRANSFER TO FTA (NON-BUD)	0	545,068	51,600	0	286,180	0	0	882,848
GMR	GROWTH MANAGEMENT FOR SIS	1,799,608	0	0	0	0	0	0	1,799,608
HSP	SAFETY (HIWAY SAFETY PROGRAM)	0	0	0	1,564,052	0	0	0	1,564,052
IMD	INTERSTATE MAINTENANCE DISCRET	204,989	0	0	0	0	0	0	204,989
LF	LOCAL FUNDS	21,716,394	4,600,531	4,157,036	5,430,851	2,499,900	2,765,431	0	41,170,143
LFP	LOCAL FUNDS FOR PARTICIPATING	52,500	0	105,146	0	0	0	0	157,646
PL	METRO PLAN (85% FA; 15% OTHER)	0	538,441	546,564	546,564	546,564	546,564	0	2,724,697
REPE	REPURPOSED FEDERAL EARMARKS	0	3,656,698	0	0	0	0	0	3,656,698

SA	STP, ANY AREA	0	11,838,101	1,000	54,050	0	50,000	0	11,943,151
SIWR	2015 SB2514A- STRATEGIC INT SYS	0	0	0	0	0	500,000	0	500,000
SR2T	SAFE ROUTES - TRANSFER	0	55,738	0	0	663,333	0	0	719,071
SU	STP, URBAN AREAS > 200K	974,718	4,531,380	4,724,766	4,397,386	4,740,644	4,740,644	0	24,109,538
TALT	TRANSPORTATION ALTS- ANY AREA	51,528	57,716	50,000	0	137,986	0	0	297,230
TALU	TRANSPORTATION ALTS- >200K	0	392,202	185,000	45,311	382,945	349,407	0	1,354,865
TCSP	TRANS, COMMUNITY & SYSTEM PRES	754,574	0	0	0	0	0	0	754,574
TO02	EVERGLADES PARKWAY	58,252,486	4,155,000	4,165,000	4,170,000	4,175,000	4,185,000	20,925,000	100,027,486

Grand Total		184,816,565	120,132,211	34,004,103	134,933,318	32,181,708	77,032,801	71,779,390	654,880,096
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Effective Date: 03/02/2018

Florida Department of Transportation
5 Year TIP - Fund Type Summary
 COLLIER MPO

Run: 03/02/2018 07.06.48

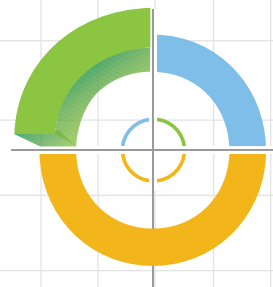
Fund TYPE	<2019	2019	2020	2021	2022	2023	>2023	All Years
Federal	43,343,136	34,450,865	12,568,145	13,636,269	10,137,590	20,181,026	27,979,512	162,296,543
Federal Earmark	4,176,808	4,201,766	51,600	0	286,180	0	0	8,716,354
Local	21,768,894	4,600,531	4,262,182	5,430,851	2,499,900	2,765,431	0	41,327,789
R/W and Bridge Bonds	0	0	2,131,985	0	0	0	0	2,131,985
State 100%	57,275,241	39,989,715	9,403,604	21,321,001	15,083,038	49,901,344	22,874,878	215,848,821
Toll/Turnpike	58,252,486	36,889,334	5,586,587	94,545,197	4,175,000	4,185,000	20,925,000	224,558,604
Grand Total	184,816,565	120,132,211	34,004,103	134,933,318	32,181,708	77,032,801	71,779,390	654,880,096

PART IX
APPENDICES

APPENDIX A

FDOT'S STRATEGIC INTERMODAL SYSTEM FIRST FIVE YEAR PLAN FY2017/18 – FY2021/22 SECOND FIVE YEAR PLAN FY2022/23 – FY2026/27 COST FEASIBLE PLAN FOR 2024-2040

The following pages illustrate the FDOT Strategic Intermodal System (SIS) Plans for District 1. The plans may be downloaded at:
<http://www.fdot.gov/planning/systems/programs/mspi/plans/>



FIRST FIVE YEAR PLAN



Multi-Modal

FY 2017/2018 through FY 2021/2022

Capacity Projects on the Strategic Intermodal System
State of Florida Department of Transportation

2017 / 2018

2021/2022

The FDOT Systems Planning Office produces a document set known as the SIS Funding Strategy, which includes three inter-related sequential documents that identify potential Strategic Intermodal System (SIS) Capacity Improvement projects in various stages of development. All of the projects identified within the SIS Funding Strategy are considered financially feasible for implementation within the next 25 year period. The Florida Legislature established the SIS in 2003 to enhance Florida's economic prosperity and competitiveness. The system encompasses transportation facilities of statewide and interregional significance, and is focused on the efficient movement of passengers and freight. The combined document set, as illustrated below, illustrates projects that are funded (Year 1), programmed for proposed funding (Years 2 through 5), planned to be funded (Years 6 through 10), and considered financially feasible based on projected State revenues (Years 11 through 25).

First Five Year Plan*

The First Five Plan illustrates projects on the SIS that are funded by the legislature in the Work Program (Year 1) and projects that are programmed for proposed funding in the next 2 to 5 years.

Update Cycle: Adopted annually by the Legislature, effective July 1st each year with the start of the new fiscal year.

*SIS Capacity Projects included in the Adopted Five-Year Work Program

Second Five Year Plan

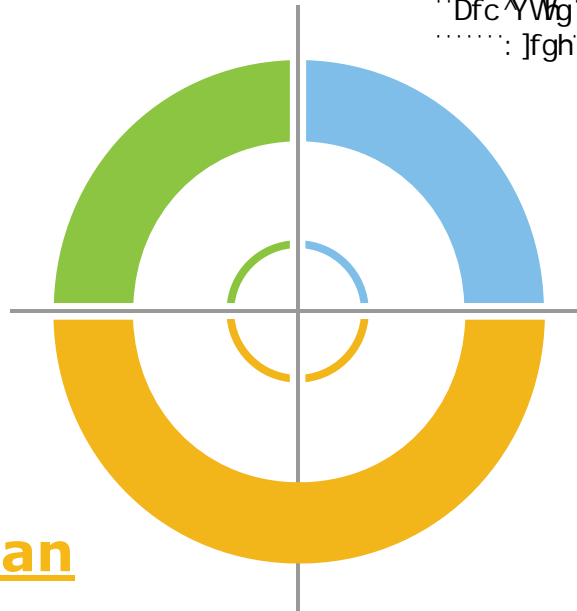
The Second Five Year Plan illustrates projects that are planned to be funded in the five years (Years 6 through 10) beyond the Adopted Work Program. This plan could move forward into the Second Five as funds become available.

Update Cycle: Typically updated annually, usually in late summer following the First Five Plan update.

Cost Feasible Plan

The Cost Feasible Plan illustrates projects on the SIS that are considered financially feasible during the last fifteen years (years 11 to 25) of the State's Long Range Plan, based on current revenue forecasts. Projects in this plan could move forward into the Second Five as funds become available or backwards into the Needs Plan if revenues fall short of projections.

Update Cycle: Typically updated every 2 to 3 years as new revenue forecasts become available.





District 1 SIS Interstate Plan

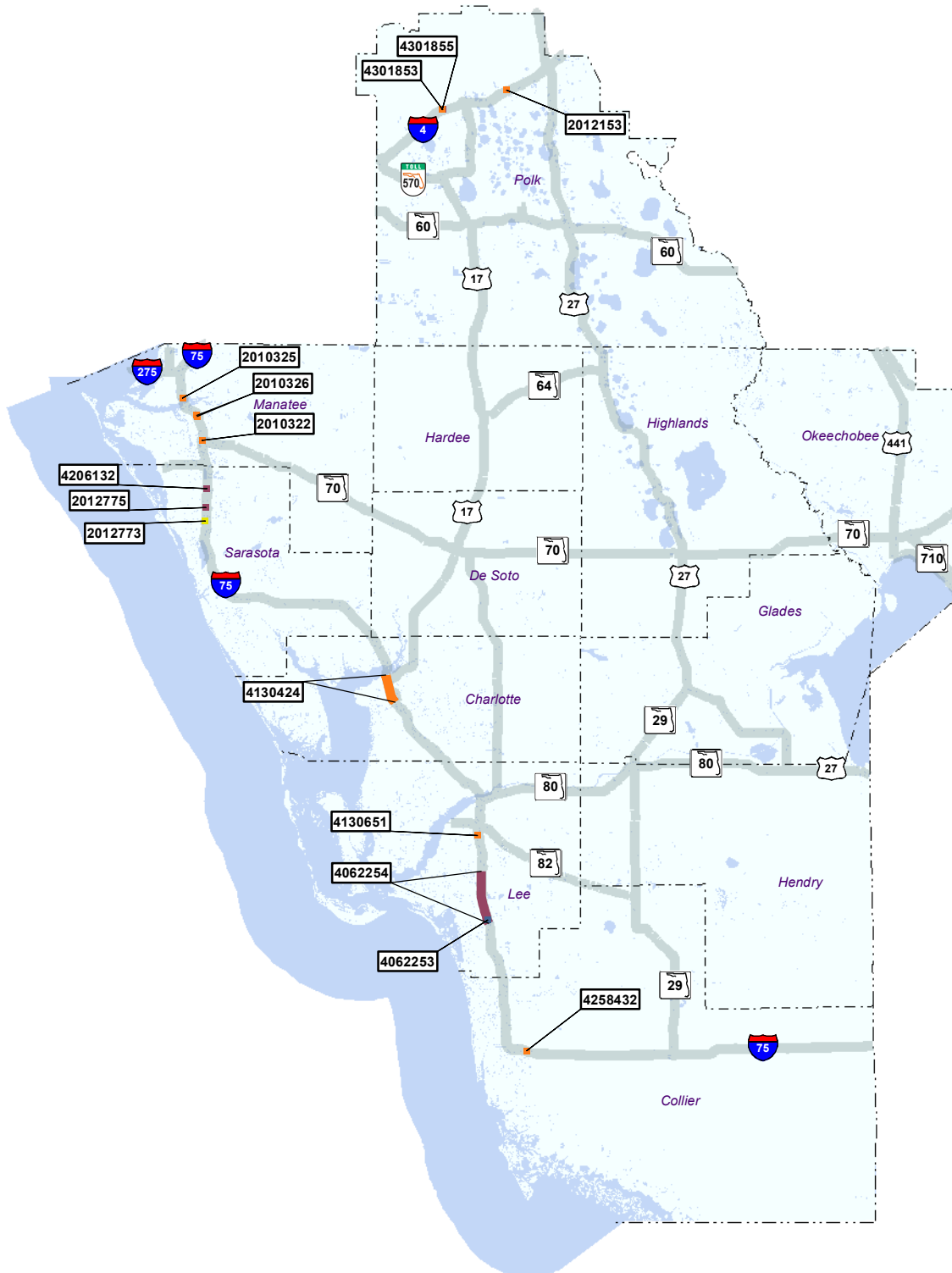


MAP ID	FACILITY	DESCRIPTION	2018	2019	2020	2021	2022	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4301855	Fgt I-4 @ SR 33 Interchange Modification	Modify Interchange	\$577	\$0	\$1,205	\$0	\$0	\$549	\$1,233	\$0		●		●	●
4301853	I-4 @ SR 33 Interchange Modification	Modify Interchange	\$3,310	\$1,400	\$0	\$50	\$0	\$3,030	\$1,730	\$0		●	●	●	
2012153	I-4 at SR 557	Modify Interchange	\$8,551	\$0	\$80,142	\$0	\$0	\$88,692	\$1	\$0		●	●		●
2010325	I-75 (SR 93) at US 301 Interchange	Modify Interchange	\$13,665	\$1,821	\$189,835	\$0	\$0	\$204,353	\$968	\$0		●		●	●
2012775	I-75 (SR93) at Bee Ridge Road	Modify Interchange	\$3,224	\$0	\$0	\$2,854	\$10,361	\$16,120	\$318	\$0		●	●	●	
4062253	I-75 @ Corkscrew Interchange	Modify Interchange	\$77	\$0	\$0	\$0	\$0	\$77	\$0	\$0		●			
4206132	I-75 at Fruitville Road/CR 780	Modify Interchange	\$25	\$704	\$1,786	\$0	\$0	\$0	\$2,515	\$0		●		●	
2010326	I-75 at SR 64	Modify Interchange	\$798	\$2,250	\$0	\$0	\$0	\$154	\$2,894	\$0		●			●
2010322	I-75 at SR 70 Interchange	Modify Interchange	\$109,605	\$0	\$0	\$0	\$0	\$13,902	\$95,703	\$0		●	●		●
2012773	I-75 at SR 72	Modify Interchange	\$13	\$0	\$0	\$600	\$0	\$0	\$613	\$0		●	●		
4130651	I-75 at SR 884 (colonial Blvd) Interchange	Modify Interchange	\$1,774	\$0	\$40,512	\$0	\$0	\$41,975	\$312	\$0		●	●	●	●
4258432	I-75 at SR 951	Modify Interchange	\$1,824	\$1,717	\$50	\$89,371	\$0	\$91,293	\$1,669	\$0	●		●	●	●
4062254	I-75 from S of Corkscrew Road to S of Daniels Parkway	Add 2 to Build 6 Lanes	\$1,193	\$0	\$0	\$0	\$0	\$1,185	\$8	\$0				●	
4130424	I-75 from S of N Jones Loop to N of US 17	Add 2 to Build 6 Lanes	\$45,110	\$0	\$2,250	\$0	\$0	\$47,357	\$3	\$0		●	●		●
ANNUAL TOTALS			\$189,746	\$7,892	\$315,780	\$92,875	\$10,361	\$508,687	\$107,967	\$0					

All Values in Thousands of "As Programmed" Dollars

PD&E - Project Development & Environmental;
PE - Preliminary Engineering;
ENV - Environmental Mitigation;

ROW - Right-of-Way;
CON - Construction & Support (may Include Grants);
TOTAL LOCAL FUNDS include all funds that start with LF fund code;



DISTRICT 1

First Five Years

Interstate Plan



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

FY 2017/2018 through FY 2021/2022
(as of July 1, 2017)

LEGEND

Project Phase

- Project Development & Environment
- Environmental Mitigation
- Preliminary Engineering
- Right-Of-Way
- Construction

NOTES

Projects color coded by highest project phase.

Some projects may overlap on map.

Project costs are subject to change.



HIGHWAY





District 1 SIS Non-Interstate Plan



MAP ID	FACILITY	DESCRIPTION	2018	2019	2020	2021	2022	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4365631	North Jones Loop Rd from Burnt Store Road to Piper Road	Add 2 to Build 6 Lanes	\$0	\$0	\$1,257	\$0	\$0	\$0	\$1,257	\$0	●				
4389021	SR 15/700 (US 98/441) at Se 18th Terr Roundabout	Modify Intersection	\$511	\$0	\$1,862	\$0	\$0	\$0	\$2,373	\$0		●		●	●
4178785	SR 29 from Collier County Line to CR 832 (keri Rd)	Add 2 to Build 4 Lanes	\$13	\$0	\$0	\$0	\$0	\$0	\$13	\$0		●			
4178789	SR 29 from Whidden Rd (CR 731) to Bermont Rd (CR 74)	Add 2 to Build 4 Lanes	\$0	\$2,050	\$0	\$0	\$0	\$2,050	\$0	\$0		●			
4178786	SR 29 from Bermont Rd (CR 74) to US 27	Add 2 to Build 4 Lanes	\$0	\$5,275	\$0	\$0	\$0	\$5,275	\$0	\$0		●			
4178788	SR 29 from Cowboy Way (CR 80a) to Whidden Rd (CR 731)	Add 2 to Build 4 Lanes	\$18	\$20	\$0	\$120	\$3,188	\$3,328	\$18	\$0		●	●	●	
4178787	SR 29 from CR 832 (keri Rd) to F Rd	Add 2 to Build 4 Lanes	\$33	\$0	\$0	\$0	\$0	\$0	\$33	\$0		●			
4175405	SR 29 from CR 846 E to N. of New Market Road N.	Add 2 to Build 6 Lanes	\$0	\$6,310	\$0	\$0	\$0	\$0	\$6,310	\$0		●	●		
4178783	SR 29 from F Road to Cowboy Way	Add 2 to Build 4 Lanes	\$2,828	\$5,174	\$50	\$0	\$0	\$7,322	\$729	\$0		●	●	●	
4344901	SR 29 from I-75 to Oil Well Rd	Project Dev. & Env.	\$47	\$0	\$0	\$0	\$0	\$0	\$47	\$0	●				
4175406	SR 29 from N. of New Market Rd N. Road to SR 82	Add 2 to Build 4 Lanes	\$0	\$4,830	\$0	\$0	\$0	\$0	\$4,830	\$0		●	●		
4175404	SR 29 from S. of Agriculture Way to CR 846 E	Add 2 to Build 4 Lanes	\$0	\$4,075	\$0	\$0	\$0	\$0	\$4,075	\$0		●			
4178782	SR 29 from SR 82 to CR 80-a	Project Dev. & Env.	\$10	\$0	\$0	\$0	\$0	\$0	\$10	\$0	●				
4178784	SR 29 from SR 82 to Hendry County Line	Add 2 to Build 4 Lanes	\$45	\$0	\$400	\$723	\$0	\$1,123	\$45	\$0		●	●	●	
4175403	SR 29 from Sunniland Nursery Road to S. of Agriculture Way	Add 2 to Build 4 Lanes	\$0	\$3,625	\$0	\$0	\$0	\$0	\$3,625	\$0		●	●		
4345091	SR 60 at Bailey Rd	Modify Intersection	\$19	\$0	\$0	\$0	\$0	\$0	\$19	\$0		●			●
4338562	SR 60 from CR 630 to Grape Hammock Rd	Add 2 to Build 6 Lanes	\$0	\$0	\$0	\$7,350	\$0	\$7,350	\$0	\$0		●			
4338563	SR 60 from Grape Hammock Road to Osceola County Line	Add 2 to Build 4 Lanes	\$0	\$0	\$0	\$350	\$0	\$350	\$0	\$0		●			
4332011	SR 64 at North Olivia Drive	Add Turn Lane	\$375	\$0	\$0	\$0	\$0	\$0	\$375	\$0		●			●
4349861	SR 64 at US 27	Modify Intersection	\$14,157	\$0	\$0	\$0	\$0	\$14,143	\$14	\$0		●			●
4145062	SR 70 from Lorraine Rd to CR 675/waterbury Road	Project Dev. & Env.	\$241	\$1,771	\$2,053	\$0	\$0	\$0	\$4,066	\$0	●	●		●	
4193445	SR 710 from Sherman Wood Ranches to CR 714 (martin C/I)	Add 2 to Build 4 Lanes	\$0	\$0	\$0	\$0	\$6,500	\$6,500	\$0	\$0		●			
4193443	SR 710 from US 441 to L-63 Canal	New Road	\$90	\$2,064	\$4,941	\$3,270	\$0	\$0	\$10,365	\$0		●	●	●	
4331751	SR 82 (immokalee Rd) at CR 850 (corkscrew Rd)	Add Turn Lane	\$100	\$0	\$0	\$0	\$0	\$0	\$100	\$0					●
4258413	SR 82 from Alabama Road S to Homestead Road S	Add 2 to Build 4 Lanes	\$44,483	\$0	\$0	\$2,050	\$0	\$17,058	\$29,175	\$300			●	●	●
4258411	SR 82 from CR 884 (lee Blvd) to Shawnee Road	Add 4 to Build 6 Lanes	\$1,346	\$0	\$0	\$2,500	\$0	\$3,347	\$257	\$242		●		●	●
4308491	SR 82 from Gator Slough Lane to SR 29	Add 2 to Build 4 Lanes	\$1,328	\$35,685	\$0	\$0	\$0	\$34,981	\$1,531	\$500		●	●	●	●
4308481	SR 82 from Hendry County Line to Gator Slough Lane	Add 2 to Build 4 Lanes	\$5	\$2,882	\$314	\$0	\$0	\$0	\$3,200	\$0		●	●	●	
4258414	SR 82 from Homestead Road S to Hendry C/I	Add 2 to Build 4 Lanes	\$24,796	\$0	\$0	\$950	\$0	\$0	\$25,446	\$300		●	●	●	●
4258412	SR 82 from Shawnee Road to Alabama Road S	Add 4 to Build 6 Lanes	\$54	\$0	\$0	\$0	\$30,294	\$29,213	\$836	\$300		●		●	●
4192432	SR25 (US 27) from Highlands County Line to CR 630a	Add 2 to Build 6 Lanes	\$42	\$0	\$0	\$350	\$4,047	\$4,397	\$42	\$0		●	●	●	
4350631	US 27 at East Phoenix St	Add Turn Lane	\$6	\$130	\$0	\$0	\$0	\$0	\$135	\$0		●			●
4192434	US 27 at SR 60	Modify Interchange	\$1,330	\$3,006	\$57,602	\$0	\$0	\$7,335	\$54,603	\$0		●	●	●	●
4192433	US 27 from CR 630a to Presidents Drive	Add 2 to Build 6 Lanes	\$48	\$0	\$0	\$2,534	\$70	\$2,534	\$117	\$0		●	●	●	
4192431	US 27 from Highlands C/I to N of SR 60	Project Dev. & Env.	\$18	\$0	\$0	\$0	\$0	\$0	\$18	\$0	●				
4332051	US 441 at Ne 102nd Street	Add Turn Lane	\$2	\$355	\$0	\$0	\$0	\$0	\$357	\$0		●			●
ANNUAL TOTALS			\$91,945	\$77,252	\$68,479	\$20,197	\$44,099	\$146,306	\$154,021	\$1,642					

All Values in Thousands of "As Programmed" Dollars

PD&E - Project Development & Environmental;
PE - Preliminary Engineering;
ENV - Environmental Mitigation;

ROW - Right-of-Way;
CON - Construction & Support (may Include Grants);
TOTAL LOCAL FUNDS include all funds that start with LF fund code;

DISTRICT 1

First Five Years
Non-Interstate Plan



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

FY 2017/2018 through FY 2021/2022
(as of July 1, 2017)

LEGEND

Project Phase

- Project Development & Environment
- Environmental Mitigation
- Preliminary Engineering
- Right-Of-Way
- Construction

NOTES

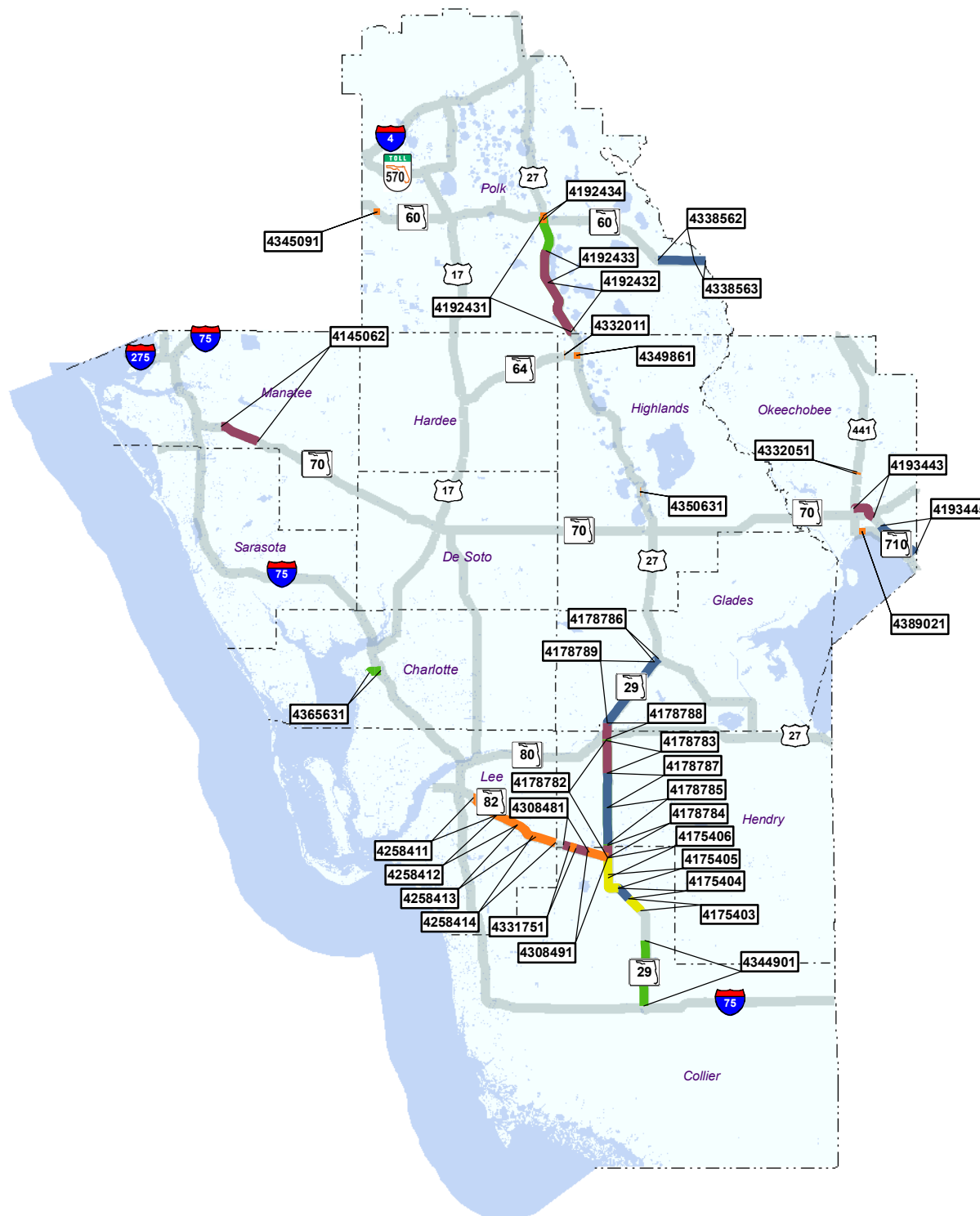
Projects color coded by highest project phase.

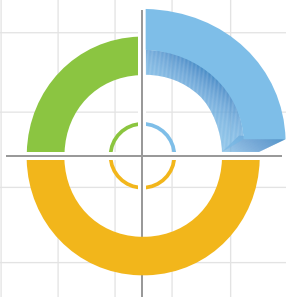
Some projects may overlap on map.

Project costs are subject to change.



HIGHWAY





SECOND FIVE YEAR PLAN



Multi-Modal

FY 2022/2023 through FY 2026/2027

Capacity Projects on the Strategic Intermodal System
State of Florida Department of Transportation

2022/2023

FY 2026/2027

The FDOT Systems Planning Office produces a document set known as the SIS Funding Strategy, which includes three inter-related sequential documents that identify potential Strategic Intermodal System (SIS) Capacity Improvement projects in various stages of development. All of the projects identified within the SIS Funding Strategy are considered financially feasible for implementation within the next 25 year period. The Florida Legislature established the SIS in 2003 to enhance Florida's economic prosperity and competitiveness. The system encompasses transportation facilities of statewide and interregional significance, and is focused on the efficient movement of passengers and freight. The combined document set, as illustrated below, illustrates projects that are funded (Year 1), programmed for proposed funding (Years 2 through 5), planned to be funded (Years 6 through 10), and considered financially feasible based on projected State revenues (Years 11 through 25).

First Five Year Plan*

The First Five Year Plan illustrates projects on the SIS that are funded by the Legislature in the Work Program (Year 1) and projects that are programmed for proposed funding in the next 2 to 5 years.

Update Cycle: Adopted annually by the FDOT Secretary, effective July 1st each year with the start of the new fiscal year.

*SIS Capacity Projects included in the Adopted Five-Year Work Program

Second Five Year Plan

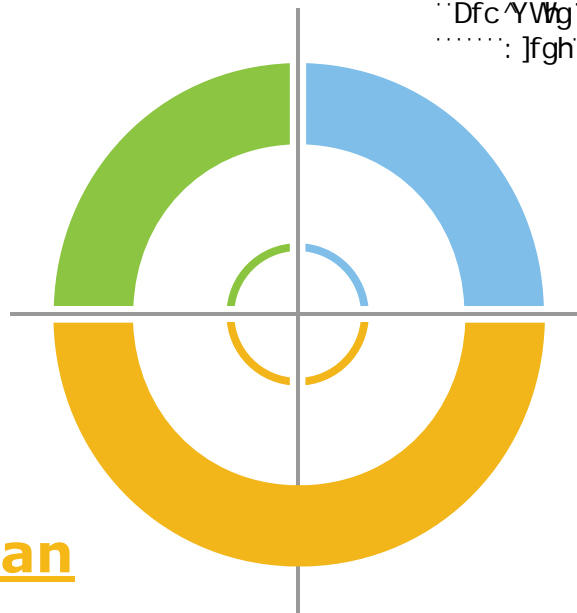
The Second Five Year Plan illustrates projects that are planned to be funded in the five years (Years 6 through 10) beyond the Adopted Work Program. This plan could move forward into the Second Five as funds become available.

Update Cycle: Typically updated annually, usually in late summer following the First Five Plan update.

Cost Feasible Plan

The Cost Feasible Plan illustrates projects on the SIS that are considered financially feasible during the last fifteen years (years 11 to 25) of the SIS Funding Strategy, based on current revenue forecasts. Projects in this plan could move forward into the Second Five as funds become available or backwards into the Unfunded Needs Plan if revenues fall short of projections.

Update Cycle: Typically updated every 2 to 3 years as new revenue forecasts become available.





District 1 SIS Plan



MAP ID	FACILITY	DESCRIPTION	2023	2024	2025	2026	2027	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
2012144	I-4 SR 570 (POLK PKWY) TO US 27	Project Dev. & Env.	\$0	\$4,020	\$0	\$0	\$0	\$4,020	\$0	\$0	●				
2012775	I-75 (SR93) AT BEE RIDGE ROAD	Modify Interchange	\$5,020	\$0	\$0	\$146,845	\$0	\$151,865	\$0	\$0				●	●
4206132	I-75 AT FRUITVILLE ROAD/CR 780	Modify Interchange	\$0	\$103,893	\$0	\$0	\$0	\$103,893	\$0	\$0					●
2012773	I-75 AT SR 72	Modify Interchange	\$73,031	\$0	\$0	\$0	\$0	\$72,223	\$808	\$0					●
4178785	SR 29 FROM COLLIER COUNTY LINE TO CR 832 (KERI RD)	Add 2 to Build 4 Lanes	\$0	\$0	\$3,811	\$4,798	\$0	\$8,609	\$0	\$0				●	
4178788	SR 29 FROM COWBOY WAY (CR 80A) TO WHIDDEN RD (CR 731)	Add 2 to Build 4 Lanes	\$3,632	\$0	\$0	\$0	\$0	\$3,632	\$0	\$0				●	
4178787	SR 29 FROM CR 832 (KERI RD) TO F RD	Add 2 to Build 4 Lanes	\$4,435	\$91	\$0	\$0	\$0	\$4,435	\$91	\$0			●	●	
4175406	SR 29 FROM N. OF NEW MARKET RD N. ROAD TO SR 82	Add 2 to Build 4 Lanes	\$380	\$0	\$0	\$0	\$0	\$0	\$380	\$0			●		
4175404	SR 29 FROM S. OF AGRICULTURE WAY TO CR 846 E	Add 2 to Build 4 Lanes	\$370	\$0	\$0	\$0	\$0	\$0	\$370	\$0			●		
4178784	SR 29 FROM SR 82 TO HENDRY COUNTY LINE	Add 2 to Build 4 Lanes	\$9,587	\$0	\$0	\$0	\$0	\$9,587	\$0	\$0			●		●
4175403	SR 29 FROM SUNNILAND NURSERY ROAD TO S. OF AGRICULTURE WAY	Add 2 to Build 4 Lanes	\$500	\$0	\$0	\$0	\$0	\$0	\$500	\$0			●		
4193444	SR 710 FROM E OF L-63 CANAL TO SHERMAN WOOD RANCHES	Add 2 to Build 4 Lanes	\$3,250	\$250	\$8,761	\$0	\$0	\$12,011	\$250	\$0		●		●	
4193443	SR 710 FROM US 441 TO L-63 CANAL	New Road	\$0	\$0	\$0	\$75,080	\$0	\$75,080	\$0	\$0					●
4308481	SR 82 FROM HENDRY COUNTY LINE TO GATOR SLOUGH LANE	Add 2 to Build 4 Lanes	\$77,612	\$0	\$0	\$0	\$0	\$72,888	\$4,224	\$500					●
4192432	SR25 (US 27) FROM HIGHLANDS COUNTY LINE TO CR 630A	Add 2 to Build 6 Lanes	\$0	\$400	\$0	\$120,407	\$0	\$120,807	\$0	\$0					●
4192433	US 27 FROM CR 630A TO PRESIDENTS DRIVE	Add 2 to Build 6 Lanes	\$0	\$0	\$0	\$80,778	\$0	\$80,778	\$0	\$0					●
ANNUAL TOTALS			\$177,817	\$108,654	\$12,572	\$427,908	\$0	\$719,828	\$6,623	\$500					

All Values in Thousands of "As Programmed" Dollars

PD&E - Project Development & Environmental;
PE - Preliminary Engineering;
ENV - Environmental Mitigation;

ROW - Right-of-Way;
CON - Construction & Support (may Include Grants);
TOTAL LOCAL FUNDS include all funds that start with LF fund code;

DISTRICT 1

Second Five Years



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Approved Plan

FY 2022/2023 through FY 2026/2027
(as of July 1, 2017)

LEGEND

Project Phase

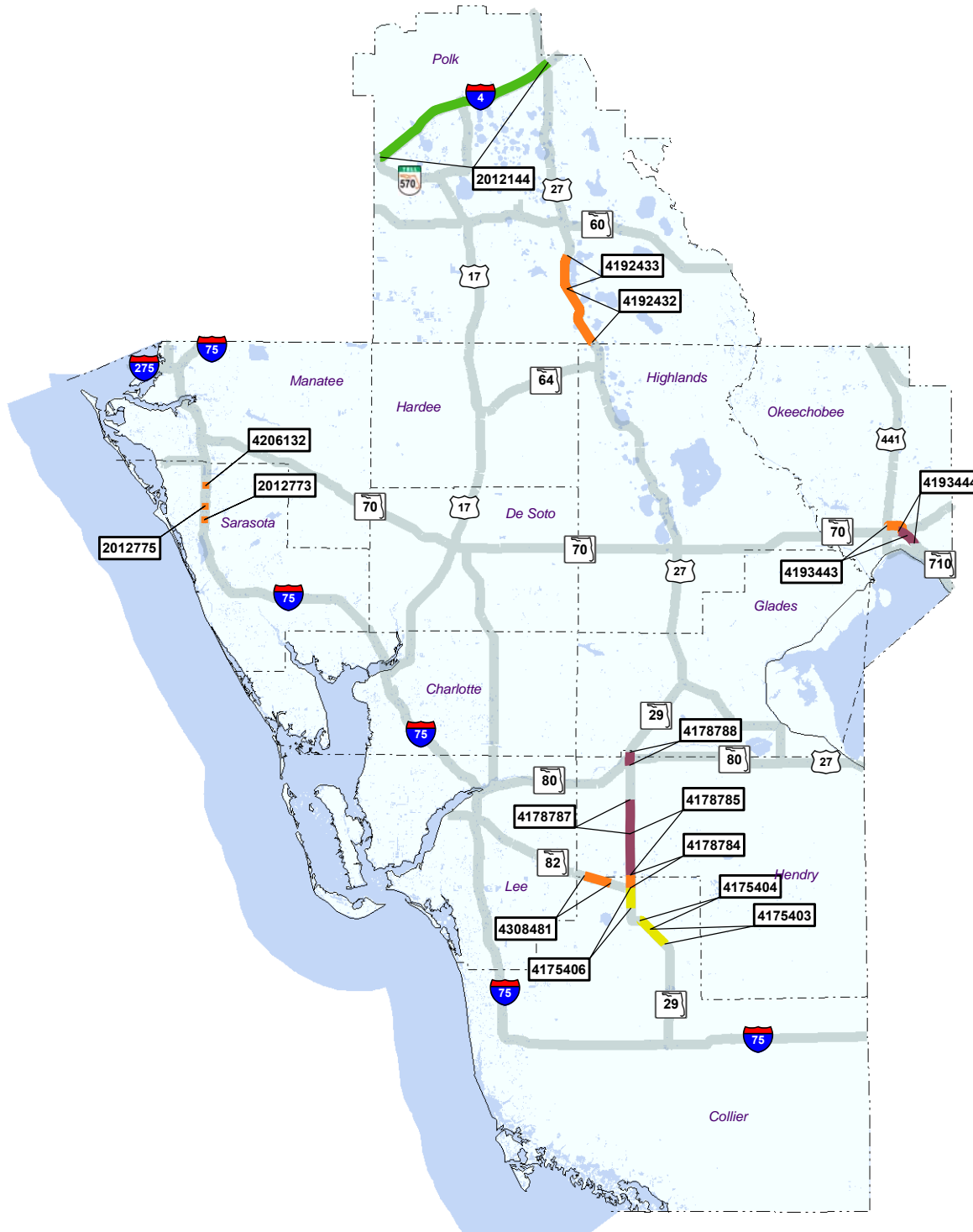
- Project Development & Environment
- Environmental Mitigation
- Preliminary Engineering
- Right-Of-Way
- Construction

NOTES

Projects color coded by highest project phase.
Some projects may overlap on map.
Project costs are subject to change.



HIGHWAY



LONG RANGE COST FEASIBLE PLAN 2024-2040





ID	FACILITY	FROM	TO	Design			District Managed Funds			State Managed Funds			State Managed P3 Funds			Other Funds	IMPRV TYPE	Project Phasing			
				PDE	PE	TOTAL	ROW	CON	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	TOTAL		PDE	PE	ROW	CON
909	I-75	at Fruitville Rd						81,088	81,088	35,693		35,693					M-INCH				
1248	SR 82	Homestead Rd S	Hendry C/L					29,484	29,484								A4-6				
1256	SR 29	Collier C/L	CR 832 (Keri Rd)							11,716		11,716					A2-4				
1257	SR 29	CR 832 (Keri Rd)	Spencer							3,790		3,790					A2-4				
1258	SR 29	Spencer	N of Cowboy Way					38,110	38,110								A2-4				
1259	SR 710	US 441	L-63 Canal					41,825	41,825								NR				
1287	I-75	at Bee Ridge Rd									72,980	72,980					M-INCH				
1288	I-75	at SR 72 (Clark Rd)						98,853	98,853								M-INCH				
1385	SR 29	Bermont Rd (CR 74)	US 27							1,900		1,900					A2-4				
1392	US 27	CR 630A	Presidents Dr					49,968	49,968								A2-6				
1383	SR 29	CR 80-A (Cowboy Way)	Whidden Rd (CR 731)					170,567	170,567								A2-4				
1387	I-75	at SR 951									76,348	76,348					M-INCH				
1391	US 27	Highlands C/L	CR 630A					85,475	85,475								A2-6				
1689	I-4	North Socrum Loop Road	SR 570 (Polk Pkwy)		3,866	3,866					1,262,201	1,262,201					A4-SUL				
969	US 17	Copley Drive	N of CR 74 (Bermont Rd)	1,077	1,031	2,108											A2-6				
1379	SR 29	I-75	Oil Well Rd		6,186	6,186	3,630		3,630								A2-4				
1386	SR 70	Jefferson Ave	CR 29		4,124	4,124											A2-4				
1403	I-4	SR 570 (Polk Pkwy)	US 27 (SR 25)		1,675	1,675		645,421	645,421								A4-SUL				
1589	SR 70	Lorraine Rd	Singletary Rd (Myakka City)		8,764	8,764											A2-4				
1590	SR 70	Singletary Rd (Myakka City)	American Legion Dr (Arcadia)	3,093	10,826	13,919											A2-4				
1591	SR 70	American Legion Dr (Arcadia)	Jefferson Ave	5,155	18,455	23,610											A2-4				
1592	SR 70	CR 29	US 98 (Eagle Bay Dr)	5,155	18,558	23,713											A2-4				
1593	SR 60	CR 630	Kissimmee River Bridge		4,640	4,640											A2-4				
1688	I-4	SR570 (Polk Pkwy)	North Socrum Loop Road		2,578	2,578					973,070	973,070					A4-SUL				
Funded CFP Totals						95,183			1,244,421			2,437,698									

LEGEND

FY 2025/2026 - 2029/2030	Mega Projects Phased Over Time
FY 2030/2031 - 2034/2035	Programmed, Planned, or Completed
FY 2035/2036 - 2039/2040	Unfunded Needs Plan

INFLATION FACTORS

FY 2027/2028 - 1.430
FY 2032/2033 - 1.683
FY 2037/2038 - 1.979

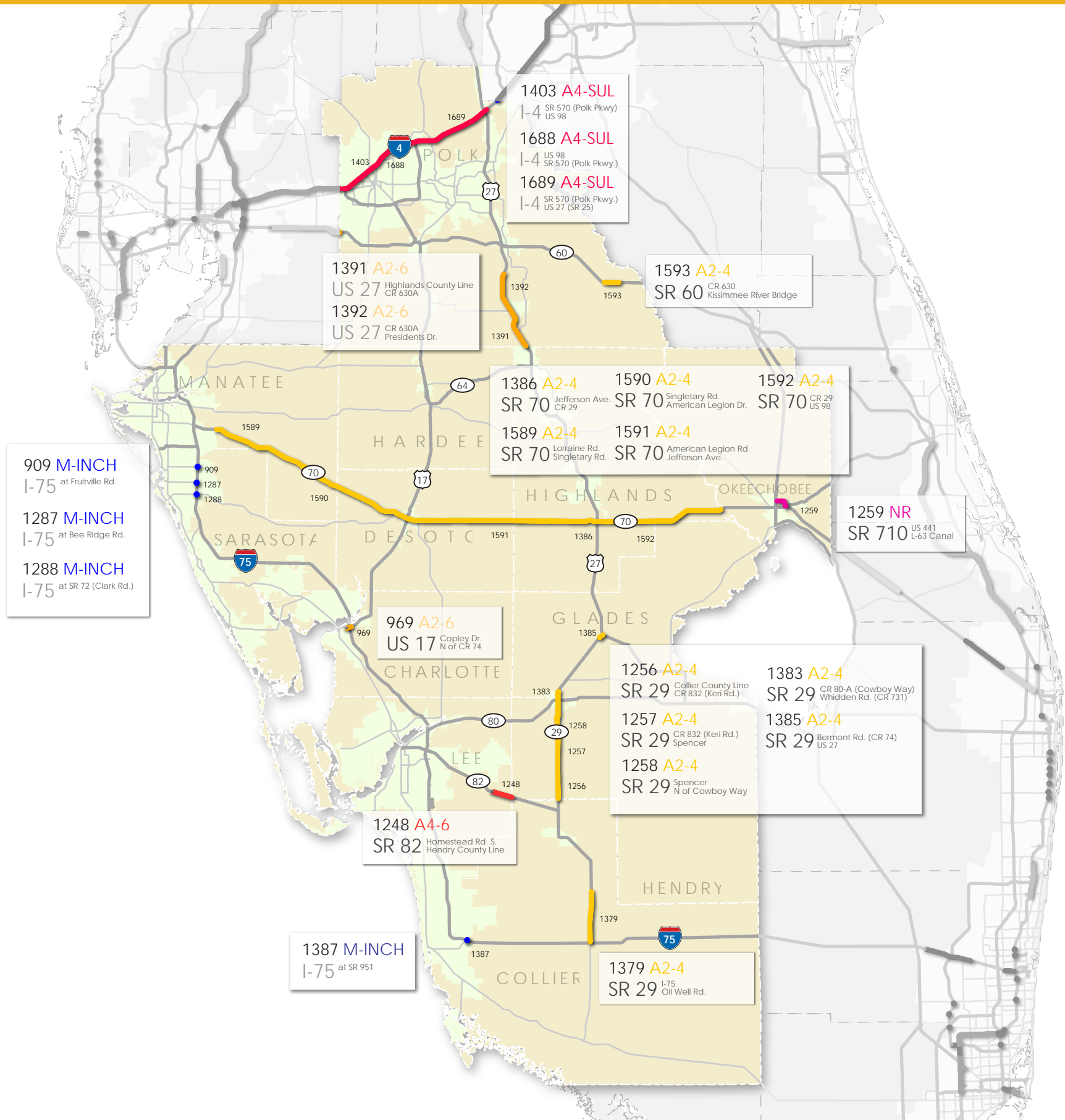
NOTES

- (1) Values in thousands of dollars in the year of expenditure, inflated to the middle year in each band.
(2) All phase costs shown as supplied by each District.
(3) CON includes both Construction (CON52) and Construction Support (CEI).
(4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
(5) Project costs are subject to change.
(6) Revenue forecast provides separate values for PDE and PE than for ROW and CON. Therefore these phases have been separated in this table.
(7) Other Funds- assumed to be toll revenue or partner funded.
(8) Project Phasing- "COMP"- project underway or complete.

IMPROVEMENT TYPES

A2-4: Add 2 Lanes to Build 4
A2-6: Add 2 Lanes to Build 6
A2-8: Add 2 Lanes to Build 8
A4-6: Add 4 Lanes to Build 6
A2-SUL: Add 2 Special Use Lanes
A4-SUL: Add 4 Special Use Lanes
BRIDGE: Bridge

M-INCH: Modify Interchange
N-INCH: New Interchange
MGLANE: Managed Lanes
MCON: Modify Connector
NR: New Road
UP: Ultimate Improvement



IMPROVEMENT TYPE

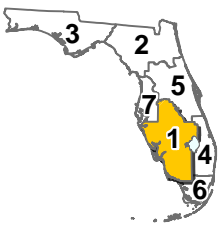
- A2-4 - Add 2 Lanes to Build 4
- A2-6 - Add 2 Lanes to Build 6
- A4-6 - Add 4 Lanes to Build 6
- A4-SUL - Add 4 Special Use Lanes
- NR - New Road
- M-INCH - Modify Interchange

OTHER FEATURES

- SIS Highways
- Other State Highways
- Urban Areas

PROJECT LABELS

Project ID	934 A2-4	Improvement Type
Facility	SR 40 SR 326 (Silver Springs) CR 314	Limits



APPENDIX B

COLLIER COUNTY AND LEE COUNTY REGIONAL NETWORK MAPS

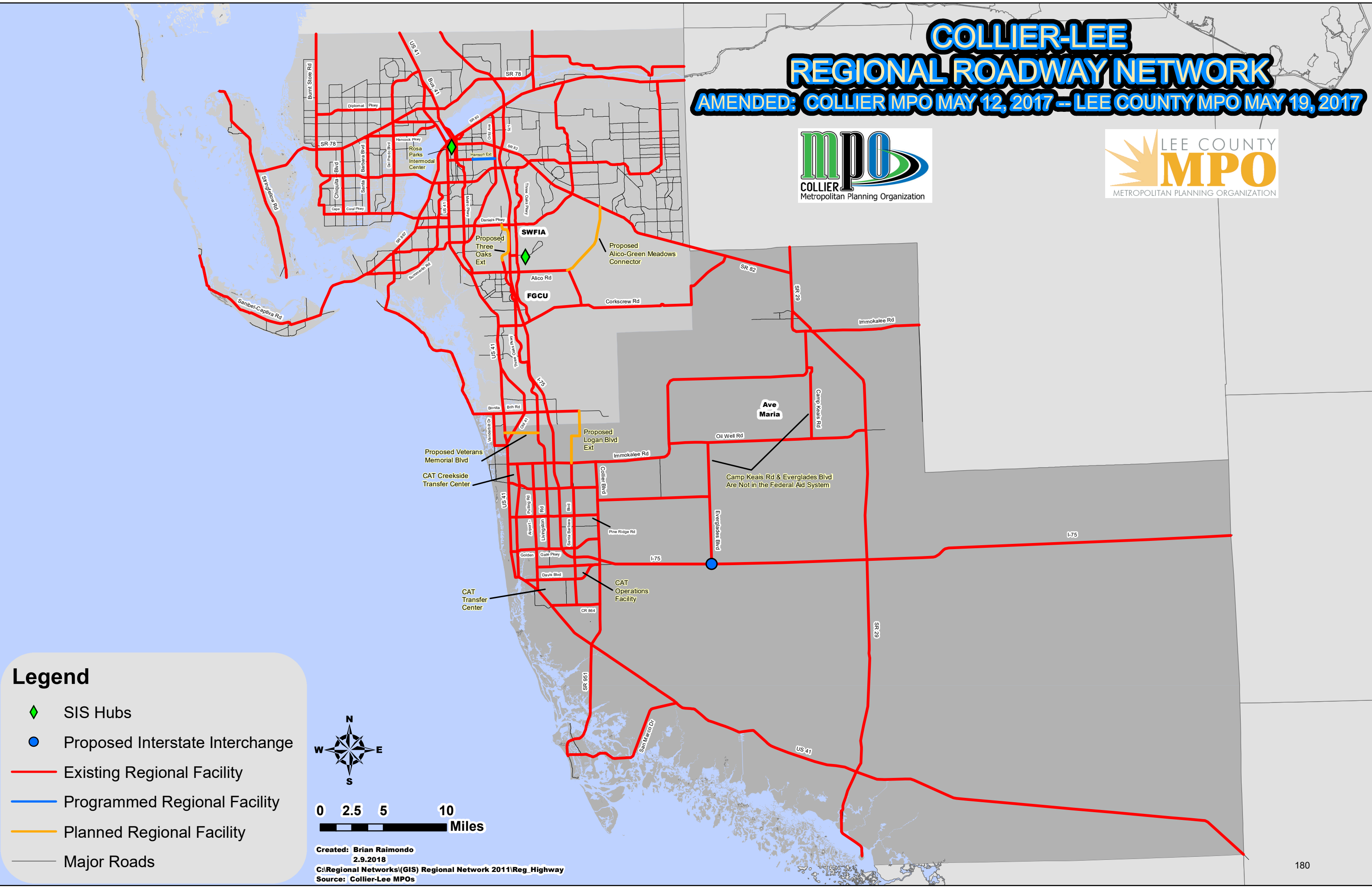
Includes

Collier-Lee Bi-County Regional Roadway Network

Collier-Lee Bi-County Regional Non-Motorized Transportation Network

COLLIER-LEE REGIONAL ROADWAY NETWORK

AMENDED: COLLIER MPO MAY 12, 2017 -- LEE COUNTY MPO MAY 19, 2017

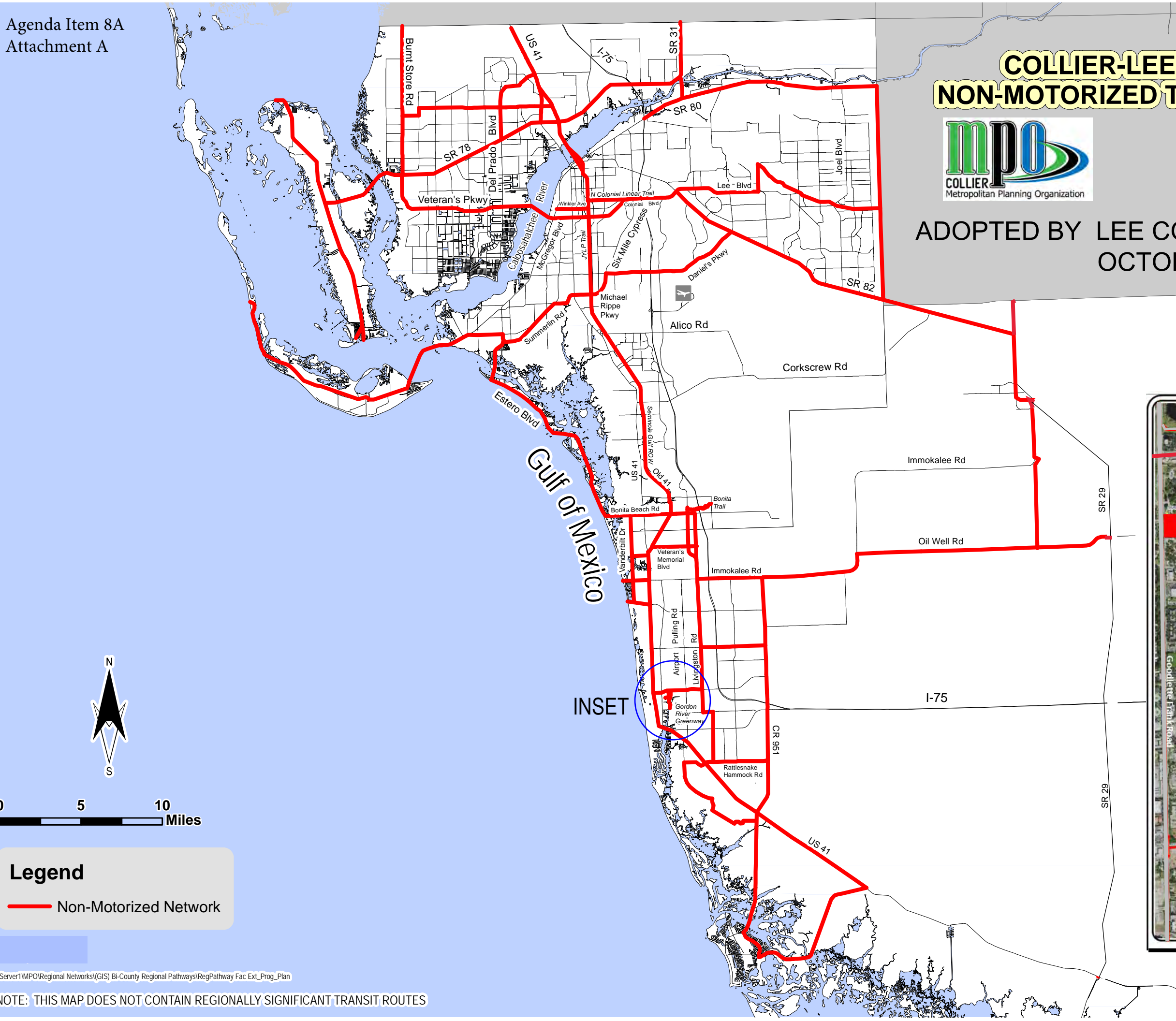
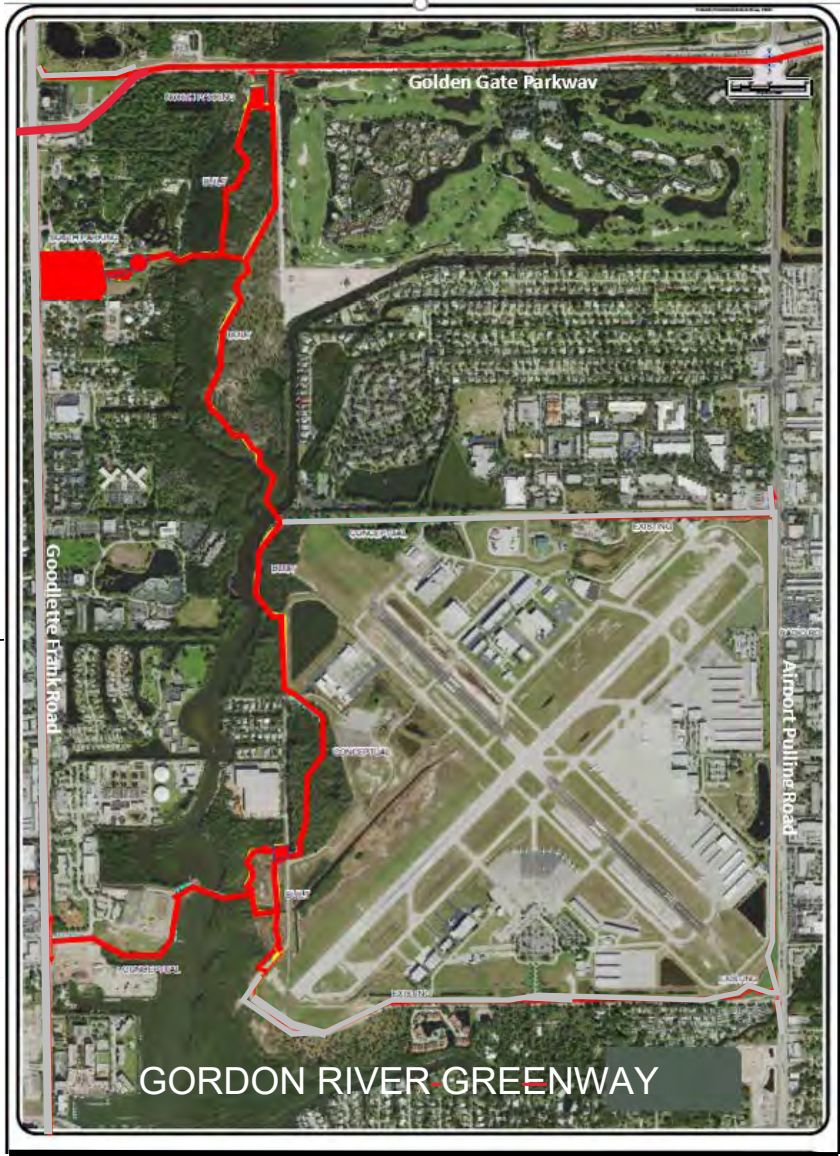


**COLLIER-LEE BI-COUNTY REGIONAL
NON-MOTORIZED TRANSPORTATION NETWORK**



ADOPTED BY LEE COUNTY & COLLIER MPO ON
OCTOBER 20, 2017

INSET



Legend

— Non-Motorized Network

APPENDIX C

AIRPORT CAPITAL IMPROVEMENT PROGRAMS

INCLUDES:
EVERGLADES AIRPARK
IMMOKALEE REGIONAL AIRPORT
MARCO ISLAND AIRPORT
NAPLES MUNICIPAL AIRPORT

The Naples and Collier County Airport Authorities develop annual aviation project priorities. These project priorities are listed in their Joint Airport Capital Improvement Programs. (JACIP) and capital improvement plans for each of the airports within the Collier MPO planning area. These programs and plans have been coordinated with the Florida Department of Transportation (FDOT) and the Federal Aviation Administration (FAA).

Note: The JACIPs for Everglades Airpark, Immokalee Regional Airport and Marco Island Airport will be updated in March 2018. As of February 16, 2018, they have not changed from 2017. Any changes to the JACIP will be included as an Administrative Modification.

WORK PROGRAM ONLINE - AIRPORT CAPITAL IMPROVEMENT PLAN SUMMARY

Airport: Everglades Airpark
Sponsor: Collier County Airport Authority

Local ID: X01
Sponsor ID: MKY

NPIAS No.: 12-0021
Site No.: 03182.*A

Project Description:		Priority		Sponsor Year	Federal	Sponsor Requested Funding Breakdown	
		FAA	Sponsor			State	Local
Design, Permit, and Bid Runway Reconstruction and Widening							
UPIN: PFL0008822	FDOT Item No.:	66	5	2017	\$150,000	\$0	\$10,000
Yearly Total	2017				\$150,000	\$0	\$10,000
Reconstruct and widen Runway 15/33							
UPIN: PFL0003358	FDOT Item No.:	45	6	2018	\$1,800,000	\$0	\$100,000
Environmental Assessment for reconstruction and widening of Runway 15/33							
UPIN: PFL0004526	FDOT Item No.:	62	3	2018	\$400,000	\$10,526	\$10,526
Design, Permit, and Bid Runway Reconstruction and Widening							
UPIN: PFL0008822	FDOT Item No.:	66	5	2018	\$0	\$40,000	\$0
Design, permit, bid and construct Seaplane Base							
UPIN: PFL0010946	FDOT Item No.:	57	1	2018	\$0	\$960,000	\$240,000
Yearly Total	2018				\$2,200,000	\$1,010,526	\$350,526
Reconstruct and widen Runway 15/33							
UPIN: PFL0003358	FDOT Item No.:	45	6	2019	\$0	\$100,000	\$0
Airport Master Plan Update							
UPIN: PFL0010198	FDOT Item No.:	62	2	2019	\$180,000	\$10,000	\$10,000
Yearly Total	2019				\$180,000	\$110,000	\$10,000
Install VASI System							
UPIN: PFL0008819	FDOT Item No.:	45	7	2020	\$85,500	\$2,250	\$2,250
Yearly Total	2020				\$85,500	\$2,250	\$2,250
Land Acquisition							
UPIN: PFL0008818	FDOT Item No.:	37	8	2021	\$1,125,000	\$56,250	\$56,250

Design, Permit, Bid and Construct Apron

UPIN:	PFL0008820	FDOT Item No.:	38	9	2021	\$150,000	\$192,500	\$57,500	\$400,000
Yearly Total	2021					\$1,275,000	\$248,750	\$113,750	\$1,637,500

Design, Permit, Construct T-Hangar

UPIN:	PFL0008311	FDOT Item No.:	0	10	2022	\$0	\$400,000	\$100,000	\$500,000
Yearly Total	2022					\$0	\$400,000	\$100,000	\$500,000

Design, Permit, Bid & Construct General Aviation Terminal Building

UPIN:	PFL0008821	FDOT Item No.:	35	11	2023	\$0	\$400,000	\$400,000	\$800,000
Yearly Total	2023					\$0	\$400,000	\$400,000	\$800,000

WORK PROGRAM ONLINE - AIRPORT CAPITAL IMPROVEMENT PLAN SUMMARY

Airport: Immokalee Regional Airport
Sponsor: Collier County Airport Authority

Local ID: IMM
Sponsor ID: MKY

NPIAS No.: 12-0031
Site No.: 03245.*A

Project Description:	Priority		Sponsor Year	Sponsor Requested Funding Breakdown			
	FAA	Sponsor		Federal	State	Local	
Construct Rehabilitation of Taxiway B							
UPIN: PFL0011322 FDOT Item No.:	66	3	2017	\$693,000	\$38,500	\$38,500	\$770,000
Design Rehabilitation of Runway 18/36							
UPIN: PFL0011323 FDOT Item No.:	70	5	2017	\$0	\$0	\$60,000	\$60,000
Yearly Total 2017				\$693,000	\$38,500	\$98,500	\$830,000
Design, Permit, Construct Aircraft Storage Hangars							
UPIN: PFL0008323 FDOT Item No.:	0	9	2018	\$0	\$0	\$1,025,000	\$1,025,000
Rehabilitate Runway 18/36							
UPIN: PFL0009405 FDOT Item No.: 438977 1	70	6	2018	\$0	\$0	\$750,000	\$750,000
Design, Permit and Bid Extension of Taxiway C, and conversion of Taxiway A to Perimeter Road							
UPIN: PFL0009406 FDOT Item No.:	45	7	2018	\$207,000	\$11,500	\$11,500	\$230,000
Design Rehabilitation of Runway 18/36							
UPIN: PFL0011323 FDOT Item No.:	70	5	2018	\$0	\$240,000	\$0	\$240,000
Purchase 1000 gallon AVGAS (100LL) Refueler							
UPIN: PFL0011426 FDOT Item No.:	40	4	2018	\$0	\$92,800	\$23,200	\$116,000
Yearly Total 2018				\$207,000	\$344,300	\$1,809,700	\$2,361,000
Construct Extension of Taxiway C and Removal/Conversion of Taxiway A							
UPIN: PFL0003510 FDOT Item No.:	45	8	2019	\$2,013,300	\$111,850	\$111,850	\$2,237,000
Construct T-Hangars							
UPIN: PFL0004214 FDOT Item No.:	0	12	2019	\$0	\$375,000	\$375,000	\$750,000
EIS for Runway Extension							
UPIN: PFL0005823 FDOT Item No.:	66	14	2019	\$95,000	\$2,500	\$2,500	\$100,000
Design Airpark Boulevard Extension							
UPIN: PFL0008317 FDOT Item No.:	46	13	2019	\$0	\$80,000	\$20,000	185 \$100,000

Design Airport Maintenance and Operations Building											
UPIN:	PFL0008318	FDOT Item No.:		32	9	2019	\$47,500	\$1,250	\$1,250	\$50,000	
Design, Permit, Construct Aircraft Storage Hangars											
UPIN:	PFL0008323	FDOT Item No.:		0	9	2019	\$0	\$1,025,000	\$0	\$1,025,000	
Terminal Building and Airside Security Updates and Additions											
UPIN:	PFL0009404	FDOT Item No.:	433632	1	41	10	2019	\$0	\$200,000	\$50,000	\$250,000
Rehabilitate Runway 18/36											
UPIN:	PFL0009405	FDOT Item No.:	438977	1	70	6	2019	\$0	\$3,000,000	\$0	\$3,000,000
Enhanced Gate Access Control/Monitoring and Arifield Perimeter Fencing and Airport Fiber Connection											
UPIN:	PFL0009407	FDOT Item No.:	434815	1	41	11	2019	\$1,200,000	\$150,000	\$150,000	\$1,500,000
Yearly Total	2019							\$3,355,800	\$4,945,600	\$710,600	\$9,012,000
Land acquisition for runway extension (103 acres)											
UPIN:	PFL0003877	FDOT Item No.:		40	15	2020	\$1,425,000	\$37,500	\$37,500	\$1,500,000	
Construct Airport Maintenance and Operations Building											
UPIN:	PFL0008320	FDOT Item No.:		32	16	2020	\$0	\$1,200,000	\$300,000	\$1,500,000	
Construct Airpark Boulevard Extension											
UPIN:	PFL0008321	FDOT Item No.:		46	17	2020	\$0	\$3,600,000	\$900,000	\$4,500,000	
Yearly Total	2020							\$1,425,000	\$4,837,500	\$1,237,500	\$7,500,000
Conceptual ERP for Tower											
UPIN:	PFL0005824	FDOT Item No.:		66	21	2021	\$95,000	\$0	\$5,000	\$100,000	
Design and permit construction of extension of runway 09/27 and Taxiway B											
UPIN:	PFL0008315	FDOT Item No.:		52	18	2021	\$394,250	\$10,375	\$10,375	\$415,000	
Yearly Total	2021							\$489,250	\$10,375	\$15,375	\$515,000
Construct Runway Extension 9/27/Extend Taxiway B											
UPIN:	PFL0005828	FDOT Item No.:		48	19	2022	\$8,550,000	\$225,000	\$225,000	\$9,000,000	
Design and permit air traffic control tower											
UPIN:	PFL0008316	FDOT Item No.:		0	22	2022	\$71,250	\$1,875	\$1,875	\$75,000	
Instrument Landing System - Runway 9/27											
UPIN:	PFL0008325	FDOT Item No.:		46	20	2022	\$1,425,000	\$37,500	\$37,500	\$1,500,000	

WORK PROGRAM ONLINE - AIRPORT CAPITAL IMPROVEMENT PLAN SUMMARY

Airport:	Marco Island Airport			Local ID:	MKY		NPIAS No.:	12-0142		
Sponsor:	Collier County Airport Authority			Sponsor ID:	MKY		Site No.:	03315.44*A		
Project Description:				Priority		Sponsor Year	Federal	Sponsor Requested Funding Breakdown		
				FAA	Sponsor			State	Local	
Construct New Terminal, Auto Parking, Airport Entrance and Aircraft Apron										
UPIN:	PFL0005820	FDOT Item No.:	437063 1	90	2	2017	\$4,000,000	\$0	\$1,500,000	\$5,500,000
Mitigation Maintenance and Monitoring										
UPIN:	PFL0009229	FDOT Item No.:		57	6	2017	\$0	\$42,400	\$10,600	\$53,000
Design New Terminal Facility, Aircraft Apron Auto Parking & Relocation of Airport Entrance										
UPIN:	PFL0010204	FDOT Item No.:	437063 1	90	1	2017	\$0	\$784,000	\$0	\$784,000
Yearly Total	2017						\$4,000,000	\$826,400	\$1,510,600	\$6,337,000
Construct New Terminal, Auto Parking, Airport Entrance and Aircraft Apron										
UPIN:	PFL0005820	FDOT Item No.:	437063 1	90	2	2018	\$0	\$5,800,000	\$0	\$5,800,000
Airport security system upgrades										
UPIN:	PFL0010615	FDOT Item No.:		40	4	2018	\$0	\$160,000	\$40,000	\$200,000
Design, Permit and Bid Apron Expansion										
UPIN:	PFL0011427	FDOT Item No.:		52	5	2018	\$95,000	\$5,000	\$0	\$100,000
Yearly Total	2018						\$95,000	\$5,965,000	\$40,000	\$6,100,000
Preliminary Planning and Design of Air Traffic Control Tower										
UPIN:	PFL0009401	FDOT Item No.:		0	8	2019	\$285,000	\$7,500	\$7,500	\$300,000
Design, permit, and Construct Aircraft T-Hangars										
UPIN:	PFL0010945	FDOT Item No.:		0	3	2019	\$0	\$960,000	\$240,000	\$1,200,000
Construct Apron Expansion										
UPIN:	PFL0011428	FDOT Item No.:		44	7	2019	\$1,080,000	\$60,000	\$60,000	\$1,200,000
Yearly Total	2019						\$1,365,000	\$1,027,500	\$307,500	\$2,700,000
Construct ATCT										
UPIN:	PFL0006538	FDOT Item No.:		31	9	2020	\$2,398,750	\$63,125	\$63,125	\$2,525,000

Yearly Total	2020				
			\$2,398,750	\$63,125	\$63,125
					\$2,525,000

AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

Airport: Naples Municipal Airport
Sponsor: City of Naples Airport Authority

Local ID: APF
Sponsor ID: APF

NPIAS No.: 12-0053
Site No.: 03379.*A

Project Description:			Sponsor Requested Funding Breakdown				
			Sponsor	Sponsor Year	Federal	State	Local
Off-Airport Obstruction Removal							
UPIN: PFL0009408	FDOT Item No.:		8	2018	\$0	\$37,500	\$37,500
East Quad Apron Expansion, Aviation Dr South and Utility Realignment Project							
UPIN: PFL0009409	FDOT Item No.:		6	2018	\$0	\$400,000	\$100,000
Aircraft Rescue and Fire Fighting Building							
UPIN: PFL0010182	FDOT Item No.: 440308 1		1	2018	\$0	\$2,000,000	\$500,000
Replace Bi-Fold Hangar Doors							
UPIN: PFL0010582	FDOT Item No.:		7	2018	\$0	\$0	\$285,000
GA Terminal Traffic and Parking Improvements and Entrance Road Rehabilitation							
UPIN: PFL0010588	FDOT Item No.:		5	2018	\$0	\$280,000	\$70,000
Berm Removal / Drainage Improvements							
UPIN: PFL0010589	FDOT Item No.:		10	2018	\$0	\$0	\$250,000
North Quadrant Landfill Reclamation							
UPIN: PFL0011418	FDOT Item No.:		12	2018	\$0	\$2,000,000	\$500,000
Commercial Terminal Apron Rehabilitation							
UPIN: PFL0011652	FDOT Item No.:		3	2018	\$0	\$1,200,000	\$300,000
South Quadrant T Hangars							
UPIN: PFL0011684	FDOT Item No.:		9	2018	\$0	\$2,000,000	\$500,000
Airport Security Upgrade							
UPIN: PFL0011715	FDOT Item No.: 441675 1		2	2018	\$0	\$800,000	\$200,000
Yearly Total	2018				\$0	\$8,717,500	\$2,742,500
Commercial Terminal Upgrades and Parking Lot Rehab - Phase I							
UPIN: PFL0008813	FDOT Item No.:		13	2019	\$1,000,000	\$1,000,000	\$4,200,000

Off-Airport Obstruction Removal									
UPIN:	PFL0009408	FDOT Item No.:	8	2019	\$0	\$37,500	\$37,500	\$75,000	
East Quad Apron Expansion,Aviation Dr South and Utility Realignment Project									
UPIN:	PFL0009409	FDOT Item No.:	6	2019	\$0	\$3,040,000	\$760,000	\$3,800,000	
Replace Bi-Fold Hangar Doors									
UPIN:	PFL0010582	FDOT Item No.:	7	2019	\$0	\$0	\$285,000	\$285,000	
GA Terminal Traffic and Parking Improvements and Entrance Road Rehabilitation									
UPIN:	PFL0010588	FDOT Item No.:	5	2019	\$0	\$1,120,000	\$280,000	\$1,400,000	
South GA Apron Rehabilitation									
UPIN:	PFL0011653	FDOT Item No.:	4	2019	\$0	\$1,200,000	\$300,000	\$1,500,000	
South Quadrant Hangar Development									
UPIN:	PFL0011685	FDOT Item No.:	9	2019	\$0	\$1,400,000	\$350,000	\$1,750,000	
Yearly Total	2019				\$1,000,000	\$7,797,500	\$6,212,500	\$15,010,000	
Commercial Terminal Expansion - Phase II									
UPIN:	PFL0008814	FDOT Item No.:	14	2020	\$2,000,000	\$500,000	\$4,000,000	\$6,500,000	
Off-Airport Obstruction Removal									
UPIN:	PFL0009408	FDOT Item No.:	8	2020	\$0	\$37,500	\$37,500	\$75,000	
Runway 5-23 Drainage Swale Improvements									
UPIN:	PFL0011686	FDOT Item No.:	441765 1	15	2020	\$2,700,000	\$150,000	\$150,000	\$3,000,000
Fence Replacement									
UPIN:	PFL0011811	FDOT Item No.:	21	2020	\$0	\$0	\$500,000	\$500,000	
Yearly Total	2020				\$4,700,000	\$687,500	\$4,687,500	\$10,075,000	
Off-Airport Obstruction Removal									
UPIN:	PFL0009408	FDOT Item No.:	8	2021	\$0	\$37,500	\$37,500	\$75,000	
West Quadrant Development Project									
UPIN:	PFL0011806	FDOT Item No.:	20	2021	\$0	\$0	\$6,000,000	\$6,000,000	
Fence Replacement									
UPIN:	PFL0011811	FDOT Item No.:	21	2021	\$0	\$0	\$500,000	\$500,000	
Yearly Total	2021				\$0	\$37,500	\$6,537,500	\$6,575,000	

Off-Airport Obstruction Removal

UPIN: PFL0009408	FDOT Item No.:	8	2022	\$0	\$37,500	\$37,500	\$75,000
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Fence Replacement

UPIN: PFL0011811	FDOT Item No.:	21	2022	\$0	\$0	\$500,000	\$500,000
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Yearly Total	2022			\$0	\$37,500	\$537,500	\$575,000
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APPENDIX D

ACRONYMS

Acronyms that are used in this Transportation Improvement Program

Acronym	Description	Acronym2	Description2
ADA	Americans with Disabilities Act	JARC	Job Access and Reverse Commute
AUIR	Annual Update and Inventory Report	LCB	Local Coordinating Board
BCC/BOCC	Board of County Commissioners	L RTP	Long Range Transportation Plan
BPAC	Bicycle and Pedestrian Advisory Committee	MAP-21	Moving Ahead for Progress in the 21st Century
BPMP	Bicycle & Pedestrian Master Plan	MPA	Metropolitan Planning Area
BRT	Bus Rapid Transit	MPO	Metropolitan Planning Organization
CAT	Collier Area Transit	NHS	National Highway System
CEI	Construction Engineering Inspection	OA	Other Arterial
CFR	Code of Federal Regulations	OPS	Operations
CAC	Citizens Advisory Committee	PD&E	Project Development and Environmental
CIGP	County Incentive Grant Program	PE	Preliminary Engineering
CMC	Congestion Management Committee	PTO	Public Transportation Organization
CMP	Congestion Management Process	RACEC	Rural Area of Critical Economic Concern
CMS	Congestion Management System	ROW	Right of Way
COA	Comprehensive Operational Analysis	RRU	Railroad/Utilities
CR	County Road	SA	Surface Transportation Program - Any Area
CST	Construction	SE, TE	Surface Transportation Program - Enhancement
CTC	Community Transportation Coordinator	SHS	State Highway System
CTD	Commissioner for the Transportation Disadvantaged	SIS	Strategic Intermodal System
CTST	Community Traffic Safety Team	SR	State Road
DSB	Design Build	SRTS, SR2S	Safe Routes to School
EIS	Environmental Impact Study	STIP	State Transportation Improvement Program
EMO	Environmental Management Office	STP	Surface Transportation Program
ENG	Engineering	SU, XU	Surface Transportation Funds for Urbanized Area formula based - population over 200,000
ENV	Environmental	TAC	Technical Advisory Committee
FAA	Federal Aviation Administration	TAP	Transportation Alternative Program
FDOT	Florida Department of Transportation	TD	Transportation Disadvantaged
FHWA	Federal Highway Administration	TDTF	Transportation Disadvantaged Trust Fund
FM	Financial Management	TDP	Transit Development Plan
FPN	Financial Project Number	TDSP	Transportation Disadvantaged Service Plan
F.S.	Florida Statute	TIP	Transportation Improvement Program
FTA	Federal Transit Administration	TMA	Transportation Management Area
FY	Fiscal Year	TRIP	Transportation Regional Incentive Program
HSIP	Highway Safety Improvement Program	TSM	Transportation System Management
HWY	Highway	UPWP	Unified Planning Work Program
I	Interstate	UZA	Urbanized Area
INC	Incentive Contractor	YOE	Year of Expenditure
ITS	Intelligent Transportation System		
JACIP	Joint Airport Capital Improvement Program		

APPENDIX E
FUNDING CODES

FUNDING CODES REFERENCED IN THIS TIP

<u>SOURCE</u>	<u>CODE</u>	<u>DESCRIPTION</u>
Federal	ACNP	ADVANCE CONSTRUCTION NHPP
Federal	ACSU	ADVANCE CONSTRUCTION (SU)
Federal	ACTA	ADVANCE CONSTRUCTION TALT
State	BNIR	INTRASTATE R/W & BRIDGE BONDS
State	BR	NEW BRIDGE CONSTRUCTION
State	BRRP	STATE BRIDGE REPAIR & REHAB
State	CIGP	COUNTY INCENTIVE GRANT PROGRAM
State	D	UNRESTRICTED STATE PRIMARY
State	DDR	DISTRICT DEDICATED REVENUE
State	DI ST.	S/W INTER/INTRASTATE HWY
State	DIH	STATE IN-HOUSE PRODUCT SUPPORT
State	DPTO	STATE - PTO
State	DS	STATE PRIMARY HIGHWAYS & PTO
State	DSB2	EVERGLADES PKY/ALLIGATOR ALLEY
State	DU	STATE PRIMARY/FEDERAL REIMB
Federal	FAA	FEDERAL AVIATION ADMIN
Federal	FTA	FEDERAL TRANSIT ADMINISTRATION
Federal	FTAT	FHWA TRANSFER TO FTA (NON-BUD)
State	HSP	SAFETY (HIWAY SAFETY PROGRAM)
Local	LF	LOCAL FUNDS
Local	LFP	LOCAL FUNDS FOR PARTICIPATING
Federal	PL	METRO PLAN (85% FA; 15% OTHER)
Federal	REPE	REPURPOSED FEDERAL EARMARKS
Federal	SA STP	ANY AREA
State	SIWR	2015 SB2514A-STRATEGIC INT SYS
Federal	SR2T	SAFE ROUTES - TRANSFER
Federal	SU STP	URBAN AREAS > 200K
Federal	TALT	TRANSPORTATION ALTS- ANY AREA
Federal	TALU	TRANSPORTATION ALTS- >200K

APPENDIX F

COLLIER MPO'S LONG RANGE TRANSPORTATION PLAN (LRTP)

COST FEASIBLE PLAN (HIGHWAY AND TRANSIT)

To view the entire Collier 2040 LRTP please visit:

<http://colliermopo.com/index.aspx?page=187>

2040 Long Range Transportation Plan – Cost Feasible Plan Part I

Table 5 - 2040 Cost Feasible Plan - Summary of Funded Projects Grouped by Funding Source with Costs Shown in Future Year of Expenditure (YOE) in Millions of Dollars

CF#	Facility	From	To	# of Existing	Project Length	Project Type	CST PDC	2021-2025			2026-2030			2031-2040			Project Totals
								PE	ROW	CST	PE	ROW	CST	PE	ROW	CST	
43	SR 29	North of SR 82	Collier/Hendry Line	2	2.4	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$7.89			\$10.02							\$10.02
60	SR 29	I-75 (SR 93)	Oil Well Rd	2	10.2	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)	n/a							\$6.19	\$3.63		\$9.82
4	I-75	Collier Blvd (CR 951)				Interchange, Single Point Urban	\$41.40			\$55.87							\$55.87
	TMA BOX (20%) Bridges						n/a			\$4.66			\$4.66			\$9.34	\$18.66
	TMA BOX (40%) Pathways (Bike/Ped)						n/a			\$9.32			\$9.32			\$18.67	\$37.31
	TMA BOX (40%) CMP						n/a			\$9.32			\$9.32			\$18.67	\$37.31
2	Golden Gate Parkway	I-75				(New) 2-Lane Ramp	\$2.00	\$0.59		\$2.54							\$3.13
3	Pine Ridge Rd	I-75				Intersection Traffic Signalization	\$5.00	\$0.80		\$6.35							\$7.15
7	Immokalee Rd	I-75 interchange				Intersection Traffic Signalization	\$2.75	\$0.51		\$3.49							\$4.00
12	Old US 41	US 41 (SR 45)	Lee/Collier County Line	2	1.5	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$15.03	\$2.72					\$22.55				\$25.27
18	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	4	3	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter with Inside Paved Shoulder (Includes milling and resurfacing of existing pavement)	\$33.11				\$6.85				\$77.66		\$84.51
19a	Critical Needs Intersection (Randall Blvd at Immokalee Road)	Immokalee Road	8th Street			Interim At-Grade Intersection improvements, including 4-laning to 8th Street;	\$4.00			\$5.08							\$5.08
21	US 41	Goodlette Rd		N/A		Intersection	\$2.00	\$0.37		\$2.54							\$2.91
41	SR 951 (Collier Blvd)	South of Manatee Rd	North of Tower Rd	4	1	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$13.35	\$2.02					\$20.03				\$22.05
15	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	6 L Farm Rd	2	2.6	2-Lane Roadway to 4 Lanes with Outside Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$21.83				\$6.01				\$25.59	\$41.70	\$73.30
9	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)				Single Point Urban Interchange (SPUI) - Mainline Over Crossroad	\$44.14							\$10.30			\$10.30
5	CR 951 (Collier Blvd)	Golden Gate Canal	Green Blvd	4	2	4-Lane Roadway to 6 Lanes with Sidewalk, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$30.00	\$3.66		\$38.10							\$41.76
19b	Critical Needs Intersection (Randall Blvd at Immokalee Road)	Immokalee Road	8th Street			Ultimate intersection improvement	\$31.00							\$4.68		\$53.48	\$58.16
14p	Vanderbilt Beach Rd	CR 951 (Collier Blvd)	8th St	0 & 2	6	Expand from 0 & 2 lanes to building 3 lanes of a six lane footprint from Collier Blvd to Wilson Blvd and 2 lanes from Wilson to 8th St	\$59.96		\$12.86	\$76.15							\$89.01
40	Airport Pulling Rd	Vanderbilt Beach Rd	Immokalee Rd	4	2	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$5.00	\$1.22		\$6.35							\$7.57
25	Oil Well Rd/CR 858	Everglades Blvd	Oil Well Grade Rd	2	3.9	2-Lane Roadway to 4 Lanes with Outside Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$20.00						\$30.00				\$30.00

2040 Long Range Transportation Plan – Cost Feasible Plan Part II

Table 5 - 2040 Cost Feasible Plan - Summary of Funded Projects Grouped by Funding Source with Costs Shown in Future Year of Expenditure (YOE) in Millions of Dollars																		
CF#	Facility	From	To	# of Existing	Project Length	Project Type	CST PDC	2021-2025			2026-2030			2031-2040			2021-2040 Project Totals	
								PE	ROW	CST	PE	ROW	CST	PE	ROW	CST		
33	Veterans Memorial Blvd	Livingston Road	US 41	2	2.9	2-Lane Undivided Roadway with Sidewalks, Bike Lanes and Curb & Gutter	\$8.00	\$1.95	\$1.08				\$12.00				\$15.03	
20	Immokalee Rd	Camp Keais Rd	Carver St	2	2.5	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$25.04				\$5.24	\$23.01	\$37.56				\$65.81	
56	Benfield Road	City Gate Boulevard	Lords Way	0	3.9	2 lane roadway in a 4 lane footprint	\$56.47	\$1.83			\$20.69				\$21.21		\$43.72	
29	Wilson Boulevard/Black Burn Road	Wilson Boulevard	End of Haul Road	0	2.6	2 lane roadway in a 4 lane footprint	\$29.31	\$0.61			\$6.90				\$30.70		\$38.20	
51	Wilson Blvd.	Golden Gate Blvd.	Immokalee Rd.	2	3.3	2-Lane Roadway to 4 Lanes	\$23.36	\$2.85				\$21.47				\$44.63	\$68.94	
73	Little League Rd. Ext.	SR-82	Westclox St.	0	3.7	New 2-lane roadway	\$28.02				\$3.86				\$17.05	\$53.52	\$74.42	
	Future County Highway Funds					Projects to be determined at a later date	\$9.12	\$3.37			\$10.47	\$26.35			\$64.17	\$17.42	\$121.78	
14p	Vanderbilt Beach Road Ext	Collier Boulevard	8th Street	2 & 0	6	Add remaining 3 lanes	\$39.97									\$76.34	\$76.34	
34	Camp Keais Road	Immokalee Road	Pope John Paul Blvd.	2	2.6	2-Lane Roadway to 4 Lanes with Outside Paved Shoulder (Includes milling and resurfacing of existing pavement)	\$10.00				\$2.76					\$19.10	\$21.86	
36	Vanderbilt Beach Road	Airport Road	US 41	4	2.1	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$4.00				\$3.10		\$6.00				\$9.10	
32	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	2	0.4	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$4.06				\$3.10				\$4.69	\$7.75	\$15.55	
							\$636.31	\$22.50	\$13.93	\$229.78	\$68.97	\$70.83	\$151.43	\$21.17	\$244.70	\$360.62	\$1,183.93	
								2021-2025			2026-2030			2031-2040			Remaining Balance	
	Project Phase	Inflation Factors			Notes:		Revenue	Spent	Remaining	Revenue	Spent	Remaining	Revenue	Spent	Remaining			
		2021-2025	2026-2030	2031-2040		TMA	\$23.32	\$23.29	\$0.03	\$23.32	\$23.29	\$0.03	\$46.64	\$46.69	-\$0.05	\$0.01		
		PE/PD&E	1.219	1.379		1.561	OA	\$55.60	\$58.10	-\$2.50	\$52.60	\$42.58	\$10.02	\$115.10	\$144.95	-\$29.85	-\$22.33	
		ROW	1.44	1.838		2.345	SIS	\$65.89	\$65.89	\$0.00	\$0.00	\$0.00	\$0.00	\$9.82	\$9.82	\$0.00	\$0.00	
	CST	1.27	1.5	1.91		County	\$106.82	\$108.26	-\$1.44	\$201.66	\$212.50	-\$10.84	\$430.84	\$414.74	\$16.10	\$3.83		

Transit Cost Feasible Plan – Service Schedule

COLLIER 2040

Long Range Transportation Plan



Table 6-6 | Transit Cost Feasible Plan – Service Schedule

Route No.	Route Name	2040 Weekday and Saturday				2040 Sunday			
		Start (AM)	End (PM)	Service Hours	Frequency	Start (AM)	End (PM)	Service Hours	Frequency
Existing Route Improvements									
11	US 41/Creekside	6:00	10:00	16:00	45 mins.	7:30	5:50	10:20	90 mins.
12	Airport/Creekside	6:00	10:00	16:00	45 mins.	7:30	5:50	10:20	90 mins.
13	NCH/Coastland Mall	6:00	10:00	16:00	30 mins.	7:00	5:50	10:50	60 mins.
14	Bayshore/Coastland Mall	6:30	10:00	15:30	30 mins.				
15	Golden Gate City (A)	5:35	10:00	16:25	45 mins.	6:58	5:28	10:30	90 mins.
16	Golden Gate City (B)	4:35	10:00	17:25	45 mins.	7:28	5:58	10:30	90 mins.
17	Rattlesnake/Edison College (Rattlesnake-Hammock Ext.)	6:00	10:00	16:00	45 mins.	7:30	5:45	10:15	90 mins.
18	US 41 East/Naples Manor (Rattlesnake-Hammock Ext.)	6:30	10:00	15:30	45 mins.	6:30	6:20	11:50	90 mins.
19	GG Estates/Immokalee (Realigned via Ave Maria)	3:45	10:00	18:15	75 mins.	7:00	7:25	12:25	150 mins.
20	Pine Ridge (Replaced by Routes 28 and 29 in 2030)								
21	Marco Island Circulator	8:15	10:00	13:45	50 mins.	8:15	4:50	6:30	100 mins.
121	Express Immokalee/Marco	5:30	7:00	4:20	N/A	5:30	7:00	4:20	N/A
22	Immokalee Circulator	5:50	10:00	16:10	45 mins.	5:50	7:55	14:05	90 mins.
23	Immokalee Circulator	6:20	10:00	15:40	45 mins.	6:20	8:25	14:05	90 mins.
24	US 41 East/Charlee Estates	7:00	10:00	15:00	45 mins.	8:30	5:15	8:45	90 mins.
25	Golden Gate Pkwy/Goodlette Road	6:00	10:00	16:00	45 mins.	Noon	4:25	4:25	90 mins.
26	Pine Ridge/Clam Pass (No full day service)	9:00	10:00	13:00	45 mins.	9:00	4:20	7:20	90 mins.
27	CR 951/Immokalee Rd	6:00	10:00	16:00	45 mins.	7:30	6:22	10:52	90 mins.
28	Pine Ridge Road (Replaces existing Route 20)	6:00	10:00	16:00	45 mins.	6:00	10:00	16:00	60 mins.
29	Logan Blvd (Replaces existing Route 20)	6:00	10:00	16:00	45 mins.	6:00	10:00	16:00	60 mins.
Proposed New Services									
New Circulator Services									
302	Beach to Seagate via Goodlette-Frank	6:00	10:00	16:00	60 mins.	6:00	10:00	16:00	60 mins.
307	Seasonal Beach Access Route	9:00	3:00	6:00	60 mins.	9:00	3:00	6:00	60 mins.
New Fixed-Route Services									
36	Mercato/5th Ave (Thursday-Saturday Only)	6:00	10:00	16:00	40 mins.				
New Express Services									
124	Gov Center to Florida Southwestern State College-Lee Campus	AM Peak	PM Peak	6:00	60 mins.				
125	Collier-Lee County Connector	AM Peak	PM Peak	8:00	60 mins.				

Transit Cost Feasible Plan – Operating and Capital Costs Summary

COLLIER 2040
Long Range Transportation Plan



Table 6-7 | Operating and Capital Costs Summary

Project Description	Implementation Year	Capital Costs (YOE)			Operating Cost (YOE)	Total Cost (YOE)
		Replacement Vehicles for Existing Services	Vehicle Purchases for New Services	Infrastructure		
Continue existing fixed-route service	Ongoing	\$23,618,735	\$0	\$0	\$177,312,459	\$200,931,194
Continue existing demand response service (ADA)	Ongoing	\$9,916,974	\$0	\$0	\$100,880,036	\$110,797,010
Support vehicles	Ongoing	\$382,499	\$0	\$0	\$0	\$382,499
Service frequency and hours expansion on existing routes	2039	\$0	\$16,933,372	\$0	\$35,677,992	\$52,611,364
Add Sunday service to Routes 16, 18, and 23	2039	\$0	\$0	\$0	\$1,171,068	\$1,171,068
Beach to Seagate via Goodlette-Frank	2039	\$0	\$846,669	\$0	\$1,708,676	\$2,555,345
Seasonal Beach Access	2016	\$0	\$1,483,720	\$0	\$2,287,228	\$3,770,948
Seasonal Beach Access - service hours improvement	2040	\$0	\$0	\$0	\$40,769	\$40,769
Mercato/5th Ave (Thursday-Saturday Only)	2038	\$0	\$1,644,017	\$0	\$2,126,143	\$3,770,160
Government Center to FSW	2039	\$0	\$2,466,025	\$0	\$1,695,043	\$4,161,068
Collier-Lee County Connector	2035	\$0	\$1,504,508	\$0	\$4,371,080	\$5,875,588
Paratransit (ADA) service for new local routes	2021-2040	\$0	\$2,128,564	\$0	\$361,402	\$2,489,966
Spare vehicles for improved and new fixed-route service	2021-2040	\$0	\$4,975,662	\$0	\$0	\$4,975,662
Staff Position - Mobility Management	2021-2040				\$1,795,286	\$1,795,286
Major TDP Update	2021-2040				\$826,149	\$826,149
Evaluate Fare Policy	2021-2040				\$165,230	\$165,230
Bus Stop Inventory Assessment Update, COA, Etc.	2021-2040				\$852,451	\$852,451
Miscellaneous Planning and Technical Studies	2021-2040				\$561,027	\$561,027
Amenities Program	2021-2040	\$0	\$0	\$1,122,962		\$1,122,962
ITS Improvements	2021-2040	\$0	\$0	\$608,489		\$608,489
ADA Compliance Improvements	2021-2040	\$0	\$0	\$802,116		\$802,116
Miscellaneous Capital	2021-2040	\$0	\$0	\$481,269		\$481,269
Transfer Point-Existing (2)	2021-2040	\$0	\$0	\$278,784		\$278,784
Transfer Point-Future(2)	2021-2040	\$0	\$0	\$1,481,692		\$1,481,692
Total		\$33,918,207	\$31,982,537	\$4,775,313	\$331,832,039	\$402,508,096

APPENDIX G

FEDERAL LANDS APPROPRIATIONS
(Eastern Federal Lands Highway Division)

Federal Lands Highway Program (see 23 US Code §204)

Recognizing the need for all public Federal roads to be treated with a uniform set of policies similar to the policies that apply to Federal-aid highways; the Federal Lands Highway Program (23 US Code §204) was established with rules that apply to all public land highways, park roads and parkways, refuge roads, and Native American reservation roads and bridges. In general, funds made available for these roads shall be used by the Secretary of Transportation and the Secretary of the appropriate Federal land management agency. Funds may be used for: transportation planning, research, engineering and construction of highways, roads and parkways; and transit facilities located on public lands, national parks and Native American reservations. Funds may also be used for operation and maintenance of transit facilities located on public lands, national parks and Native American reservations.

Eligible projects for each type of Federal land highway include: transportation planning for tourism, recreational travel and recreational development; adjacent parking areas; interpretive signage; acquisition of scenic easements and scenic or historical sites; provisions for bicycles and pedestrians; roadside rest areas including sanitary and water facilities; and other appropriate facilities such as visitor centers. Lastly, a project to build a replacement of the federally owned bridge over the Hoover Dam is eligible for funding.

In general, funds available for refuge roads may only be used for maintenance and improvement of refuge roads and associated facilities, and for the administrative costs of these improvements.

Forest Development Roads and Trails (see 23 US Code §205)

Funds available for forest development roads and trails shall be used by the Secretary of Agriculture for construction and maintenance of eligible roads and trails. In addition, funds may be available for adjacent parking areas and for sanitary, water and fire control facilities.

Defense Access Roads (see 23 US Code §210)

The Secretary of Transportation is authorized to use funds appropriated for defense access roads for construction, maintenance and repair of defense access roads (including bridges and tunnels) to military reservations, defense industries, defense industry sites, and to the sources of raw materials when such roads are deemed important to the national defense by the Secretary of Defense

Inter-American Highway (see 23 US Code §212)

Funds appropriated for the Inter-American Highway shall be used to enable the United States to cooperate with the Governments of the American Republics situated in Central America (Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua and Panama) to survey and construct the Inter-American Highway. There are matching funds requirements which may vary between countries.

Public Lands Development Roads and Trails (see 23 US Code §214)

Funds available for public lands development roads and trails shall be used for the construction and improvement of such roads and trails. Funds may also be used for adjacent parking areas and for sanitary and water facilities.

Territorial Highway Program (see 23 US Code §215)

Recognizing the mutual benefits that will accrue, the Secretary of Transportation may carry out a program to assist territory governments (American Samoa, Commonwealth of the Northern Mariana Islands, Guam and the United States Virgin Islands) in the design, construction, improvement and operation of a system of arterial and collector highways and necessary inter-island connectors. The Secretary of Transportation may provide technical assistance for highway planning, environmental evaluations, administration of right-of-way acquisitions, and relocation assistance programs.

In general, territorial highway program funds may only be used for eligible surface transportation projects, cost-effective preventative maintenance, ferry boats, terminal facilities, engineering, and economic surveys and investigations for planning and financing future highway programs. There are cost sharing requirements for this program.

Bicycle Transportation and Pedestrian Walkways (see 23 US Code §217)


Subject to the approval of the Secretary of Transportation a State may obligate Surface Transportation Program (STP) and Congestion Mitigation Program funds for construction of pedestrian walkways, bicycle transportation facilities, and for carrying out non-construction projects related to safe bicycle use. In addition, and subject to approval of the Secretary of Transportation, a State may obligate funds for construction of pedestrian walkways and bicycle transportation facilities that are on land adjacent of any highway on the National Highway System (NHS).

At the discretion of the department charged with the administration of Federal Lands Highway Funds, funds authorized for forest highways, forest development roads and trails, public lands development roads and trails, park roads, parkways, Native American reservation roads and public lands highways may be used for the construction of pedestrian walkways

and bicycle transportation facilities. Any eligible pedestrian walkway or bicycle transportation facility in this section shall be deemed a highway project and subject to Federal cost-sharing.

In general, bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities except for bicycle and pedestrian uses are prohibited. Transportation plans shall also provide due consideration for safety and contiguous routes for bicyclists and pedestrians. No bicycle project may be carried out unless it has been determined that such project is primarily for transportation purposes as opposed to recreational purposes.

Once available, the MPO will update this list via an Administrative Modification

				FY2017-FY2020 Transportation Improvement Program							Last Printed 19-Oct-16		
				Federal Highway Administration - Eastern Federal Lands Highway Division - Florida									
PROJECT	FY	ST	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUNDING SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVER BY	STATUS	CONG. DIST.	FLMA REGION
EVER_10(4)	2017	FL	Miami-Dade	Everglades National Park	Repair, Mill and Overlay Paving/Main Park Rd-RT 10	LSR_3RL	FLTP	\$2,534,182.00	Title 23	EFLHD	In Design	FL-25	NPS_SE
FL_FLAP_JKS_VL_TRL(1)	2017	FL	Duval	(NPS), Timucuan Ecological and Historic Preserve	Construct 245 foot wooden pedestrain bridge across Cedar Point Creek, Jacksonville, FL	MISC	FLAP	\$700,750.00	Title 23	LOCAL	In Design	FL-04	NPS_SE
FL_FLAP_PN_SCL_FER(2)	2017	FL	Escambia	NPS, Gulf Islands National Seashore	Construction of a floating dock to support a ferry system connecting Pensacola w/ Fort Pickens/GUIS	MISC	FLAP	\$751,145.00	Title 23	LOCAL	In Design	FL-01	NPS_SE
FL_FLAP_ST_PRK_TRL(1)	2017	FL	Martin	Hobe Sound National Wildlife Refuge	Construct 4.5 mile long 12-foot wide multi-use trail & safety-lighted crosswalk in Martin County, FL	MISC	FLAP	\$3,135,000.00	Title 23	STATE	In Design	FL-18	FWS_R4
FL_FLAP_ST_PRK_TRL(2)	2017	FL	Martin	FWS, Hobe Sound National Wildlife Refuge	Construction of a 1900 foot long multi-modal path and an overpass across the FEC railway	MISC	FLAP	\$3,135,000.00	Title 23	STATE	In Design	FL-18	NPS_SE
FW_LOXA_2014246151	2017	FL	Palm Beach	Authur R. Marshall Loxahatchee National Wildlife Refuge	Repair Headquarters Boat Ramp parking lot (Route 902).	3RL	FLTP	\$350,000.00	Title 23	FWS	In Design	FL-20	FWS_R4
FW_STMA_2008802901	2017	FL	Waklila	St. Marks National Wildlife Refuge	Replace failed culverts on SM 408 Road (Route 175).	MISC	FLTP	\$42,000.00	Title 23	FWS	In Design	FL-20	FWS_R4
FW_FLP4_19(1)	2019	FL	Collier	Florida Panther National Wildlife Refuge	Rehab Fritz Ed (RT 419)	3RL	FLTP	\$750,000.00	Title 23	EFLHD	Planned	FL-25	FWS_R4

APPENDIX H
SUMMARY OF PUBLIC COMMENTS

As of March 14, 2018, there have been no public comments received on the TIP. The TIP official public comment period has not yet occurred; any comments received during this period will be added to this TIP as an Administrative Modification. All comments received to date have been from member agencies, advisory committee members and the MPO Board.

APPENDIX I

CRITERIA USED FOR PROJECT PRIORITIZATION

MPO Board Allocation of its Transportation Management Area (TMA) Funds

The MPO Board adopted a temporary suspension of its former allocation formula on March 10, 2017. The new, temporary policy allocates 100% of its TMA Funds annually for five-years as follows: Year 1 – Pedestrian and Bicycle, Year 2 – Bridges, Year 3, Congestion Management, Year 4 – Pedestrian and Bicycle, and Year 5 – Congestion Management. The Cost Feasible Plan of the Long Range Transportation Plan (LRTP) contains a budget line item for these project categories but does not list individual projects (except for bridge projects) within these categories.

Pedestrian and Bicycle Projects

Pedestrian and bicycle projects were evaluated and ranked based on the 20 questions/criteria listed in the table below which also shows the LRTP goal that corresponds to the project.

**Pathways Projects Questions/Criteria and Associated
Long Range Transportation Plan Goal**

	Question/Criteria	Long Range Transportation Plan Goal
Q4	Is the project multijurisdictional?	Improve system continuity and connectivity
Q6-7	What is the funding request amount and cost estimate for the project?	
Q10	Does project promote regional connectivity?	Improve system continuity and connectivity
Q11	Does project promote multi-modal solutions?	Promote multi-modal solutions
Q12	Is project on an existing needs list?	
Q13	What is the project facility type?	
Q16	Are there existing bike/ped facilities in project area?	(1)Improve system continuity and connectivity, (2) Promote multi-modal solutions
Q17A	How many dwelling units are within ½ mile of project?	Promote the integrated planning of transportation and land use
Q17B	How many businesses are within ½ mile of project?	Promote the integrated planning of transportation and land use
Q17C	How many parks/recreational facilities are within ½ mile of project?	Promote the integrated planning of transportation and land use
Q17D	How many schools are within ½ mile of project?	Promote the integrated planning of transportation and land use
Q19	Are there major construction challenges?	
Q20	Will the project be LAP or will there be a local financial contribution?	
Q21A	Is project within a designated high crash location/area?	Increase the safety of the transportation system for users.
Q21B	Is project in on arterial or multi-lane collector?	Increase the safety of the transportation system for users.

Q21C	Is project on a 2-lane collector or local road?	Increase the safety of the transportation system for users.
Q21D	Does project connect to an existing facility?	(1)Improve system continuity and connectivity, (2) Promote multi-modal solutions
Q21F	Does the project specifically mitigate a documented crash issue?	Increase the safety of the transportation system
Q21F	Has the project location been identified in previous study or safety audit?	Increase the safety of the transportation system

Congestion Management Projects

Congestion management projects were evaluated and ranked based on the 14 questions/criteria listed in the table below which includes the LRTP goal that corresponds to the project.

Congestion Management Projects Questions/Criteria and Associated Long Range Transportation Plan Goal

	Question/Criteria	Long Range Transportation Plan Goal
GQ4	Is the project multijurisdictional?	Improve system continuity and connectivity
GQ6&7	Will there be a technical/monetary contribution from submitting jurisdiction?	
GQ9	Is ROW acquisition required?	
SQ1	Is a TSM (LOS) approach being used?	(1) Reduce roadway congestion, (2) Increase the safety of the transportation system for users.
SQ2	Is a TDM strategy being used?	(1) Reduce roadway congestion, (2) Increase the safety of the transportation system for users.
SQ3	Does project support ITS or address a critical situation?	(1) Reduce roadway congestion, (2) Increase the safety of the transportation system for users.
SQ4	Does project increase security?	Ensure the security of the transportation system for users.
SQ5	Does project increase safety or address a documented safety issue?	Increase the safety of the transportation system for users.
SQ6	Does project promote regional or inter-county connectivity?	Improve system continuity and connectivity.
SQ7	Does project promote multi-modal solutions?	Promote multi-modal solutions.

SQ8	Does project protect environmental resources, or reduce emissions?	Protect environmental resources.
SQ9	Does project promote freight or economic development?	Promote freight movement.

Bridge Project Application Criteria

Bridge projects were drawn from the East of CR 951 Bridge Report. The LRTP and therefore Transportation Improvement Program (TIP) recommendations for bridge projects come directly from this report. The criteria used to evaluate bridge projects and the associated LRTP are listed in the table below.

Bridge Project Criteria and Associated Long Range Transportation Plan Goal

	Question/Criteria	Long Range Transportation Plan Goal
1	Emergency response times and proximity to responding agency.	Increase the safety of the transportation system for users.
2	Impact of bridge on increasing mobility and ease of evacuation.	Improve system continuity and connectivity.
3	Gains in service efficiency, particularly for schools.	Improve system continuity and connectivity.
4	Public sentiment.	

Transit Project Selection

Collier Area Transit (CAT) provides the MPO with transit priorities. These priorities are based on the Transit Development Plan which is the strategic guide for public transportation in Collier County. The plan is updated annually, and a major update is completed every five years. The development of proposed transit projects is based on:

1. Situational Appraisal which is an assessment of CAT's operating environment to identify community needs.
2. Transit Demand Assessment which is a technical analysis of transit demand and needs used to identify areas with characteristics supportive of transit.

3. Discussion with public agency staffs, visioning surveys, workshops, and stakeholder discussions.
4. Coordination with the MPO in the long-range transportation planning process

Long Range Transportation Plan Goals associated with the selection of transit projects include:

1. Reduce roadway congestion.
2. Promote multi-modal solutions.
3. Promote the integrated planning of transportation and land use.

The LRTP and the TIP

LRTPs are the source of other projects contained in the TIP. Proposed projects in an LRTP's Cost Feasible Plan are evaluated, in part, on their merits to improve traffic flow, capacity and congestion as analyzed using the Travel Demand Model (DIRPM). In addition, the LRTP used several other criteria in project evaluation including:

1. Freight system improvement
2. Wetland and species impacts
3. Evacuation route
4. Cost per lane mile
5. Reduction in congestion

Projects identified in an LRTP needs analysis are selected for inclusion in the Cost Feasible Plan based on their needs analysis ranking and on a financial analysis of funds that can reasonably be expected to be available for transportation investments during the timeframe of the plan. Each year, the MPO will select a subset of the projects in the Cost Feasible Plan for inclusion in the upcoming TIP.

APPENDIX J

ROLL FORWARD REPORT

On July 1 of each year, when the “new” TIP and Florida Department of Transportation (FDOT) Five-Year Work Program (WP) become adopted, there are often projects that were supposed to get authorized prior to June 30 when the “old” TIP and WP were in effect but did not receive authorization. These projects automatically “roll forward” in the WP but not in the TIP. Since the TIP and WP must match each other, there is a need to amend the TIP to include those projects that did not get authorized prior to June 30. Additionally, Federal Transit Administration (FTA) projects do not automatically roll forward in the WP and TIP therefore a roll forward amendment to the TIP must include these projects as well.

Each July, FDOT Work Program Office prepares a Roll Forward Report which lists all projects that require a Roll Forward Amendment to the TIP. The Roll Forward Amendment will not be recognized by the Federal Highway Administration (FHWA) until October 1st which is the effective date of the “new” TIP.

**Roll Forward TIP Amendment for Approval by MPO Board on September 8, 2017 for
FY 2017/18 through FY 2021/22**

#	FPN	Action	Project Name	Description & Limits	Lead Agency	Work Mix	Fund	Phase	FY	Amount
1	441512-1	New Project	US41 (SR45)	US 41 (SR 45) from S of Dunruss Creek to S of Gulf Park Dr	FDOT	Resurfacing	DIH	PE	2018	\$10,000
2	441561-1	New Project	SR90	SR 90 from Whistler's Cove to Collier Blvd	FDOT	Resurfacing	DIH	PE	2018	\$10,000

Note: Information in this Amendment is sourced from FDOT Roll Forward Report produced by the FDOT Work Program Office

#	FPN	TIP Page Reference	LRTP Page Reference
1	441512-1	61B	2040, Appendix A, p3
2	441561-1	61C	2040, Appendix A, p3

COLLIER METROPOLITAN
PLANNING ORGANIZATION

Attest: _____

Anne McLaughlin
Collier MPO Executive Director

Date: _____

By: _____

Commissioner Penny Taylor
Collier County Board of Commissioners
Collier MPO Chair

Date: _____

4415121

US 41 (SR 45) FROM S OF DUNRUSS CREEK TO S OF GULF PARK DR

Non-SIS

No Map
Available

Project Description:**Work Summary:** RESURFACING**Lead Agency:** Managed by FDOT**Length:** 4.735

Phase	Fund Source	2017/18	2018/19	2019/20	2020/21	2021/22	Total
PE	DIH	10,000	0	0	0	0	10,000
Total		10,000	0	0	0	0	10,000

Prior Year Cost: 0**Future Year Cost:** 0**Total Project Cost:** 10,000**LRTP:** LRTP Revenue Projections, p 5-5, Appendix A**TIP Amendment:** 2017-0908-1A

Roll Forward Amendment September 8, 2017 per FDOT
request to add as new project.

4415611

SR 90 FROM WHISTLER'S COVE TO COLLIER BLVD

Non-SIS

No Map
Available

Project Description:

Work Summary: RESURFACING

Lead Agency: Managed by FDOT **Length:** 1.380

Phase	Fund Source	2017/18	2018/19	2019/20	2020/21	2021/22	Total
PE	DIH	10,000	0	0	0	0	10,000
Total		10,000	0	0	0	0	10,000

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 10,000

LRTP: LRTP Revenue Projections, p 5-5, Appendix A

TIP Amendment: 2017-0908-1B

Roll Forward Amendment September 8, 2017 per FDOT request to add as new project.

APPENDIX K

FISCAL CONSTRAINT



The FY 2018 - FY 2022 Transportation Improvement Program (TIP) is fiscally constrained as shown below.

FY 2017/18 - FY 2021/22 TIP Funding Estimates and Project Cost Estimates						
Federal, State and Local Funding Estimates						
	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	Total
Federal	\$38,652,631	\$12,619,745	\$13,636,269	\$10,423,770	\$20,181,026	\$95,513,441
State	\$39,989,715	\$11,535,589	\$21,321,001	\$15,083,038	\$49,901,344	\$137,830,687
Local	\$4,600,531	\$4,262,182	\$5,430,851	\$2,499,900	\$2,765,431	\$19,558,895
Toll/Turnpike	\$36,889,334	\$5,586,587	\$94,545,197	\$4,175,000	\$4,185,000	\$145,381,118
	\$120,132,211	\$34,004,103	\$134,933,318	\$32,181,708	\$77,032,801	\$398,284,141
Project Funding Source Estimates						
	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	Total
Highways	68,425,629	4,163,572	95,763,632	898,311	59,334,276	\$228,585,420
Bridges	0	280,000	2,120,424	1,769,045	0	\$4,169,469
Bike/Ped	7,390,141	2,371,839	1,738,636	2,343,107	4,022,528	\$17,866,251
Congest Mgm	4,738,210	3,271,448	3,345,417	3,990,013	1,870,254	\$17,215,342
Planning	738,441	546,564	546,564	546,564	546,564	\$2,924,697
Maintenance	19,536,992	6,097,810	15,151,620	13,995,884	4,185,000	\$58,967,306
Transit	8,490,298	7,467,211	7,259,525	7,438,784	7,074,179	\$37,729,997
Aviation	10,812,500	9,805,659	9,007,500	1,200,000	0	\$30,825,659
	\$120,132,211	\$34,004,103	\$134,933,318	\$32,181,708	\$77,032,801	\$398,284,141
Project Cost Estimates						
	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	Total
Highways	68,425,629	4,163,572	95,763,632	898,311	59,334,276	\$228,585,420
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Aviation	10,812,500	9,805,659	9,007,500	1,200,000	0	\$30,825,659
	\$120,132,211	\$34,004,103	\$134,933,318	\$32,181,708	\$77,032,801	\$398,284,141

Please note that the fiscal constraint demonstrated above is from the FDOT Central Office report run on March 2, 2018

**Changes Made to Draft TIP Resulting from the
FDOT Tentative Work Program March 2, 2018 Snapshot**

Table 1 - Projects with an Increase in Funding. Net increase \$765,000.

FPN	Project	Action	Reason	Net Change
4101391	Transit Block Grant OPS Assistance	OPS funding added in FY23	FDOT increased funding from Nov Snapshot	227,933
4175406	SR29: New Market to SR82	PE funding added FY19	FDOT increased funding from Nov Snapshot	487,555
4178784	SR29:SR82 to Hendry County Line	ENV funding added FY19	FDOT increased funding from Nov Snapshot	50,000

The first four projects in Table 2 were already in the FDOT Tentative Work Program (WP) and were added to the TIP so that the two documents agreed with other. The fifth project in Table 2 also was in the WP but MPO staff missed including it in the original draft TIP. The net result of Table 2 is that the Draft TIP and Tentative WP agree with other in number of projects and total amount of funding programmed; there was no actual change in the amount of programmed funding.

Table 2 – Projects Added to TIP

FPN	Location	Action	Reason	Net Change
0001511	Continuing Toll Operations I-75	Added to TIP	Reconciled with Work Program	\$20,850,000
4125741	Maintenance Highway Lighting	Added to TIP	Reconciled with Work Program	\$1,024,542
4129182	Maintenance Asset	Added to TIP	Reconciled with Work Program	\$2,728,572
4135371	Maintenance Lighting Naples	Added to TIP	Reconciled with Work Program	\$441,451
4404411	Airport Rd: Vanderbilt-	Added to TIP	Left off of original draft TIP	\$3,000,000

Table 3 - Projects had administrative changes with no impact on funding

FPN		Action	Reason	Net Change
4369701	San Marco Bike Path	Corrected Title	Typo	\$0
4380661	Video Wall Monitors Naples	Corrected responsible agency to Naples	Correction	\$0
4380931	Green Blvd Bike Lanes	Corrected Fund Code	Typo	\$0
4395551	SR951:Jolley Bridge to	Changed funding codes	Reconciled with Work Program	\$0
4393143	MPO Funding	Corrected FPN	Typo	\$0
4101461	§5307 Funding	Corrected FPN	Typo	\$0

Table 4 - Projects had a change in Prior Project Expenditures

		Prior Project Expenditures	
		11/27/17	03/02/18
Aviation	4418151	0	100,000
Aviation	4416711	0	166,650
Aviation	4313661	1,150,000	606,841
Bike Ped	4350301	124,625	124,884
Bike Ped	4390021	240,000	321,137
Bike Ped	4350291	265,447	268,705
Congestion	4051061	0	498,245
Congestion	4371031	0	141,750
Highways	4178784	1,898,484	1,890,149
Highways	4258432	9,614,655	9,119,248
Highways	4308481	596,628	888,506
Highways	4380491	2,163,899	2,084,372
Maintenance	0001511	55,802,424	58,221,322
Maintenance	4365851	151,619	153,976
Maintenance	4395551	10,000	87,741

Table 5 - Projects had a change in Future Project Cost

		Future Project Cost	
		11/27/17	3/2/18
Highways	4175405	6,310,000	5,780,000
Highways	4175406	5,060,000	31,924,390
Highways	4178784	0	475,000
Highways	4308481	33,527,247	2,800,000
Highways	4308491	0	1,600,000
Maintenance	0001511	12,700,000	20,925,000

COMMITTEE PRESENTATION

ITEM 8A

Update on the Bicycle & Pedestrian Master Plan

OBJECTIVE: For the Committee to receive an update on, and provide input and direction, for the Bicycle & Pedestrian Master Plan.

CONSIDERATIONS: During the February meeting, the Committee received a presentation on existing conditions, draft goals and objectives, and a summary of all comments received to date. The collective input – from committee meetings, extensive public outreach, the 2012 Comprehensive Pathways Plan, the three walkability studies, and analyses of existing data – has been used to begin to shape the Plan’s evaluation criteria, project selection and other recommendations.

Safety emerged from the collective input as the highest priority. Improving the safety of the bicycle and pedestrian network will yield the greatest improvement for the largest number of people. As such, the plan recommends that Road Safety Audits (RSA) be done for the highest crash locations and that a portion of funding be focused on the RSA recommendations.

Arterials/collectors, local roads and greenways have significantly different functions. As such, the plan’s intent is not to create a single exhaustive list of prioritized bicycle and pedestrian projects that encompasses the entire region, but rather to treat these facility types as individual categories.

There has been significant input on the need for bicycle and pedestrian facilities on local roads. The three walkability studies and public input have been used to develop a preliminary prioritized list (**Attachment 1**) which is almost exclusively local roads. The draft set of scoring criteria that was used in the ranking is included as **Attachment 2**. It is recommended that the Tier 1 recommendations from the Golden Gate Walkable Community Study be added to list in Attachment 1. These criteria may also be applied to arterial and collector roadways.

Another draft recommendation is to prioritize arterial and connector segments that have data supported crash issues and infrastructure gaps, and areas of potential environmental justice (EJ) issues over segments that do not meet these criteria. The plan recommends that a pre-screening be applied to projects to answer these questions as well as whether there are significant drainage or environmental permitting issues that are likely to be encountered. **Attachment 3** includes the maps contained in the power point that will be presented at the meeting.

For all roads, the plan’s draft recommendation is that when any work is done on the road including stormwater and waste water projects adjacent to the road, that bicycle and pedestrian facilities be constructed to the extent feasible.

Greenways represent another opportunity to increase interconnectivity of the area’s pedestrian and bicycle network and will be viewed as a separate category. A draft recommendation is the development of an initial list of greenways that may meet the greatest need; with the understanding that these potential greenways may require feasibility studies.

STAFF RECOMMENDATION: That the Committee provide input and direction on the draft criteria, project selection and other recommendations.

Prepared By: Eric Ortman, MPO Senior Planner

Attachments.

1. Draft set of local prioritized projects
2. Draft criteria for ranking priorities
3. Maps from Power Point presentation

DATA from: Walkable Community Studies, Marco Island List				Proposed Criteria														Points	
				15	10	5	5	5	5	10	10	5	5	5	5	5	5	5	100
				Safety		Connectivity				Equity		Economic Dev			Support		Readiness	Major road	Totals
Study	Road Name	Low Cross	High Cross	High crash	Improve issue	1 path/trail	school/ park	Fills gap	Transit	Few or none	EJ	Connects to commerce	High job area	Walkable connectivity	WCS, RSA	Local	Pre-construction	Major road	
Immokalee	N 3rd St	W Main St	2nd Ave	0	0	0	5	5	5	10	10	5	0	5	5	5	0	5	60
Immokalee	N 4th St	W Main St	2nd Ave	0	0	0	5	5	5	10	10	5	0	5	5	5	0	5	60
Immokalee	N 5th St	W Main St	2nd Ave	0	0	0	5	5	5	10	10	5	0	5	5	5	0	5	60
Immokalee	N 6th St	W Main St	2nd Ave	0	0	0	5	5	5	10	10	5	0	5	5	5	0	5	60
Immokalee	N 7th St	W Main St	2nd Ave	0	0	0	5	5	5	10	10	5	0	5	5	5	0	5	60
Immokalee	S 2nd St	W Main St	Boston Ave	0	0	0	5	5	5	10	10	5	0	5	5	5	0	5	60
Immokalee	S 3rd St	W Main St	Boston Ave	0	0	0	5	5	5	10	10	5	0	5	5	5	0	5	60
Immokalee	S 4th St	W Main St	Boston Ave	0	0	0	5	5	5	10	10	5	0	5	5	5	0	5	60
Immokalee	S 6th St	W Main St	Boston Ave	0	0	0	5	5	5	10	10	5	0	5	5	5	0	5	60
Immokalee	E Main St	12th St	15th St	5	0	0	0	5	5	10	10	5	0	5	5	5	0	5	60
Immokalee	S 9th St	W Main St	Eustis Ave	0	0	0	5	5	5	10	10	5	0	5	5	5	0	0	55
Immokalee	Colorado Ave	S 1st St	S 9th St	0	0	0	0	5	5	10	10	5	0	5	5	5	0	5	55
Immokalee	Carson Rd	Lake Trafford Rd	Westclox St	0	0	0	0	5	5	10	10	5	0	5	5	5	0	5	55
Immokalee	Boston Ave	S 1st St	S 9th St	0	0	0	0	5	5	10	10	5	0	5	5	5	0	5	55
Marco Island	Collier Alternate South Bike Lanes	Dead end	San Marco Rd	0	0	5	5	5	5	0	0	5	0	5	0	5	0	5	40
Marco Island	Bald Eagle Bike Lanes	San Marco Blvd	N Collier Blvd	0	0	5	5	5	5	0	0	5	0	5	0	5	0	5	40
Gateway	Shadowlawn Dr	US 41	Davis Blvd	0	0	0	5	5	0	5	5	5	0	0	5	5	0	0	35
Marco Island	Collier Alternate North Bike Lanes	San Marco Blvd	N Barfield Dr	0	0	5	0	5	5	0	0	5	0	5	0	5	0	5	35
Marco Island	North Barfield Shared Use Path	San Marco Blvd	N Collier Blvd	0	0	5	5	5	0	0	0	5	0	5	0	5	0	5	35
Gateway	Linwood Ave	Shadowlawn	Commerical Dr	0	0	0	0	5	0	5	5	5	0	0	5	5	0	0	30
Gateway	Pineland St	US 41	Francis Ave	0	0	0	0	5	0	5	5	5	0	0	5	5	0	0	30
Naples Manor	Broward St	Floridan Ave	Texas Ave	0	0	0	5	5	0	5	5	0	0	0	5	5	0	0	30
Naples Manor	Carolina Ave	Texas Ave	McCarty St	0	0	0	5	5	0	5	5	0	0	0	5	5	0	0	30
Naples Manor	Jennings St	Floridan Ave	Texas Ave	0	0	0	5	5	0	5	5	0	0	0	5	5	0	0	30
Naples Manor	Texas Ave	Perry Ln	Catts St	0	0	5	5	0	0	5	5	0	0	0	5	5	0	0	30
Naples Manor	Trammel St	Floridan Ave	Texas Ave	0	0	5	5	0	0	5	5		0	0	5	5	0	0	30
Bayshore	Thomasson Drive	Hamiton Ave	US 41	0	0	0	5	0	0	5	5	0	0	0	5	5	0	5	30
Naples Manor	Flemming St	Floridan Ave	Texas Ave	0	0	0	0	6	0	5	5	0	0	0	5	5	0	0	26
Bayshore	Karen Drive	Bayshore Dr	Dead end	0	0	0	5	0	0	5	5	0	0	0	5	5	0	0	25
Gateway	Andrew Dr	US 41	N of Caldonia Ave	0	0	0	5	0	0	5	5	0	0	0	5	5	0	0	25
Gateway	Bayside St	US 41	Dead end	0	0	0	5	0	0	5	5	0	0	0	5	5	0	0	25
Gateway	Caldonia Ave	Andrew Dr	Airport Rd	0	0	0	5	0	0	5	5	0	0	0	5	5	0	0	25
Gateway	Calusa Ave	Andrew Dr	Airport Rd	0	0	0	5	0	0	5	5	0	0	0	5	5	0	0	25
Gateway	Commercial Dr	US 41	Davis Blvd	0	0	0	0	5	0	5	5	0	0	0	5	5	0	0	25
Gateway	Connecticut Ave	Shadowlawn	Airport Rd	0	0	0	0	5	0	5	5	0	0	0	5	5	0	0	25
Gateway	Francis Ave	Dead end	Shadowlawn	0	0	0	0	5	0	5	5	0	0	0	5	5	0	0	25
Gateway	Palm St	Washington Ave	US 41	0	0	0	0	5	0	5	5		0	0	5	5	0	0	25
Gateway	Spruce St	Washington Ave	US 41	0	0	0	0	5	0	5	5	0	0	0	5	5	0	0	25
Gateway	Washington Ave	Pine	Palm	0	0	0	0	5	0	5	5	0	0	0	5	5	0	0	25

Walkable Community Studies, Marco Island List				Proposed Criteria														Points	
				15	10	5	5	5	5	10	10	5	5	5	5	5	5	100	
				Safety		Connectivity				Equity		Economic Dev			Support		Readiness	Major road	Totals
Study	Road Name	Low Cross	High Cross	High crash	Improve issue	1 path/trail	school/ park	Fills gap	Transit	Few or none	EJ	Connects to commerce	High job area	Walkable connectivity	WCS, RSA	Local	Pre-construction	Major road	
Naples Manor	Georgia Ave	Jennings St	Confederate Dr	0	0	0	0	5	0	5	5	0	0	0	5	5	0	0	25
Bayshore	Areca Avenue	Bayshore Dr	Dominion	0	0	0	0	0	0	5	5	0	0	0	5	5	0	0	20
Bayshore	Barrett Avenue E	Bayshore Dr	Dead end	0	0	0	0	0	0	5	5	0	0	0	5	5	0	0	20
Bayshore	Bayshore Drive S - South of Thomasson	Dead end	Thommason Dr	0	0	0	0	0	0	5	5	0	0	0	5	5	0	0	20
Bayshore	Lunar Street	Bayshore Dr	Dead end	0	0	0		0	0	5	5	0	0	0	5	5	0	0	20
Bayshore	Pine Street	Canal	US 41	0	0	0	0	0	0	5	5	0	0	0	5	5	0	0	20
Bayshore	Van Buren Avenue W	Dead end	Bayshore Dr	0	0	0	0	0	0	5	5	0	0	0	5	5	0	0	20
Naples Manor	Gilchrist St	Floridan Ave	Texas Ave	0	0	0	0	0	0	5	5	0	0	0	5	5	0	0	20
Naples Manor	Hardee St	Floridan Ave	Tucker Ave	0	0	0	0	0	0	5	5	0	0	0	5	5	0	0	20
Marco Island	Sandhill Shared Use Path	Winterberry Dr	San Marco Rd	0	0	5	0	5	0	0	0	0	0	5	0	5	0	0	20
Marco Island	Goodlland			0	0	5	0	5	0	0	0			5	0	5	0		20
Bayshore	Peters Street	Collee Ct	US 41	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	15
Immokalee	N 9th St	W Main St	Immokalee Dr	0	0	0	5	5	5	10	10	5	0	5	5	10	0	0	TIGER Grant
Immokalee	N 2nd St	W Main St	Roberts Ave	0	0	0	5	5	0	10	10	5	0	5	5	10	0	5	TIGER Grant
Immokalee	Dade St	Washington Ave	Madison Ave W	0	0	0	0	5	5	10	10	5	0	5	5	10	0	0	TIGER Grant
Immokalee	Escambia St	Immokalee Dr	Calle Armistad	0	0	0	5	5	5	10	10	5	0	5	5	10	0	0	TIGER Grant
Immokalee	Adams Ave W	Immokalee Dr	Hendry St	0	0	0	5	5	5	10	10	5	0	5	5	5	0	0	TIGER Grant
Immokalee	Charlotte St	Immokalee Dr	Madison Ave W	0	0	0	0	5	0	10	10	5	0	5	5	5	0	5	TIGER Grant
Immokalee	Adams Ave E	N 1st St	Alachua St	0	0	0	0	5	5	10	10	5	0	5	5	5	0	0	TIGER Grant
Immokalee	Alachua St	New Market Rd E	Roberts Ave	0	0	0	0	5	0	10	10	5	0	5	5	5	0	5	TIGER Grant

1st Level Screening

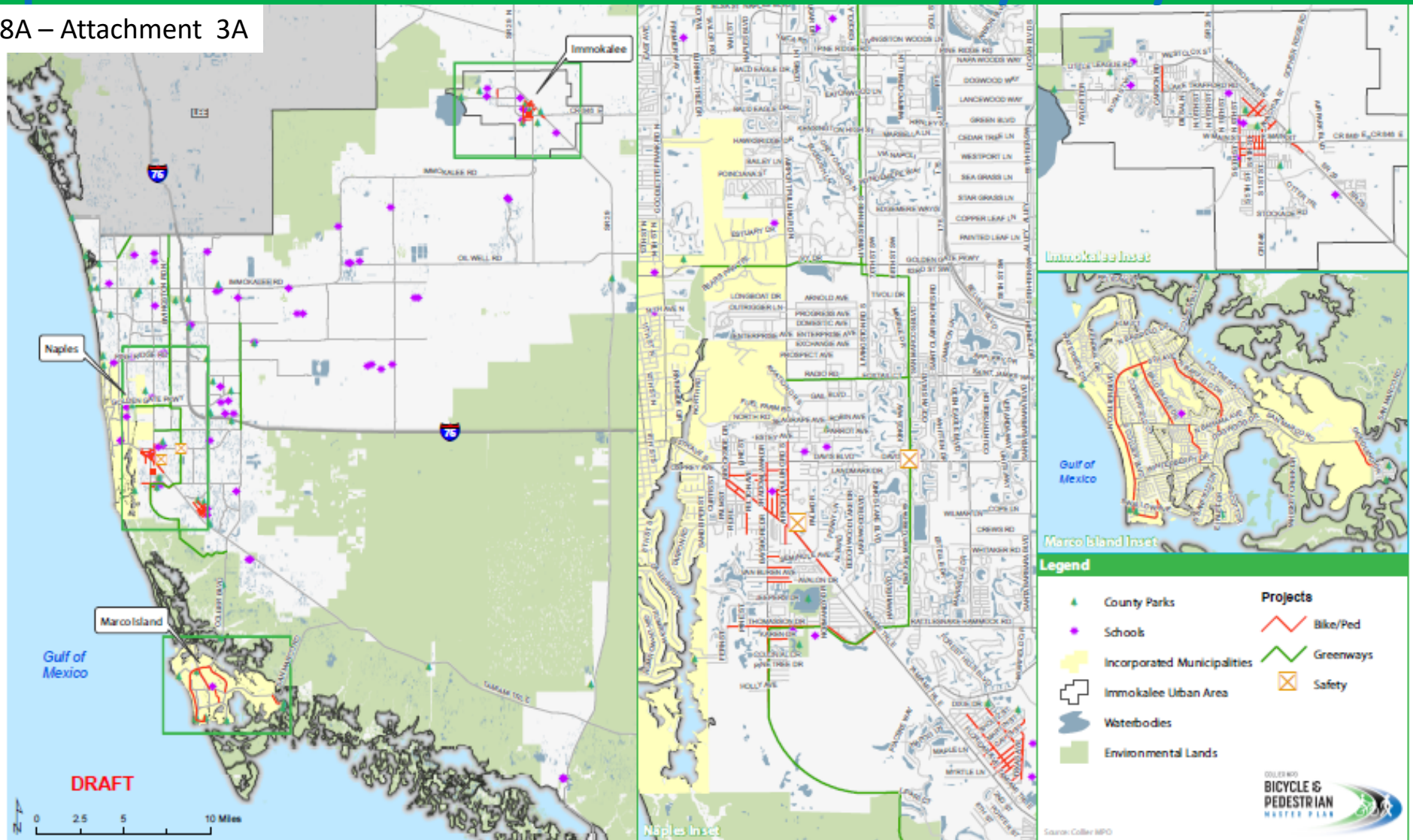
Is the project in a high crash area/along a high crash area?	Map
EJ - 3 levels	Map
Cost/benefit	On application
Environmental permitting issues	On application
Significant drainage issues	On application

Prioritization Criteria (draft)	Points	Notes	Tool to use to evaluate
Safety - Increase safety for people who walk and ride in Collier County	25		
Is project in a high crash corridor or location?	15 if on high crash corridor, else 0	Max points if # crashes, 3 # crashes	Crash maps - project is in high crash area, crash report/severity
Will project improve identified safety issue?	10 if identified safety issue, else 0	Give points according to effectiveness of improvement, maximum 10	Crash Modification Factor Clearinghouse or data about safest bike facilities Identify how many crashes are in the area directly effected by the project. Scale points based on number and severity of crashes. Use literature (e.g., sidewalk can reduce ped crashes by X%) as guage of effectiveness and award points accordingly.
Connectivity - Enhance the network of efficient, convenient bicycle and pedestrian facilities in Collier County	20 (max 5 each)		
Connects to 1 other path or trail	5	Give points if project connects to 1 other trail or proposed trail	Existing facilities map/Google Earth
Connections to schools and/or parks	5	Give 1 point for each school or park along project corridor: schools	Google Earth, tally destinations along the proposed project alignment
Connects existing infrastructure/fills a gap	5	Give points if project connects existing infrastructure (trail, bike lanes, etc)	Overlay project on existing facilities map
Connects to/is along a transit line	5	Give points if project corridor includes or offers convenient access to a transit line	Overlay project and transit map
Equity/livability - Increase transportation choice and community livability through the development of an integrated multi-modal system	20 (max 10 each)		
Few or no other bicycle/pedestrian connections are available in the areas surrounding the project	10	Points if trail is proposed in area where there are few or no bicycle/pedestrian facilities	Maps of existing and planned facilities
Project is in an area with a higher percentage of minority population, low income residents or households with 1/no vehicles.	10	Points of trail is proposed in EJ area, in top 3 categories	EJ Maps/methodology
Economic Development - Promote tourism and economic opportunities bv developing a safe. connected network of biking and walking facilities	15 (max 5 each)		
Project connects users to commerce	5	Give points if project connects residential to downtowns and/or jobs and/or supermarkets	
Project is in high job area (current or future)	5	Give points if project is in an area of high jobs	SE Data from current and adopted LRTP or employment centers
Project either works to create or connects to existing facility in walkable area	5	Give points if the project is in walkable area or makes connection to walkable area (define these areas - Old Naples, downtown Immokalee, etc.)	Google Earth
Community Support	10		
Project identified in local plans/RSAs, etc.	5	Give points if the corridor is identified in local plans	Review local plans
Local agency/group advocacy for alignment	5	Give points if alignment has support of a local agency or advocacy group	Letter from agency or advocacy group
Readiness	5		
Pre-constuction phase/s complete	5	Give points if any pre-construction (design, ROW acquisition) has been completed	Phase status (noted on application)
Major road	5		
Major road (by usage not functional classification)	5		As defined in Immokalee Walkable Community Study - "form the backbone of the entire system"

Proposed Needs – Local Roads – Walkability Study Tier 1

9

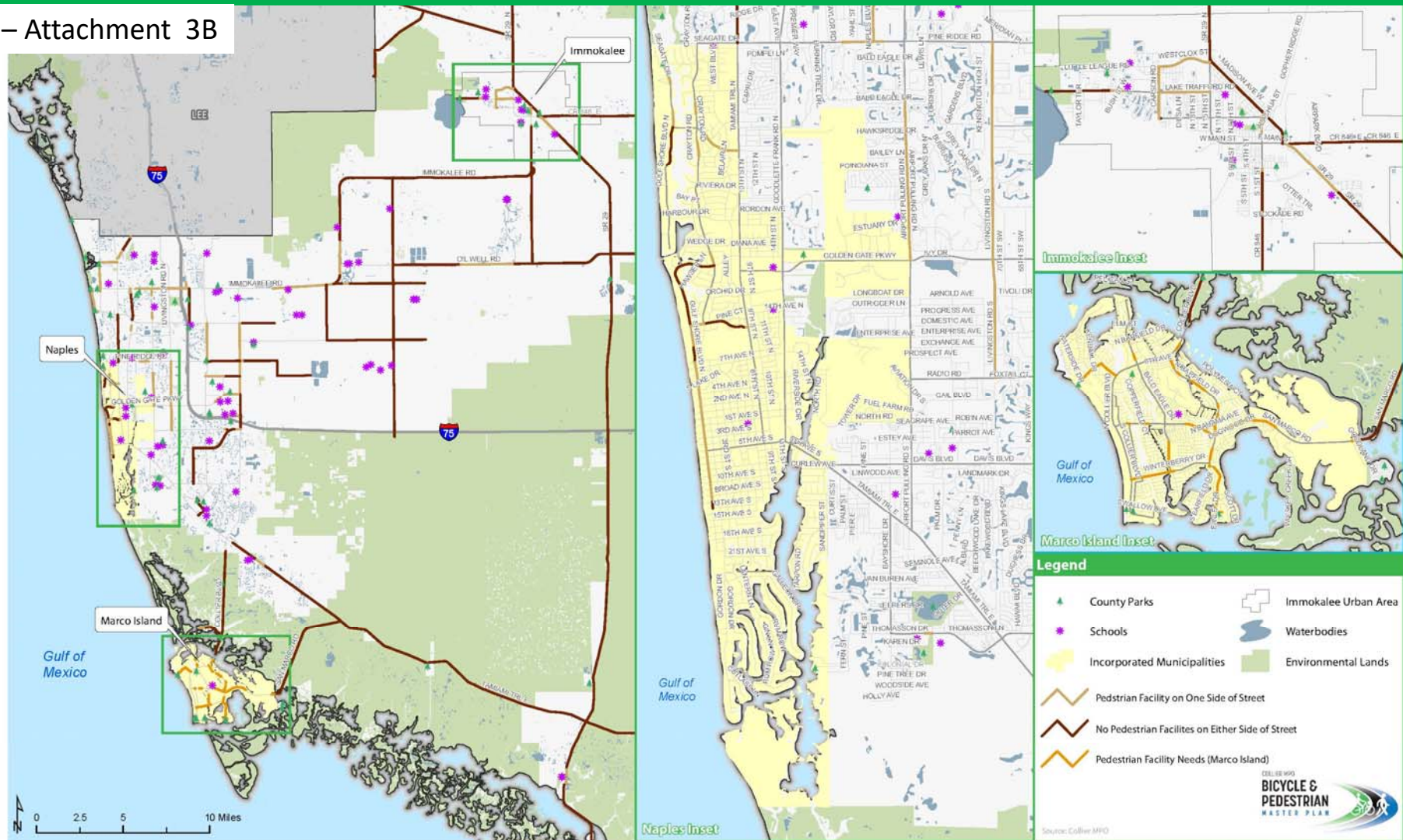
Item 8A – Attachment 3A



Proposed Pedestrian Needs – Collectors and Arterials

10

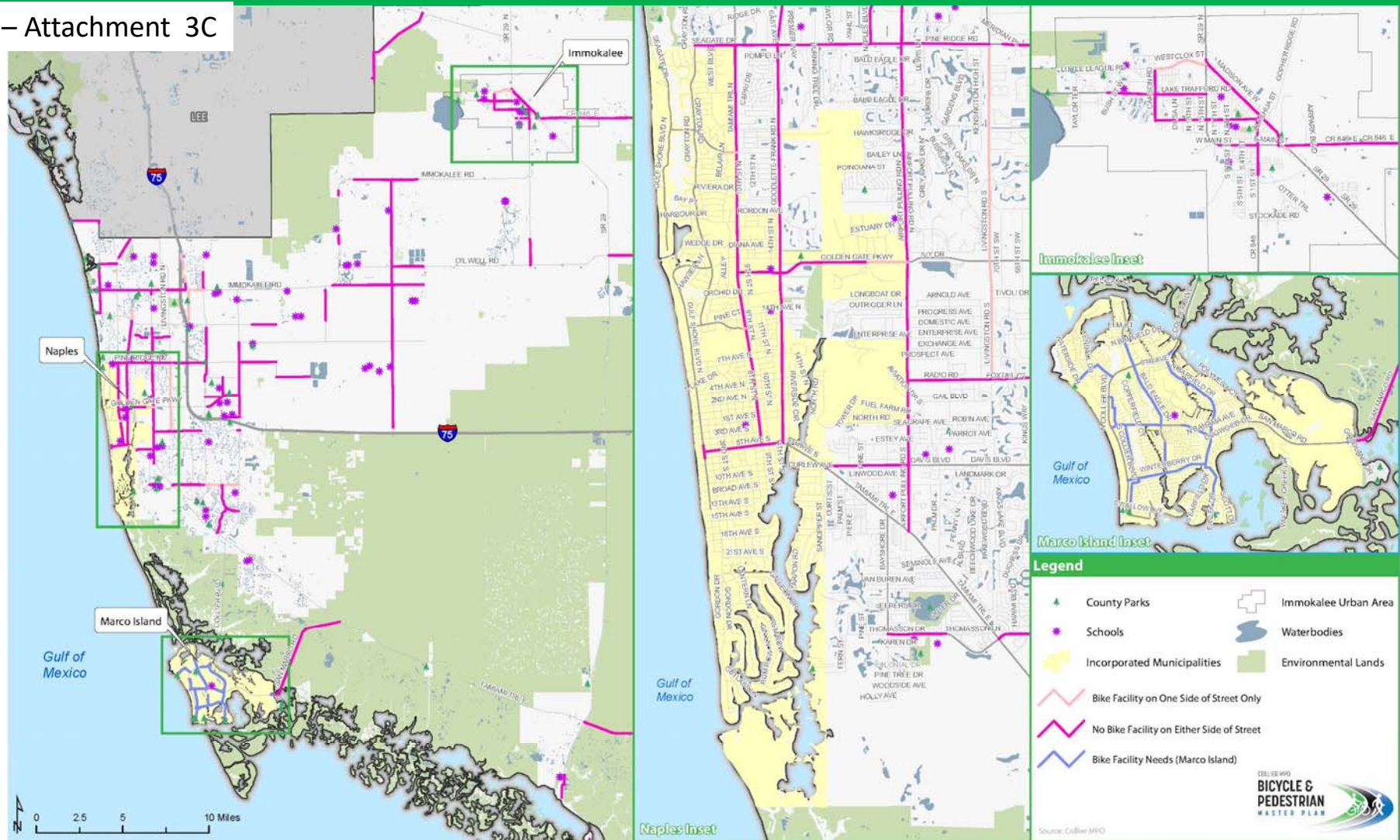
Item 8A – Attachment 3B



Proposed Bicycle Needs – Collectors and Arterials

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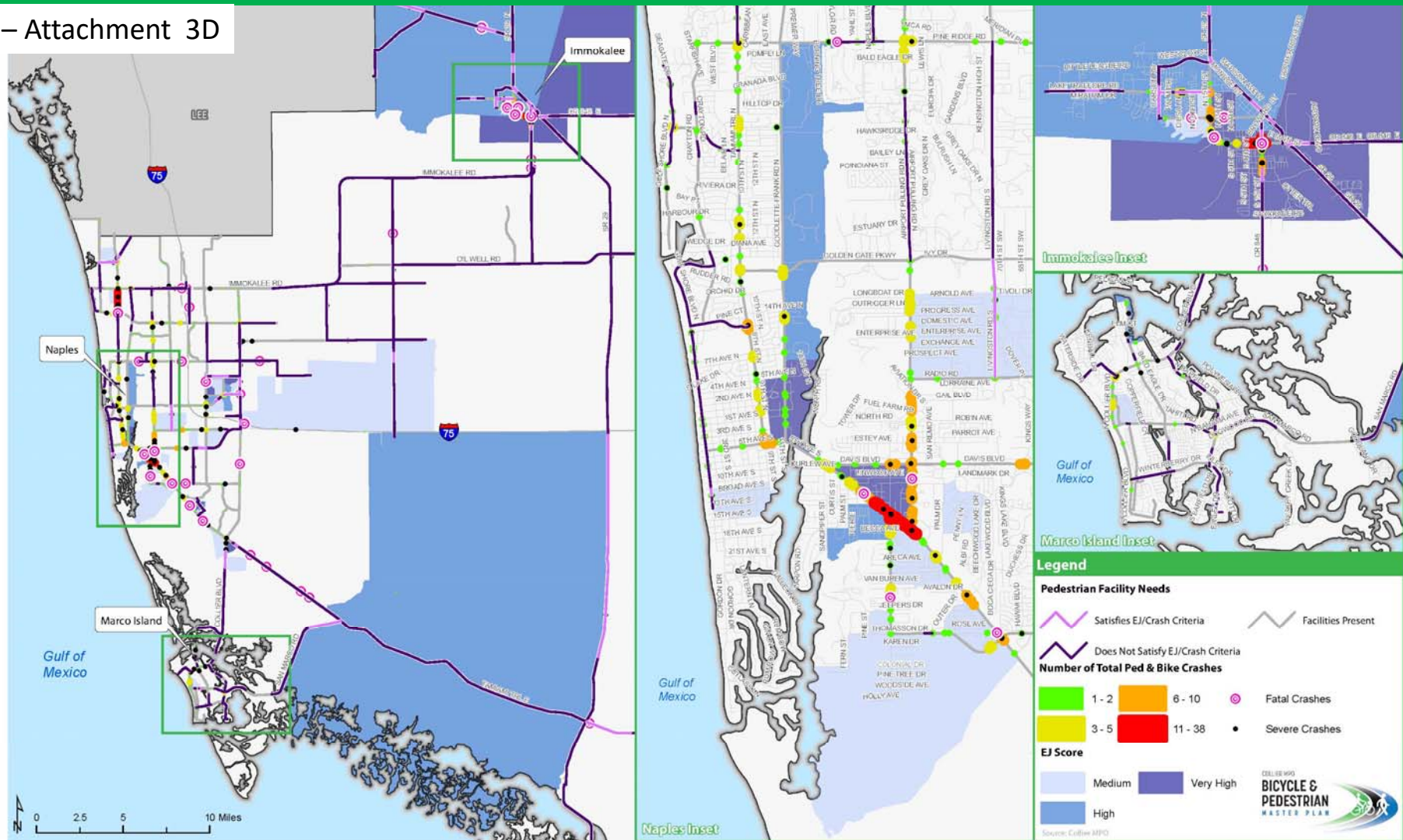
Item 8A – Attachment 3C



Proposed Pedestrian Needs (Criteria) – Collectors and Arterials

12

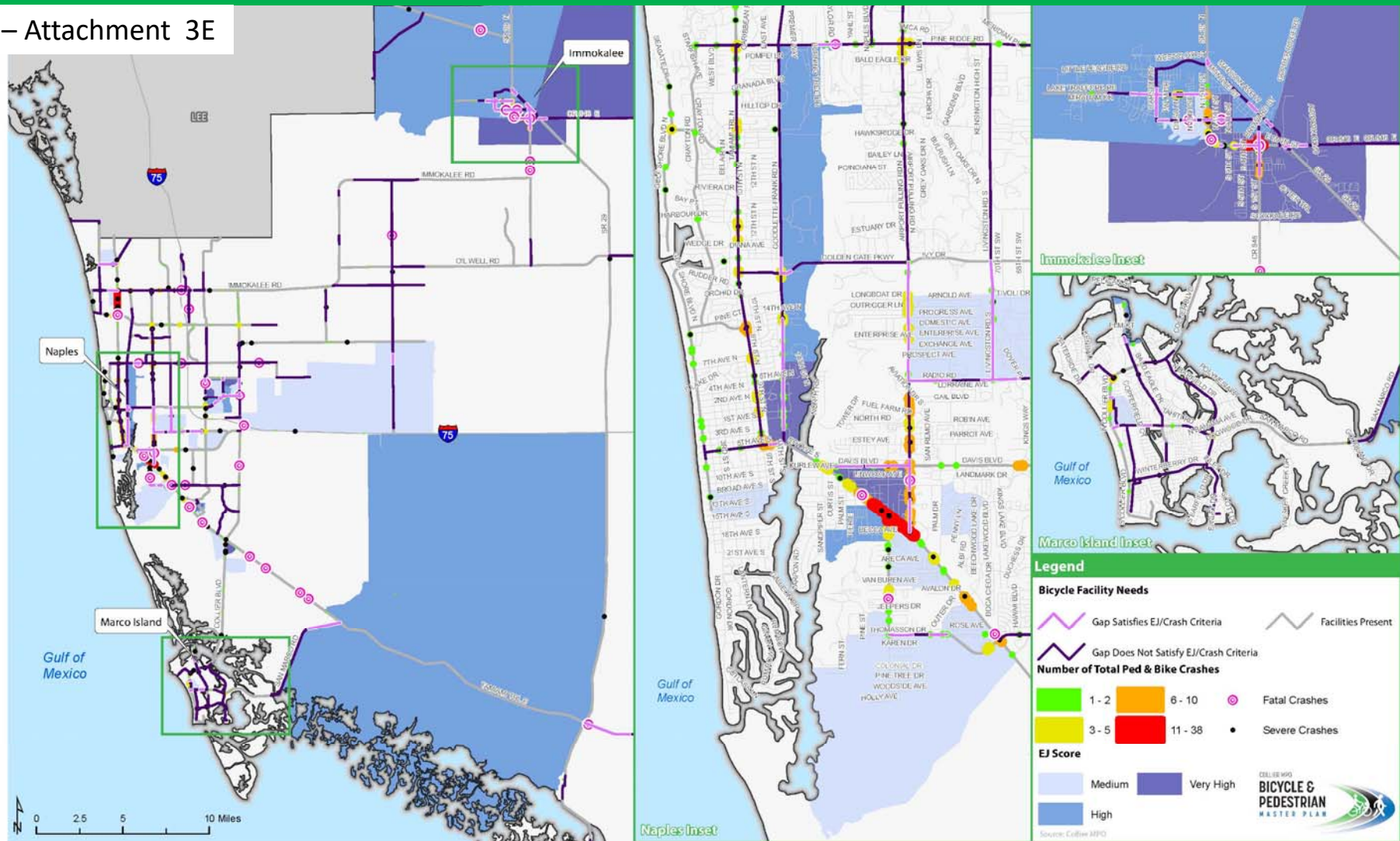
Item 8A – Attachment 3D



Proposed Bicycle Needs (Criteria) – Collectors and Arterials

13

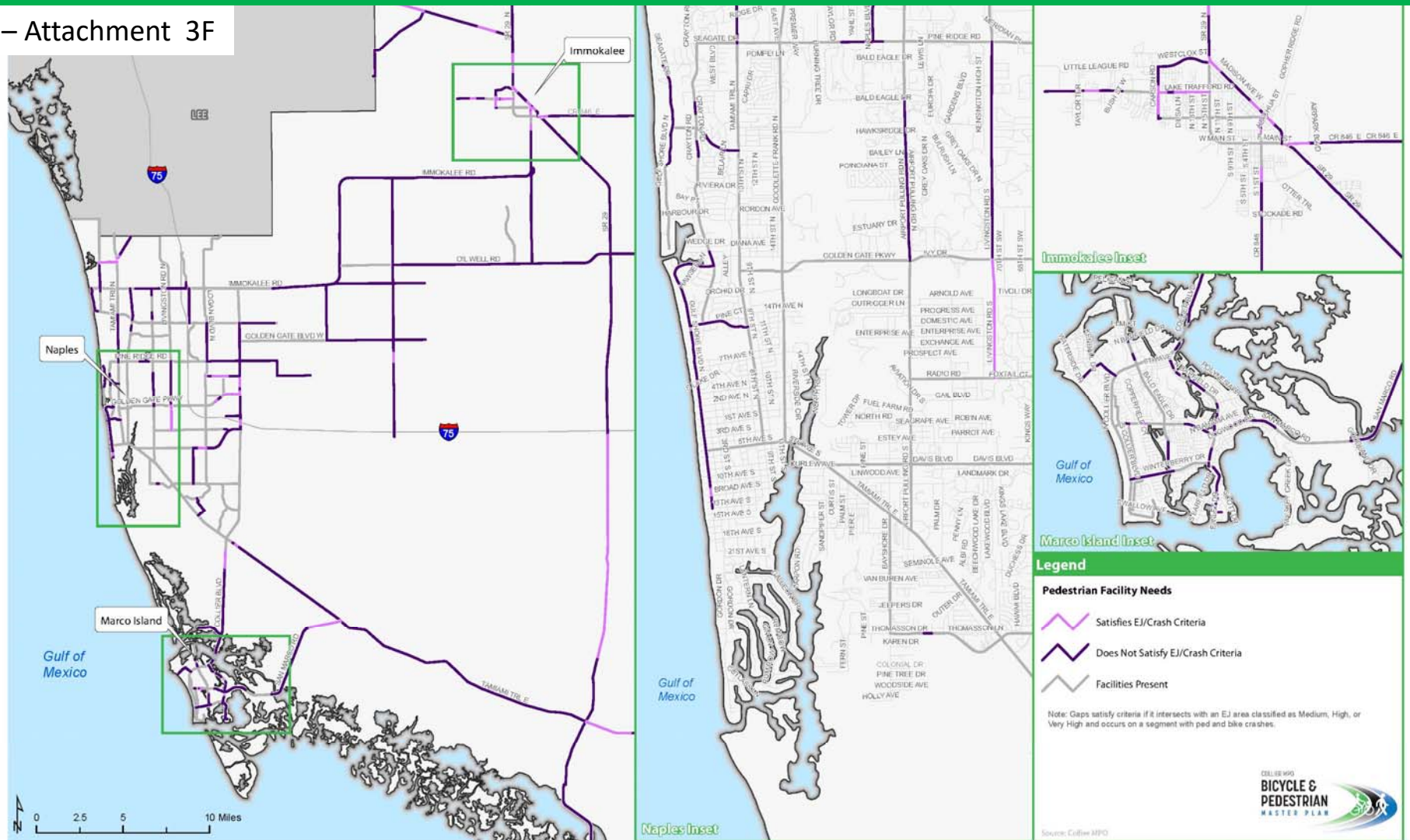
Item 8A – Attachment 3E



Proposed Pedestrian Needs (Satisfy Crash + EJ) – Collectors and Arterials

14

Item 8A – Attachment 3F



5

Attachment 3G

This map illustrates the bicycle and pedestrian facility needs across Collier County, Florida. The main map shows the county's coastline and major roads, with specific areas highlighted for detailed insets: Naples, Marco Island, and Immokalee. The legend defines the symbols used to indicate facility needs: a pink line for gaps that satisfy EJ/Crash Criteria, a purple line for gaps that do not, and a grey line for existing facilities. The insets provide a closer look at the urban areas of Naples, Marco Island, and Immokalee, showing street names and facility status. A scale bar at the bottom left indicates distances up to 10 miles. The source is cited as Collier MPO.

Legend

Bicycle Facility Needs

- Gap Satisfies EJ/Crash Criteria
- Gap Does Not Satisfy EJ/Crash Criteria
- Facilities Present

Note: Gaps satisfy criteria if it intersects with an EJ area classified as Medium, High, or Very High and occurs on a segment with ped and bike crashes.

Source: Collier MPO

Collier MPO BICYCLE & PEDESTRIAN MASTER PLAN

COMMITTEE PRESENTATION
ITEM 8B

Golden Gate Walkable Community Study Update

OBJECTIVE: For the Committee to receive an update on the Golden Gate City Walkable Community Study.

CONSIDERATIONS: The Golden Gate City Walkable Community Study is intended to assess and prioritize pedestrian facility needs for the Golden Gate City area. The consultant has completed the first community outreach event, the existing conditions review and has conducted analyses to complete the pedestrian level of service and to identify priority areas.

Staff will provide a brief presentation on the ongoing study and the next steps of the process.

STAFF RECOMMENDATION: That the Committee receive a presentation on the Golden Gate City Walkable Community Study.

Attachments:

1. Draft Flyer for Golden Gate City Open House

Prepared By: Eric Ortman, Senior Planner

Golden Gate City

A Walkable Community

UPDATE!

Help Make Our Streets Work For Everybody!

The **Golden Gate City Walkable Community Study** will address safety, access, and mobility for people of all ages and abilities who walk, bike, drive, and use transit in our community.

Part Two: Recommendations

In January, we held walking and biking audits, stakeholder meetings, and community meetings.

Please join us to talk about what we learned and the draft recommendations. Tell us which tools might work best to make Golden Gate City more walkable.



THURSDAY, APRIL 19

Open House: 5:00 – 7:00 PM

Presentation: 5:30 PM

GOLDEN GATE COMMUNITY CENTER

4701 Golden Gate Parkway, Naples, FL 34116

Families are welcome!

Events will be in English and Spanish.

NEED MORE INFORMATION?

Call Brandy Otero at 239.252.5859

Organized by Collier County MPO, Blue Zones, and Jacobs Engineering. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact Anne McLaughlin, MPO Executive Director, 72 hours prior to the meeting by calling 239.252.8192. The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO's planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Collier MPO Executive Director, Anne McLaughlin at 239.252.8192 or by writing to Ms. McLaughlin at 2885 South Horseshoe Dr., Naples, FL 34104.



COMMITTEE PRESENTATIONS
ITEM 8C

Update on Draft 2040 Long Range Transportation Plan (LRTP) Amendment

OBJECTIVE: For the Committee to receive an update on the draft 2040 LRTP Amendment.

CONSIDERATIONS:

The 2040 LRTP was adopted by the MPO Board on December 11, 2015 and was last modified on October 14, 2016. This proposed amendment to the LRTP seeks to identify changes to the transportation system that are needed as a result of reallocating the 2040 projections of population and employment based on potential changes to the County Growth Management Plan map in the Rural Lands Stewardship Area. The potential changes include an increase in the development potential, and designation, of the Rural Lands West Stewardship Receiving Area. The potential changes are based on the Rural Lands West Master Plan which is under review by Collier County.

The MPO held a public meeting on March 15th to allow the public to review and comment on the proposed revisions to the 2040 LRTP Needs and Cost Feasible Plans. The Fact Sheet that was distributed at the meeting is attached as **Attachment 1**. There were 38 people in attendance at the public meeting and 15 written comments were received. The majority of the comments received were as follows:

- Concern regarding the alignment of Vanderbilt Beach Road Extension
- Opposition to the S-Curve Alignment in Randall/Oil Well Corridor Study
- Questions regarding Impact Fees and required developer payments
- Concern for wildlife and species habitat impacts
- Concern for clean water and air

Subsequent to the public meeting, the 2040 LRTP Amendment Public Review Summary Report has been completed and is included as **Attachment 2**. The revised Needs plan included in the report identifies the Randall/Oil Well corridor area as a study area.

Based on the prioritization of all projects in the 2040 needs assessment, two projects, which are currently unfunded, have been identified as candidates for adding/amending into the 2040 cost feasible plan, including:

- Vanderbilt Beach Extension from 8th Street NE to 16th Street NE
- Randall Blvd from 8th Street to Everglades Blvd.

For amending the Cost Feasible Plan, it was decided that the \$120 million Local Funds Improvement Box remain untouched. Based on the refined cost estimate for the Vanderbilt Beach Road Extension, the two-phase construction of Vanderbilt Beach Extension listed in the LRTP would be expanded to include funding construction further east to 16th Street and that design and mitigation costs for Randall Blvd from 8th Street to Everglades Blvd could now be funded. Further phases of the Randall Blvd project were not included at this time as the results of the ongoing corridor study are still pending.

The public comment period for the LRTP Amendment started April 2nd and will continue through April 23rd. Any additional comments will be summarized and provided to the MPO Board at the May meeting.

STAFF RECOMMENDATION: That the Board review and comment on the 2040 LRTP Amendment Public Summary Report.

Prepared By: Eric Ortman, MPO Senior Planner

Attachments

1. Public Meeting Fact Sheet
2. 2040 LTRP Amendment Public Review Summary Report

2040 Long Range Transportation Plan Amendment March 2018 Fact Sheet



Purpose

The Collier Metropolitan Planning Organization (MPO) is responsible for developing a 20-year Long Range Transportation Plan (LRTP). The LRTP incorporates the transportation needs based on expected growth through the year 2040. The LRTP, which considers future growth and development patterns in determining the need for new and expanded transportation facilities included growth assumptions for the area known as Rural Lands West. The proposed amendment reallocates future growth in the eastern part of the county based on recent updated information regarding this planned development under the County's Rural Land Stewardship Area (RLSA) Overlay Program to identify potential changes to the 2040 LRTP.

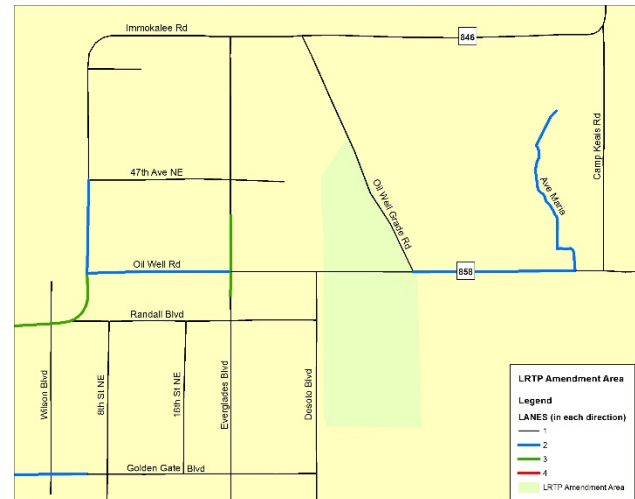
This LRTP amendment has been coordinated with the ongoing Randall/Oil Well Study conducted by Collier County. During adoption of the 2040 LRTP, the MPO Board directed that a study of the Randall Blvd/Oil Well Road corridor be undertaken to identify the appropriate solution to address the transportation capacity needs instead of showing specific roadway alignments or future lanes as cost feasible.

Current Status

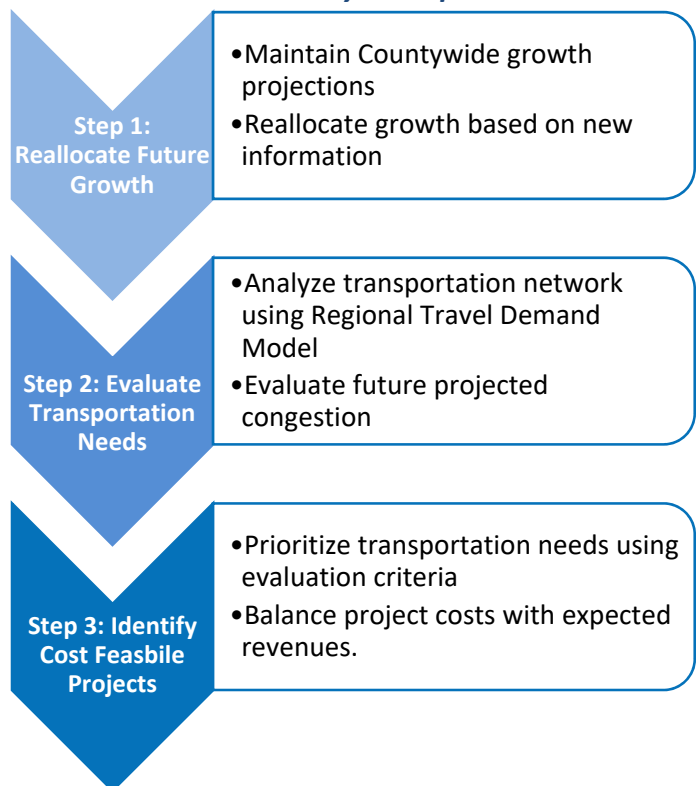
The three step process being followed for the LRTP amendment is illustrated in the following graphic. Step 2 of this process has been concluded with the identification of two needs networks resulting from the reallocated future growth approved by the MPO Board during Step 1.

Consistent with the ongoing corridor study, the two needs alternatives identify the primary east/west transportation corridor. Alternative 2A includes the S-Curve as a new connection between Randall Blvd and Oil Well Road around 16th Ave NE, while Alternative 3A includes additional lanes on Randall Blvd east of 16th Ave NE and the Randall Extension to Oil Well Road. Both alternatives include additional roadways identified as part of the Rural

Location Map of proposed amendment area



LRTP Amendment Analysis Steps



Lands West development proposal. Both alternatives are listed in the table on the reverse side of this sheet. Further coordination with the ongoing Randall/Oil Well Study will provide direction on showing the preferred set of projects for identifying the area's needs.

Transportation Needs identified in LRTP Amendment

Roadway	Adopted 2040 Needs	2040 Alternative 2A	2040 Alternative 3A
Big Cypress Parkway: Golden Gate to Vanderbilt Beach	N/A	2 Lanes	2 Lanes
Big Cypress Parkway: Vanderbilt Beach to Immokalee Rd	N/A	2 Lanes	2 Lanes
Golden Gate: Extend to Big Cypress	N/A	2 Lanes	2 Lanes
Vanderbilt Beach: Everglades to Desoto	2 Lanes	4 Lanes	4 Lanes
Vanderbilt Beach: Desoto to Big Cypress	N/A	2 Lanes	2 Lanes
Randall Blvd: Immokalee Rd to 16 th Ave NE	6 Lanes	6 Lanes	6 Lanes
Randall Blvd: 16 th Ave NE to Everglades	2 Lanes	4 Lanes	6 Lanes
Randall Blvd: Everglades Blvd to Desoto Blvd	2 Lanes	4 Lanes	6 Lanes
Randall Blvd: Desoto Blvd to Big Cypress	N/A	4 Lanes	6 Lanes
Randall Blvd: Big Cypress to Oil Well Road	N/A	4 Lanes	6 Lanes
Oil Well Rd: Immokalee to Everglades	4 Lanes	4 Lanes	4 Lanes
Oil Well Rd: Everglades to Big Cypress	6 Lanes	6 Lanes	4 Lanes
Oil Well Rd: Big Cypress to Randall Blvd Ext.	6 Lanes	6 Lanes	4 Lanes
Oil Well Rd: Randall Blvd Ext. to Camp Keais Rd	6 Lanes	6 Lanes	6 Lanes
S-Curve: Randall Blvd to Oil Well Rd	6 Lanes	4 Lanes	N/A
Everglades Blvd: N of Oil Well Road to Immokalee Rd	4 Lanes	2 Lanes	2 Lanes

Upcoming Activities & Schedule

Completing Step 3 of the analysis will include a review of the transportation needs with future anticipated revenues and the project prioritization results. Based on this review, a recommended list of cost feasible projects for the 2040 LRTP will be proposed and could include needs identified in Alternative 2A, Alternative 3A, or other currently unfunded needs listed in the 2040 LRTP. The schedule listed below includes key dates and decisions to be made by the MPO Board. Locations and times of these meetings are posted on the MPO's website at www.colliermopo.com.

Opportunities for Public Comments

- Completing a public comment form at the March 15th LRTP Amendment Workshop.
- Provide public comments in-person at any of the MPO Meetings.
- Provide written comments to the MPO by e-mail to colliermopo@colliergov.net or in writing to:
2885 South Horseshoe Drive
Naples, FL 34104
- During the 21-day public comment period, review the LRTP amendment by visiting www.colliermopo.com online or in person at the above address.

Date	Activity	Anticipated Result
3/26	Technical and Citizen Advisory Committee Meetings	Review draft list of Cost Feasible projects.
4/2	Open 21-Day Public Comment Period	
4/13	MPO Meeting	Review draft list of Cost Feasible projects.
4/23	Close 21-Day Public Comment Period	
4/30	Technical and Citizen Advisory Committee Meetings	Review final LRTP amendment with recommendation to MPO Board
5/11	MPO Board Meeting	Take final action on LRTP amendment.



2040 LRTP Amendment Public Review Summary Report

April 2018

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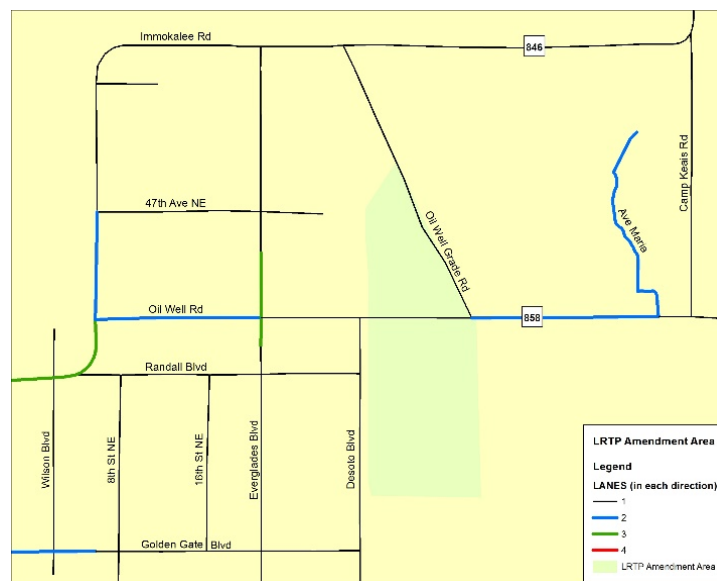
BACKGROUND & PURPOSE

The Collier Metropolitan Planning Organization (MPO) is responsible for developing a 20-year Long Range Transportation Plan (LRTP). The LRTP is a multi-modal plan that incorporates the transportation needs of pedestrians, drivers, transit riders, cyclists and freight operators. The goal of the LRTP is to develop an efficient transportation system that will serve the mobility needs of the people and businesses of Collier County and Southwest Florida. The LRTP considers future growth and development patterns in determining the need for new and expanded transportation facilities.

The Collier MPO has begun an analysis in order to consider amending the transportation needs resulting from a reallocation of population and employment growth within the limits of the proposed Rural Lands West Stewardship Receiving Area. Shown in Figure 1, this Stewardship Receiving Area is located in eastern Collier County along Oil Well Road and east of Desoto Blvd. As defined below, this type of revision to the LRTP is categorized as an amendment.

Amendments are major revisions to the LRTP. Actions that require an amendment include adding or deleting a project; major changes to project costs or initiation dates; and changes to design concepts and scopes for existing projects. An amendment requires public review and comment in accordance with the LRTP amendment and Public Involvement processes, and re-demonstrating fiscal constraint. Changes to projects, included only for illustrative purposes, do not require an amendment. **[23 C.F.R. 450.104]**

Figure 1 - Rural Lands West Location Map



The 2040 LRTP, which considers future growth and development patterns in determining the need for new and expanded transportation facilities, included growth assumptions for the area known as Rural Lands West when it was first adopted. This amendment revised the growth projections for this area by more accurately reflecting the recent development information by reallocating future growth in the eastern part of Collier County.

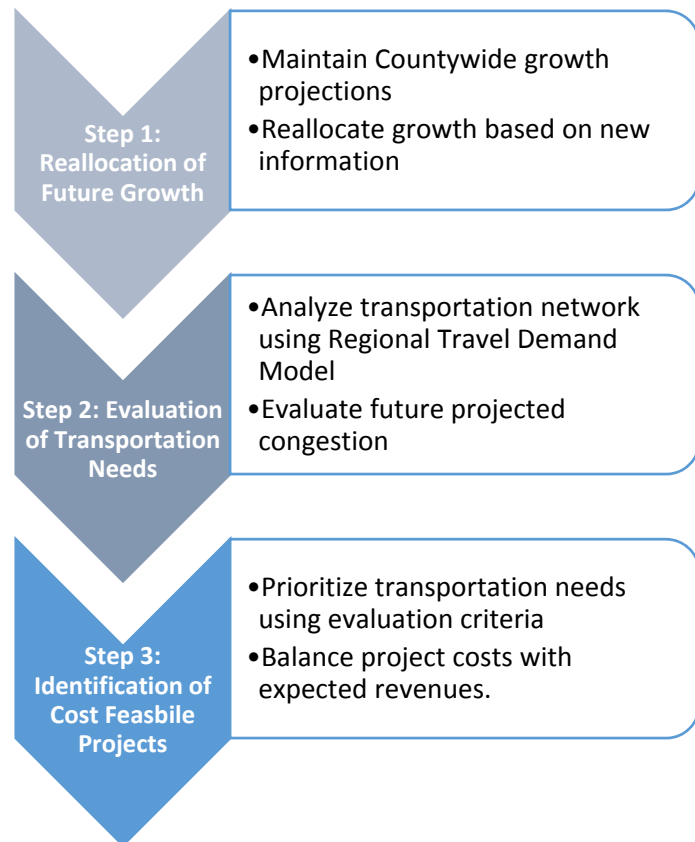
The three step process illustrated in Figure 2 was followed for completed the analysis of this LRTP amendment.

Completion of this LRTP amendment has been coordinated with the ongoing Randall/Oil Well transportation study being conducted by Collier County. During adoption of the 2040 LRTP, the MPO Board directed that a study of the Randall Blvd/Oil Well Road corridor should be undertaken to identify the appropriate solution for addressing the transportation capacity needs in the area instead of showing specific roadway alignments or future lanes as cost feasible.

This summary report covers the following topics for the proposed amendment to the Collier MPO 2040 LRTP in the remaining sections of this report.

- Step 1: Reallocation of Future Growth
- Step 2: Evaluation of Transportation Needs
- Step 3: Identification of Cost Feasible Projects
- Public Outreach and Comments Received
- Schedule for LRTP Amendment

Figure 2 - LRTP Amendment Analysis Steps



Additional information regarding the Long Range Transportation Plan and this amendment can be found on the MPO website at <http://colliermopo.com/index.aspx?page=187>.

STEP 1: REALLOCATION OF FUTURE GROWTH

Socio-economic Data (SE Data) used in the District 1 Regional Planning Model (D1RPM) encompasses variables related to trip making activities. These activities, based primarily on residential and employment locations include the following data attributes for each Traffic Analysis Zone (TAZ) which were reviewed for purposes of the LRTP amendment.

- Dwelling Units (Single Family and Multi-Family)
- Population
- Workers (identified by dwelling unit)
- Employees (Industrial, Commercial, and Service based on location of employment)
- Hotel/Motel Units
- School Enrollment

The purpose of reallocating the SE Data within the D1RPM, is to analyze the impacts of the proposed Rural Lands West development area, while maintaining the future 2040 growth totals used when the 2040 LRTP was developed and adopted. Rather than adding the additional land use densities and intensities within the proposed project area, reallocation of the land use data allows the overall growth estimates used in the 2040 LRTP to remain constant for this analysis.

Following the methodology used to develop the 2040 LRTP forecasts of population and employment, the following guiding principles were used to arrive at a multi-tiered approach for reallocating the SE Data and was developed in consultation with Collier County Growth Management Staff.

- TAZs where growth was identified as part of an approved DRI or large-scale development were not used as sources for the reallocation.
- Consistent with the treatment of other large-scale developments included in the 2040 SE Data, growth in the 2040 LRTP was capped at 80% of the proposed entitlements.
- Future growth removed from any one TAZ was limited to a maximum of 66% (two-thirds) in order to account for development which may have occurred since 2010 when the 2040 SE Data forecasts were initially developed.

Following this methodology, a tiered strategy was used to identify the order of areas selected for the reallocation. As shown in Table 1, the number of dwelling units and jobs proposed for the Rural Lands West development were capped at 80% consistent with the treatment of other known approved large-scale developments. Since growth for the Rural Lands West was already assumed during the development of the 2040 LRTP, a portion of the proposed growth is already included in the 2040 LRTP data.

Tier 1 – consisted of evaluating the assumptions included in the 2040 LRTP for the Rural Lands West development – known at that time as the Town of Big Cypress. When the 2040 forecasts were developed for the LRTP, population and employment figures for this area were spread across six TAZs as opposed to the refined information which consists of only four zones. This first step then was to reallocating the future growth forecasts from the six zones down to the four in the current proposal.

Tier 2 – Following Tier 1, additional land uses available for redistribution within TAZs that overlap with the Rural Land Stewardship Sending Areas (SSAs) were identified as the next level for reallocation of future growth.

Tier 3 – Following Tier 1 and Tier 2, the strategy used here was to identify additional growth available for reallocation from TAZs east of Collier Boulevard. TAZs marked as DRIs in the LRTP SE Data Development technical memo; TAZs around Immokalee; TAZs on the east side of the Collier Boulevard at I-75 interchange; and additional specific TAZs identified through coordination with the County Growth Management Staff were excluded from this reallocation. Since there was more growth forecast through 2040 for the tier 3 areas, a percentage reduction was applied equally to each zone based on the reallocation need.

Table 1 - Reallocated Socioeconomic Data

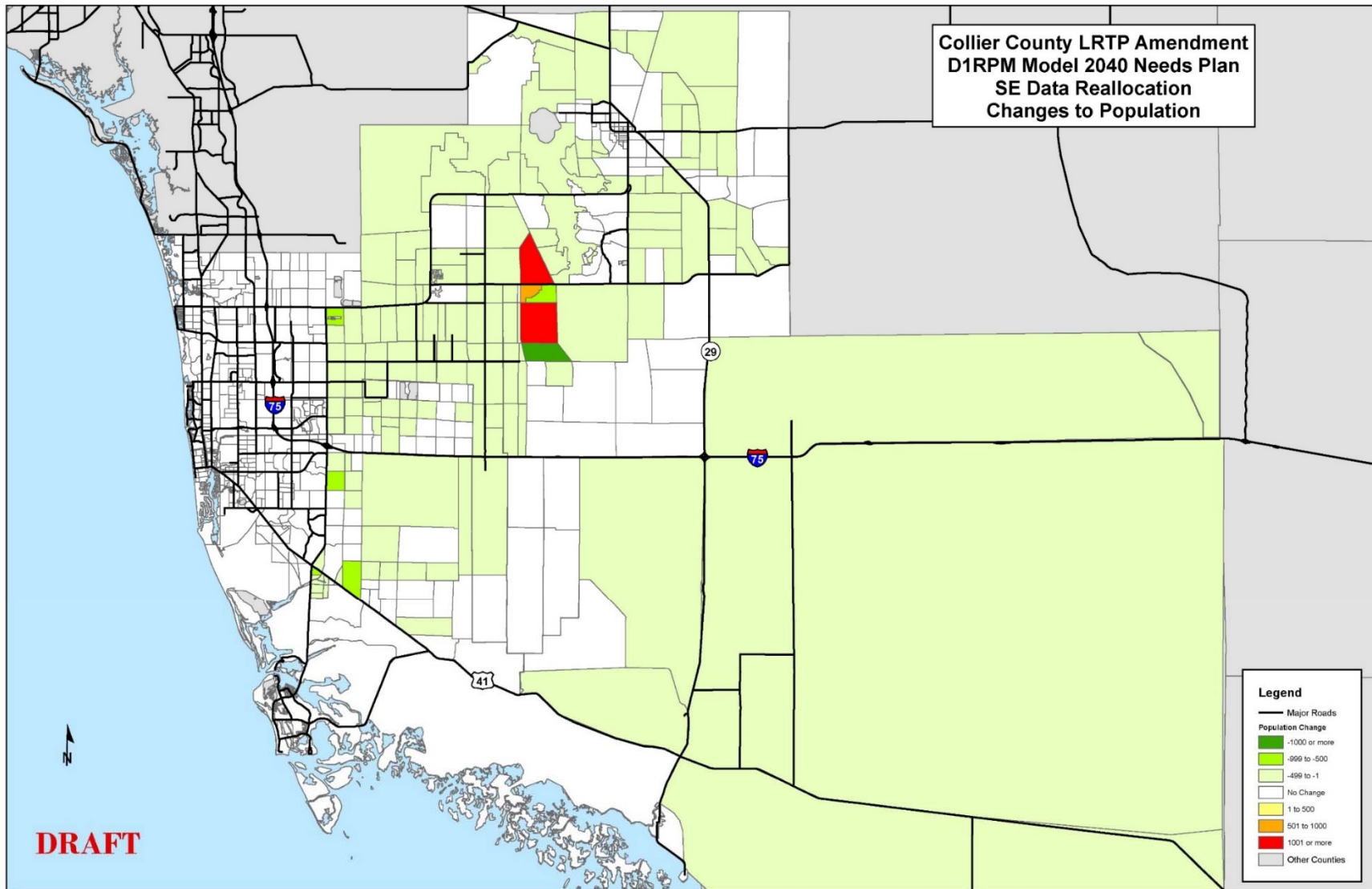
Source	Dwelling Units	Jobs	Hotel/Motel Rooms ⁽¹⁾	School Enrollment ⁽²⁾
Proposed RLW Development	10,000	6,305	220	3,200
80% Threshold	8,000	5,044	176	2,560
Included in original 2040 Forecast	3,340	2,566	0	2,584
Net Needed for reallocation	4,660	2,478	0	0
Tier 1 reallocation	1,060	113	0	0
Tier 2 reallocation	355	0	0	-24
Tier 3 reallocation	3,245	2,365	0	0

(1) Hotel/Motel Rooms are not developed using countywide control totals. Units were not reallocated for these variables. Adjustments resulted in a net increase of hotel/motel rooms.

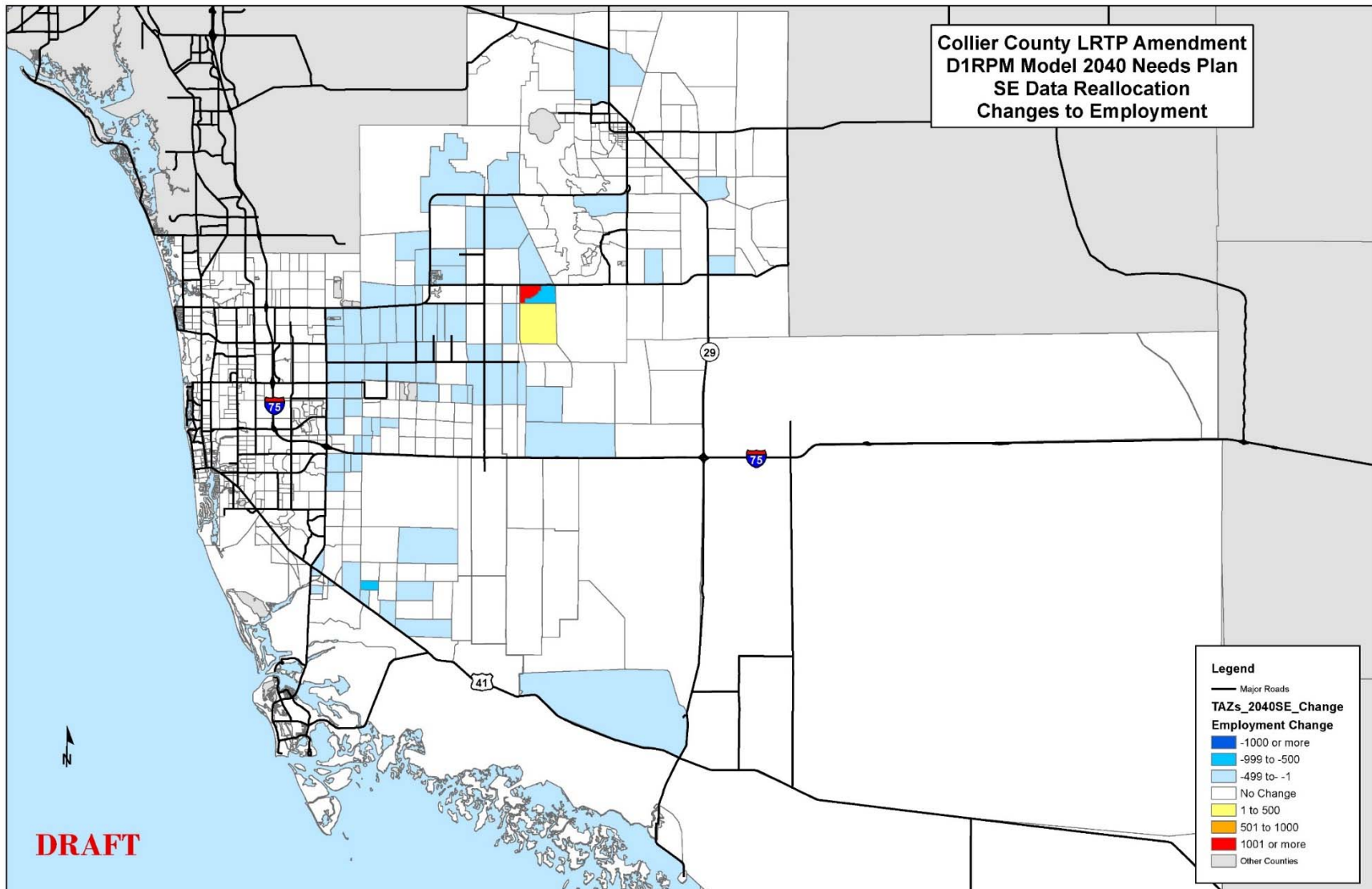
(2) School Enrollment was reallocated to existing locations outside the proposed amendment area.

The maps on the following pages illustrate the result of this reallocation. Map 1 shows the results of reallocating the number of dwelling units by showing the change in population. Map 2 shows the net change in total employment.

Map 1 - Reallocated 2040 Population



Map 2 - Reallocated 2040 Employment



STEP 2: EVALUATION OF TRANSPORTATION NEEDS

Evaluating the transportation needs was conducted by using the D1RPM to identify a list of future transportation projects based on the travel demand generated from the forecasted population and employment through 2040. Using a supply and demand ratio known as volume (demand) to capacity (supply), the performance of roadways was estimated. A volume to capacity (V/C) ratio greater than 1.0 indicates places where the travel demand exceeds the roadway capacity. For the LRTP, the following ranges were used to demonstrate degrees of congestion.

Congestion Levels (Volume /Capacity)

- **Gridlock (Greater than 1.75)**
- **High (1.5 – 1.75)**
- **Moderate (1.26 – 1.5)**
- **Some (1.00-1.25)**

Using the existing transportation network, including project with existing funding commitments, the travel demands from the reallocated population and employment forecasts were evaluated. The congestion levels listed above were used to identify roadway segments where the results changed from one category to another. Table 2 identifies the four segments where a category change in congestion level occurred as a result of the reallocation of the SE Data. The segments of Desoto Blvd and Oil Well Grade Road experience the highest amount of change due to their immediate proximity to the Rural Lands West development area. Table 2 also includes that status of these roadway segments in the current 2040 Needs Assessment.

Table 2 - Assessment of Transportation Needs

Road Segment	Released SE Data V/C	Reallocated SE Data V/C	Status in 2040 Needs Assessment
Desoto Blvd: 18 th Ave NE to Randall	Some	High	No project listed
Oil Well Grade Rd: North of Oil Well Rd	Some	High	No project listed
Camp Keais Rd: South of Immokalee Rd	Some	Moderate	Widen to 4 Lanes
Immokalee Rd (CR 846): North of Camp Keais Rd	High	Gridlock	Widen to 4 Lanes

Additional transportation needs were also identified and tested against the reallocated SE Data based on the current corridor study for Randall Blvd and Oil Well Road and the roadway network included with the preliminary Rural Lands West development submittal.

When the MPO Board approved the 2040 Needs, the alignment connecting Randall Blvd and Oil Well Road known as the S-curve was questioned and the MPO Board requested a corridor study to determine an appropriate corridor alignment. Consistent with the ongoing corridor study, this LRTP amendment

evaluated two needs networks for identifying this east/west transportation corridor. Alternative 2A included the S-Curve as a new connection between Randall Blvd and Oil Well Road around 16th Ave NE, while Alternative 3A included additional lanes on Randall Blvd east of 16th Ave NE and the Randall Extension to Oil Well Road.

The transportation needs included based on the Rural Lands West submittal include a new north/south corridor call Big Cypress Parkway running from Golden Gate Blvd north to Oil Well Grade Road and continuing on to Immokalee Road and the extension of Randall Blvd east of Desoto Road to Oil Well Road.

Table 3 lists the additional roadway configurations tested in developing the 2040 Needs for this LRTP amendment. With the addition of these projects, it was determined that the widening of Everglades Blvd north of Oil Well Road to Immokalee Road is no longer needed by 2040.

Table 3 - 2040 LRTP Amendment Needs Alternatives

Roadway	Adopted 2040 Needs	2040 Alternative 2A	2040 Alternative 3A
Big Cypress Parkway: Golden Gate to Vanderbilt Beach	N/A	2 Lanes	2 Lanes
Big Cypress Parkway: Vanderbilt Beach to Immokalee Rd	N/A	2 Lanes	2 Lanes
Golden Gate Blvd: Extend to Big Cypress	N/A	2 Lanes	2 Lanes
Vanderbilt Beach: Everglades to Desoto	2 Lanes	4 Lanes	4 Lanes
Vanderbilt Beach: Desoto to Big Cypress	N/A	2 Lanes	2 Lanes
Randall Blvd: Immokalee Rd to 16 th Ave NE	6 Lanes	6 Lanes	6 Lanes
Randall Blvd: 16 th Ave NE to Everglades	2 Lanes	4 Lanes	6 Lanes
Randall Blvd: Everglades Blvd to Desoto Blvd	2 Lanes	4 Lanes	6 Lanes
Randall Blvd: Desoto Blvd to Big Cypress	N/A	4 Lanes	6 Lanes
Randall Blvd: Big Cypress to Oil Well Road	N/A	4 Lanes	6 Lanes
Oil Well Rd: Immokalee to Everglades	4 Lanes	4 Lanes	4 Lanes
Oil Well Rd: Everglades to Big Cypress	6 Lanes	6 Lanes	4 Lanes
Oil Well Rd: Big Cypress to Randall Blvd Ext.	6 Lanes	6 Lanes	4 Lanes
Oil Well Rd: Randall Blvd Ext. to Camp Keais Rd	6 Lanes	6 Lanes	6 Lanes
S-Curve: Randall Blvd to Oil Well Rd	6 Lanes	4 Lanes	N/A
Everglades Blvd: N of Oil Well Road to Immokalee Rd	4 Lanes	2 Lanes	2 Lanes

Further coordination with the ongoing Randall / Oil Well corridor study will provide direction on showing the preferred set of projects for identifying the area's needs. As such, Map 3 shows the number of lanes proposed for this amendment and includes a study area for the Randall Blvd / Oil Well Corridor.

Using the project selection criteria and values used during the 2040 LRTP development, each of these projects were evaluated. Table 4 shows the results of the scoring for the needs included in the LRTP amendment. Likewise, cost estimates for each of these projects were developed consistent with the 2040 LRTP methodology. Project cost estimates are listed in Table 5.

Included in the appendix is a full listing of the 2040 Needs Assessment projects with project selection criteria and cost estimates.

Map 3 - 2040 LRTP Amendment Needs Number of Lanes

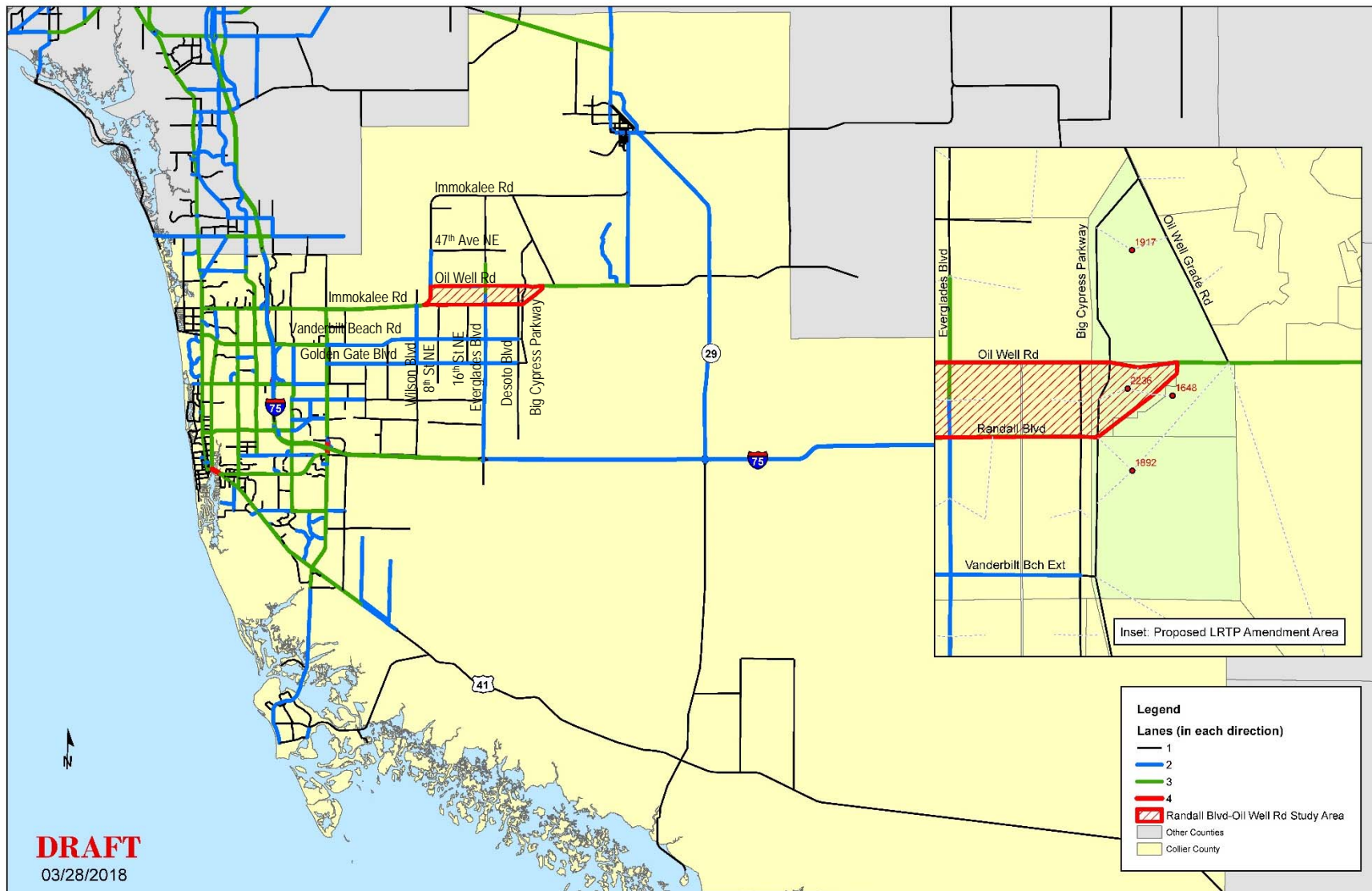


Table 4 - Prioritization of LRTP Amendment Needs Projects

Facility	Continuity and Connectivity	Evacuation Route	Reduces Congestion	Freight Route	Wetland Impact	Species Impact	Score
Randall Blvd Ext: Desoto Blvd to Big Cypress Pkwy	3	0	10	0	-1	-4	8
Randall Blvd Ext: Big Cypress Pkwy to Oil Well Road	3	0	10	0	-2	-4	7
Big Cypress Pkwy: Vanderbilt Beach Ext. to Oil Well Grade Rd	3	0	6	0	-1	-4	4
Big Cypress Pkwy: Golden Gate Blvd to Vanderbilt Beach Ext	3	0	2	0	-1	-4	0
Big Cypress Pkwy: Oil Well Grade Rd to Immokalee Rd	0	0	0	0	-3	0	-3
Golden Gate Blvd Ext: Desoto Blvd to Big Cypress Pkwy	3	0	2	0	-4	-4	-3
Randall Blvd: 16 th Street NE to Desoto Blvd	0	0	0	0	-2	-3	-5

Table 5 - Costs of LRTP Amendment Needs Projects

Facility	Project Description	Right of Way	Environmental Mitigation	Construction	Total Cost Estimate
Randall Blvd Ext: Desoto Blvd to Big Cypress Pkwy	New 4- Lane Road	\$1,281,313	\$160,000	\$2,562,625	\$4,003,938
	New 6-Lane Road	\$1,613,625	\$240,000	\$3,227,250	\$5,080,875
Randall Blvd Ext: Big Cypress Pkwy to Oil Well Rd	New 4- Lane Road	\$8,200,400	\$1,350,000	\$16,400,800	\$25,951,200
	New 6-Lane Road	\$10,327,200	\$2,024,000	\$20,654,400	\$33,005,600
Big Cypress Pkwy: Vanderbilt Beach Ext. to Oil Well Grade Rd	New 2- Lane Road (4-Lane right-of-way)	\$30,238,975	\$3,776,000	\$39,136,175	\$73,151,150
Big Cypress Pkwy: Golden Gate Blvd to Vanderbilt Beach Ext	New 2- Lane Road (4-Lane right-of-way)	\$6,919,088	\$432,000	\$8,954,888	\$16,305,976
Big Cypress Pkwy: Oil Well Grade Rd to Immokalee Rd	New 2- Lane Road (4-Lane right-of-way)	\$7,327,929	\$339,000	\$13,730,828	\$21,397,757
Golden Gate Blvd Ext: Desoto Blvd to Big Cypress Pkwy	New 2- Lane Road	\$1,658,313	\$313,000	\$3,316,625	\$5,287,938
Randall Blvd: 16 th Street NE to Desoto Blvd	Widen from 4 lanes to 6 lanes	\$12,039,625	\$2,278,000	\$24,079,250	\$38,396,875

STEP 3: IDENTIFICATION OF COST FEASIBLE PROJECTS

Determining changes to the projects in the Cost Feasible Plan was based on an evaluation of the prioritized needs, availability of transportation revenues, and performance of the current cost feasible projects. Like the evaluation of transportation needs, the D1RPM was used to evaluate the current Cost Feasible Network with the reallocated population and employment through 2040.

Table 6 provides an overview of the segments which were noted as having a volume/capacity change from one category to another.

Table 6 - Cost Feasible Assessment

Road Segment	Released SE Data V/C	Reallocated SE Data V/C	Status in 2040 Cost Feasible Plan
Randall Blvd : 16 th St NE to Everglades Blvd	None	Some	Corridor Study Area
Oil Well Rd: Ave Maria to Camp Keais Rd	None	Some	No project listed
Oil Well Rd: Immokalee Rd to Everglades Blvd	None	Some	Corridor Study Area
Immokalee Rd: Randall Blvd to Oil Well Road	None	Some	Randall at Immokalee intersection project
Desoto Blvd 18 th Ave NE to Randall Blvd	Some	High	No project listed
Oil Well Grade Rd: North of Oil Well Rd	None	Gridlock	No project listed

When the 2040 LRTP was adopted, a Local Funds Improvements Box was created due, in part, to the decision to include the Randall Blvd/Oil Well Corridor Study instead of a specific project alignment. This left more than \$120 million in future local revenues available for project funding.

Collier County has progressed the design and engineering phase of the Vanderbilt Beach Extension east of CR 591 (Collier Blvd) since the adoption of the 2040 LRTP. This effort has resulted in a lower cost estimate of more than \$21 million compared to the amount listed in the adopted 2040 LRTP. In coordination with Collier County Transportation, it was determined that the right-of-way required for this roadway extension will be purchased before 2021 and that the eastern limits of the first phase is slated to be 16th Street NE.

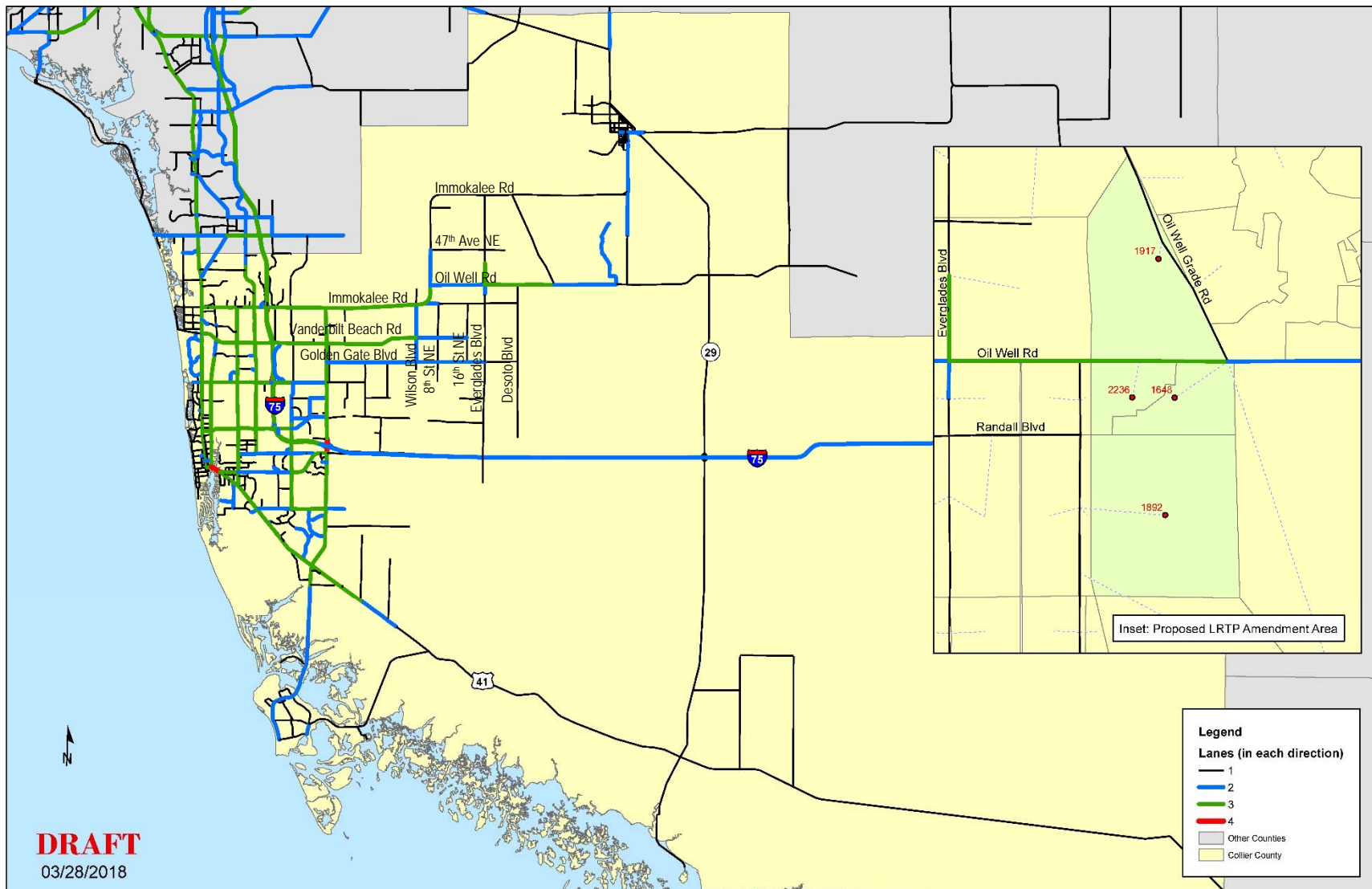
Based on the prioritization of all projects in the 2040 needs assessment (listed in the Appendix), two projects, which are currently unfunded, have been identified as candidates for adding/amending into the 2040 cost feasible plan.

- Project 13a: Vanderbilt Beach Extension from 8th Street NE to 16th Street NE
- Project 16: Randall Blvd from 8th Street to Everglades Blvd.

For amending the Cost Feasible Plan, it was decided that the \$120 million Local Funds Improvement Box remain untouched. Based on the refined cost estimate for the Vanderbilt Beach Road Extension, the two-phase construction of Vanderbilt Beach Extension listed in the LRTP would be expanded to include funding construction further east to 16th Street and that design and mitigation costs for Randall Blvd from 8th Street to Everglades Blvd could now be funded. Further phases of the Randall Blvd project were not included at this time as the results of the ongoing corridor study are still pending.

The number of lanes map for the proposed amended 2040 Cost Feasible Plan are shown on Map 4.

Map 4 - Recommended Amended 2040 Cost Feasible Lanes



PUBLIC OUTREACH AND COMMENT

The MPO's public involvement program is designed to ensure opportunities for the public to express their views on transportation and mobility issues and to become active participants in the decision making process. During the LRTP amendment process, opportunities for review and comment on the status have been provided at each of the MPO Board, Technical Advisory, and Citizen Advisory Meetings. A public outreach meeting was also held on March 15th where 38 individuals signed in. Moving forward, the MPO has opened a 21-day public comment period for the amendment starting on Monday, April 2nd. During this comment period, a status presentation will be given on April 13th where public comments can be provided in-person.

During the March 15th public meeting, 15 written comments were provided dealing with the topics listed below.

- Concern regarding alignment of Vanderbilt Beach Road Extension
- Opposition to S-Curve Alignment in Randall/Oil Well Corridor Study
- Questions regarding Impact Fees and required developer payments
- Concern for wildlife and species habitat impacts
- Concern for clean water and air

In addition to the 21-day public review starting on April 2nd, the MPO has several remaining meetings where public comment can be provided prior to the approval of an amendment to the 2040 LRTP.

These meetings include

- MPO Board April 13th
- TAC / CAC final review & amendment recommendation April 30th
- MPO Board final review of amendment May 11th

In addition to providing comments in person at any of the MPO meetings, written comments can be sent by email to colliermmpo@colliergov.net or in writing to:

2885 South Horseshoe Drive
Naples, FL 34104

Information regarding times and locations of upcoming MPO meetings can be found by visiting www.colliermmpo.com online or by calling the MPO at 239-252-5804.

APPENDIX

- 2040 Needs Assessment with Project Selection Criteria
- 2040 Cost Feasible Plan – Summary of Funded Projects

2040 Amended Needs Aessment with Project Selectin Criteria

											1.0		1.0		2.0		1.0		1.0		0.5	Benefit Points								
ID	Facility	Limit From	Limit To	Final Proposed Improvement - Needs Plan Update	Link in Miles	CST Phase in CFP	Any Phase in CFP	Construction Cost Estimates Present Day Costs (PDC)	Revised Cost Estimates (Includes Env Mitigation and ROW)	Unfunded SIS Cost	ROW (Included in Cost Estimates Total)	Environmental Mitigation (Included in Cost Estimates Total)	System Continuity & Connectivity	Weighted Value	Previous Score	Evac Route	Weighted Value	Previous Score	Reduce Cong	Weighted Value	Wetland Impact	Weighted Value	Species Impact	Weighted Value	Freight Route	Weighted Value	Un-Weighted	Weighted	\$M/lane-mile	BP/\$/lane-mile
2	NA Critical Needs Intersection	Golden Gate Parkway @ I-75		Major Ramp Improvements		CST	X	\$2,000,000	\$2,000,000		\$0	\$0	0	0		5	5		5	10	0	0	0	0	5	3	15	18	NA	NA
3	NA Critical Needs Intersection	Pine Ridge Road @ I-75		Major Ramp Improvements (Partial Cloverleaf)		CST	X	\$5,000,000	\$5,000,000		\$0	\$0	0	0		5	5		5	10	0	0	0	0	5	3	15	18	NA	NA
4	70 Critical Needs Intersection	I-75 (SR-93) and Collier Boulevard (CR 951)		Partial cloverleaf interchange with 2 loop ramps	0.0	CST	X	\$42,504,654	\$42,504,654		\$0	\$0	0	0		5	5		5	10	0	0	0	0	5	3	15	18	NA	NA
5	4 CR 951 (Collier Boulevard)	Golden Gate Canal	Green Boulevard	Expand from 4-Lane Divided to 6-Lane Divided Arterial	2.0	CST	X	\$30,000,000	\$30,000,000		\$0	\$0	2	2		5	5		5	10	0	0	0	0	0	0	12	17	\$7.50	2.27
6	42 SR 29	Immokalee Dr.	New Market Road North	Expand from 2-Lane Undivided with center turn lane to 4-Lane Divided Arterial	2.0					\$31,273,603	\$10,388,201	\$109,000	0	0		5	5		5	10	0	0	-1	-1	5	3	14	17	\$6.50	2.54
7	NA Critical Needs Intersection	Immokalee Rd @ I-75 Interchange		Major Ramp Improvements		CST	X	\$2,750,000	\$2,792,000		\$0	\$42,000	0	0		5	5		5	10	-1	-1	0	0	5	3	14	17	NA	NA
8	49 SR 29 By-Pass	SR 29 (north of New Market Rd)	SR-29/CR-846 Intersection	New 4-lane Divided Arterial	2.5					\$54,369,907	\$17,862,636	\$782,000	0	0		5	5		5	10	-1	-1	-1	-1	5	3	13	16	\$6.39	2.43
9	73 Critical Needs Intersection	US41 (SR-90) (Tamiami Trail East) and Collier Boulevard (CR 951)		Single point urban interchange	0.0	No	X	\$44,140,000	\$44,140,000		\$0	\$0	0	0		5	5		5	10	0	0	0	0	0	0	10	15	NA	NA
11	43 SR 29	New Market Road North	North of SR-82	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	3.1					\$33,451,404	\$0	\$507,000	0	0		5	5		5	10	0	0	-3	-3	5	3	12	15	\$6.70	2.16
12	16 Old US 41	US 41 (SR-45)	Collier/Lee County Line	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector	1.5	CST	X	\$15,030,000	\$15,488,000		\$0	\$458,000	0	0		5	5		5	10	-3	-3	0	0	5	3	12	15	\$5.16	2.81
13a	60a Vanderbilt Beach Road	8th Street	16th Street	New 4 lane Divided Arterial from 21st St SW to Desoto Blvd	1.0	CST	X	\$11,701,459	\$36,728,134		\$24,088,675	\$938,000	5	5		5	5		5	10	-3	-3	-3	-3	0	0	9	14	\$9.18	1.52
13b	60b Vanderbilt Beach Road	16th Street	Desoto Boulevard	New 4 lane Divided Arterial from 21st St SW to Desoto Blvd	3.7			\$43,295,399	\$70,855,074		\$24,088,675	\$3,471,000	5	5		5	5		5	10	-3	-3	-3	-3	0	0	9	14	\$4.79	2.92
14	59 Vanderbilt Beach Road	CR 951	8th Street	Expand from 2-Lane Undivided to 4-Lane Divided Arterial from CR951 to 21 St SW & New 4-lane to Wilson	6.0	CST	X	\$99,930,000	\$141,511,000		\$38,766,000	\$2,815,000	5	5		5	5		5	10	-3	-3	-3	-3	0	0	9	14	\$11.79	1.19
15	52 US41 (SR-90) (Tamiami Trail East)	Greenway Road	6 I. Farm Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	2.6	CST	X	\$21,830,000	\$26,190,664		\$3,953,664	\$407,000	0	0		5	5		5	10	-1	-1	-1	-1	0	0	8	13	\$5.04	2.58
16	34 Randall Boulevard / Oil Well Road Study Area	8th Street	Everglades Blvd Intersection	Expand from 2-Lane Undivided + New Road to 6-Lane Divided Arterial (Future Study Area)	3.4		X	\$25,500,000	\$49,250,300		\$21,945,300	\$1,805,000	2	2		5	5		5	10	-1	-1	-3	-3	0	0	8	13	\$3.62	NA
17	15 Green Boulevard Ext / 16th Ave SW	23rd St SW	Wilson Blvd Ext (Corridor Study)	New 2-Lane Collector (Future Study Area)	2.9				\$30,193,638		\$9,618,213	\$1,339,000	3	3		5	5		5	10	-4	-4	-1	-1	0	0	8	13	\$5.21	2.50
18	48 SR 84 (Davis Boulevard)	Airport Pulling Road	Santa Barbara Boulevard	Expand from 4 divided to 6-Lane Divided Arterial	3.0	No	X	\$33,110,000	\$50,839,000		\$17,424,000	\$305,000	2	2		5	5		3	6	-1	-1	0	0	0	0	9	12	\$8.47	1.42
19	69 Critical Needs Intersection	Immokalee Road and Randall Boulevard		Phase 1 - Maximum at-grade improvements to accommodate a future fly-over interchange	0.0	CST	X	\$49,250,000	\$49,385,000		\$0	\$135,000	0	0		5	5		5	10	0	0	-3	-3	0	0	7	12	NA	NA
20	19 Immokalee Road	Camp Keais Road	Carver Street	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	2.5	CST	X	\$25,040,000	\$27,546,000		\$1,452,000	\$1,054,000	0	0		5	5		5	10	-2	-2	-4	-4	5	3	9	12	\$5.51	2.09
21	NA Critical Needs Intersection	US 41 @ Goodlette Road		Major At-Grade Intersection Improvements (2nd WB RT-Ln)		CST	X	\$2,000,000	\$2,250,000		\$250,000	\$0	0	0		5	5		3	6	0	0	0	0	0	0	8	11	NA	NA
22	71 Critical Needs Intersection	I-75 (SR-93) in the vicinity of Everglades Boulevard		New Interchange	0.0					\$42,729,654		\$225,000	5	5		5	5		3	6	0	0	-5	-5	0	0	8	11	NA	NA
23	14 Green Boulevard Ext / 16th Ave SW	CR 951	23rd Street SW (Corridor Study)	New 4-Lane Divided Collector (Future Study Area)	2.1				\$42,216,300		\$13,568,100	\$1,512,000	4	4		0	0		5	10	-3	-3	-1	-1	0	0	5	10	\$5.03	1.99
25	31 Oil Well Road / CR 858	Everglades Boulevard	Oil Well Grade Road	2-Lane Roadway to 4 Lanes divided	3.9	CST	X	\$20,000,000	\$37,004,625		\$15,146,625	\$1,858,000	2	2		5	5		5	10	-2	-2	-5	-5	0	0	5	10	\$4.74	2.11
26	6.1 Everglades Boulevard	Golden Gate Blvd	Vanderbilt Bch Rd Ext	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	2.2				\$24,161,413		\$7,788,138	\$797,000	0	0		5	5	1	5	10	-2	-2	-3	-3	0	0	5	10	\$5.57	1.80
27	5 CR 951 Extension	Heritage Bay Entrance	Lee/Collier County Line	New 2-lane Arterial to Bonita Beach Road	2.5			\$37,424,625			\$11,171,875	\$3,909,000	5	5		5	5	3	5	10	-5	-5	-5	-5	0	0	5	10	\$3.74	2.67
28	41 SR 29	9th St	Immokalee Dr.	Expand from 2-Lane Undivided with center turn lane to 4-Lane Divided Arterial	0.9					\$22,011,093	\$13,329,360	\$0	0	0		5	5		1	2	0	0	0	0	5	3	11	10	\$8.51	1.12
29	67 Wilson Boulevard Ext / Black Burn Rd	Wilson Blvd	End of Haul Road (Corridor Study)	New 2-Lanes of a Future Multi-lane Facility(Future Study Area)	2.6	No	X	\$29,310,000	\$36,691,625		\$3,316,625	\$4,065,000	3	3	0	5	5	0	5	10	-5	-5	-5	-5	0	0	3	8	\$7.06	1.13
74a	Randall Blvd Extension	Desoto Boulevard	Big Cypress Parkway	New 4-Lane Road	0.3			\$2,562,625	\$4,003,938		\$1,281,313	\$160,000	3	3		0	0		5	10	-1	-1	-4	-4	0	0	3	8	\$4.00	2.00
74b	Randall Blvd Extension	Desoto Boulevard	Big Cypress Parkway	New 6-Lane Road	0.3			\$3,227,250	\$5,080,875		\$1,613,625	\$240,000	3	3		0	0		5	10	-1	-1	-4	-4	0	0	3	8	\$3.39	2.36
30	18 I-75 (SR-93) Managed/ Express (Toll) Lanes	North of Golden Gate Parkway (Exit #105)	Collier/Lee County Line	New 4-Lanes Express (Toll) Lanes with slip-ramp locations connecting to general purpose lanes TBD	9.0					\$134,646,986	\$0	\$0	0	0		5	5		1	2	-2	-2	0	0	5	3	9	8	\$4.66	1.61
31	9.2 Goodlette-Frank Road	Orange Blossom Drive	Vanderbilt Beach Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial	0.9			\$12,997,969			\$4,332,656	\$0	0	0		5	5		1	2	0	0	0	0	0	0	6	7	\$7.22	0.97
32	20 Immokalee Road (CR 846)	SR 29	Airpark Boulevard	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	0.4	CST	X	\$4,060,000	\$4,060,000		\$0	\$0	0	0		5	5		1	2	0	0	0	0	0	0	6	7	\$4.83	1.45
33	61 Veterans Memorial Boulevard	US 41 (SR-45)	Livingston Road	New 2-Lane of future 4-Lane Divided Arterial	2.9	CST	X	\$8,000,000	\$27,622,900		\$18,736,900	\$886,000	-4	4		0	0		3	6	-3	-3	0	0	0	0	4	7	\$4.76	1.47
34	3 Camp Keais Road	Pope John Paul Blvd	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	2.6	CST	X	\$10,000,000	\$10,425,000		\$0	\$425,000	0	0		0	0	1	5	10	0	0	-3	-3	0	0	2	7	\$2.00	3.49
75a	Randall Blvd Extension	Big Cypress Parkway	Oil Well Road	New 4-Lane Road	1.6			\$16,400,800	\$25,951,200		\$8,200,400	\$1,350,000	3	3		0	0		5	10	-2	-2	-4	-4	0	0	2	7	\$4.05	1.73
75b	Randall Blvd Extension	Big Cypress Parkway	Oil Well Road	New 6-Lane Road	1.6			\$20,654,400	\$33,005,600		\$10,327,200	\$2,024,000	3	3		0	0		5	10	-2	-2	-4	-4	0	0	2	7	\$3.44	2.04
35	47 SR 82	SR 29	Collier/Hendry County Line	Expand from 2-Lane Undivided to 6-Lane Divided Arterial	7.0	CST	X	\$63,214,837	\$64,359,837		\$0	\$1,145,000	0	0		5	5		1	2	0	0	-3	-3	5	3	8	7	\$2.80	2.32
36	58 Vanderbilt Beach Road	US 41 (SR-45)	Airport Pulling Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial	2.1	CST	X	\$4,000,000	\$4,214,000		\$0	\$214,000	0	0		5	5	3	1	2	-1	-1	0	0	0	0	5	6	\$1.00	5.98
37	10 Goodlette-Frank Road	Vanderbilt Beach Road	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	1.8			\$17,023,440			\$1,045,440	\$183,000	0	0		5	5		1	2	-1	-1	0	0	0	0	5	6	\$4.73	1.27
38	24 Logan Boulevard	Green Boulevard	Pine Ridge Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial	2.6			\$37,549,688			\$12,516,563	\$0	0	0		5	5	3	0	0	0	0	0	0	0	0	5	5	\$7.22	0.69
39	15 Green Boulevard Ext / 16th Ave SW	Wilson Blvd Ext	Everglades Boulevard (Corridor Study)	New 2-Lane Collector	3.9				\$30,655,638		\$9,618,213	\$1,801,000	3	3		5	5	3	1	2	-4	-4	-1	-1	0	0	4	5	\$3.93	1.27
40	2 Airport Pulling Road	Vanderbilt Beach Road	Immokalee Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial	2.0	CST	X	\$5,000,000	\$5,000,000		\$0	\$0	0	0		5	5		0	0	0	0	0	0	0	0	5	5	\$1.25	4.00
41	50 SR 951 (Collier Boulevard)	So. of Manatee Road	No. of Tower Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial	1.0	CST	X	\$13,350,000	\$13,554,000		\$0	\$204,000	0	0		5	5		1	2	-2	-2	0	0	0	0	4	5	\$6.78	0.74
42	38 Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Expand from 4-Lane Divided to 6-Lane Divided Arterial	1.7			\$25,744,975			\$9,204,163	\$173,000	0	0		5	5		0	0	-1	-1	0	0	0	0	4	4	\$7.57	0.53
76	Big Cypress Parkway	Vanderbilt Beach Extension	Oil Well Grade Road	New 2-Lane Road (ROW Expandable to 4-Lanes)	5.9			\$39,136,175	\$73,151,150		\$30,238,975	\$3,776,000	3	3		0	0		3	6	-1	-1	-4	-4	0	0	1	4	\$3.10	1.29
43	43 SR 29	North of SR-82	Collier/Hendry County Line	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	2.4	CST	X	\$7,889,764	\$7,889,764		\$0	\$0	0	0		5	5		0	0	-1	-1	-3	-3	5	3	6	4	\$1.64	2.13
44	25 Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector	2.1			\$20,075,180			\$1,219,680	\$428,000	0	0		5	5		0	0	-2	-2	0	0	0	0	3	3	\$4.78	0.63
45	6.3 Everglades Boulevard	I-75 (SR-93)	Golden Gate Blvd	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	5.3			\$59,626,994			\$18,762,331	\$3,340,000	0	0		5	5		3	6	-4	-4	-4	-4	0	0	0	3	\$5.58	0.54
46	40 SR 29	Oil Well Road	Immokalee Road (CR 846)	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	9.4					\$100,320,008	\$7,080,125	\$2,564,000	0	0		5	5		0	0	0	0								

2040 Amended Needs Assessment with Project Selectin Criteria

													1.0		1.0		2.0		1.0		1.0		0.5	Benefit Points												
ID		Facility	Limit From	Limit To	Final Proposed Improvement - Needs Plan Update	Link in Miles	CST Phase in CFP	Any Phase in CFP	Construction Cost Estimates Present Day Costs (PDC)	Revised Cost Estimates (Includes Env Mitigation and ROW)	Unfunded SIS Cost	ROW (Included in Cost Estimates Total)	Environmental Mitigation (included in Cost Estimates Total)	System Continuity & Connectivity	Weighted Value	Previous Score	Evac Route	Weighted Value	Previous Score	Reduce Cong	Weighted Value	Wetland Impact	Weighted Value	Species Impact	Weighted Value	Freight Route	Weighted Value	Un-Weighted	Weighted	\$M/lane-mile	BP/\$/lane-mile					
49	32	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road	Expand from 2-Lane Undivided to 6-Lane Divided Arterial	1.0				\$8,293,940		\$253,440	\$273,000	2	2		5	5		0	0	0	0	-5	-5	0	0	2	2	\$2.07	0.96					
50	6.1	Everglades Boulevard	Vanderbilt Bch Rd Ext	South of Oil Well Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	2.2				\$24,161,413		\$7,788,138	\$797,000	0	0		5	5		1	2	-2	-2	-3	-3	0	0	1	2	\$5.57	0.36					
51	68	Wilson Boulevard	Golden Gate Boulevard	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	3.3				\$36,078,619		\$11,682,206	\$1,032,000	0	0		5	5		0	0	-2	-2	-2	-2	0	0	1	1	\$5.47	0.18					
52	6.2	Everglades Boulevard	Oil Well Road	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	5.0				\$54,929,938		\$17,700,313	\$1,829,000	0	0		5	5		0	0	-2	-2	-3	-3	0	0	0	0	\$5.52	0.00					
53	33	Orange Blossom Drive	Airport Pulling Road	Livingston Road	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector	0.7				\$9,213,750		\$3,071,250	\$0	0	0		0	0		0	0	0	0	0	0	0	0	0	0	\$6.58	0.00					
54	62	Westclox Street Extension	Little League Road	West of Carson Road	New 2-Lane Road	0.9				\$12,065,625		\$4,021,875	\$0	0	0		0	0		0	0	0	0	0	0	0	0	0	0	\$6.70	0.00					
55	2.1	Benfield Road	US 41 (SR-90)	Rattlesnake-Hammock Ext	New 2-Lanes of a Future Multi-lane Arterial	4.5				\$40,047,276		\$3,902,976	\$3,479,000	0	0		0	0		5	10	-5	-5	-5	-5	0	0	-5	0	\$4.50	0.00					
56	2.2	Benfield Road	Lord's Way	City Gate Blvd North	New 2-lanes of a Future Multi-lane Arterial + I-75 Overpass	3.9	No	X	\$56,465,000	\$138,884,000		\$79,370,000	\$3,049,000	0	0		0	0		5	10	-5	-5	-5	-5	0	0	-5	0	\$17.81	0.00					
77		Big Cypress Parkway	Golden Gate Blvd	Vanderbilt Beach Extension	New 2-Lane Road (ROW Expandable to 4-Lanes)	1.4			\$8,954,888	\$16,305,976		\$6,919,088	\$432,000	3	3		0	0		1	2	-1	-1	-4	-4	0	0	-1	0	\$6.04	0.00					
57	96	I-75 (SR93)	Collier Blvd	SR-29	Expand from 4 to 6-Lane Freeway	21.0					\$186,209,512	\$0	\$0	0	0		5	5		0	0	-3	-3	-5	-5	5	3	2	-1	\$5.52	-0.09					
58	3	Camp Keais Road	Oil Well Road	Pope John Paul Blvd	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	2.6				\$18,833,325		\$0	\$425,000	0	0		0	0		1	2	0	0	-3	-3	0	0	-2	-1	\$3.62	-0.28					
60	39	SR 29	I-75 (SR-93)	Oil Well Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	10.2		X			\$89,381,277	\$0	\$6,936,000	0	0		5	5		0	0	-4	-4	-5	-5	5	3	1	-2	\$5.38	-0.28					
73		Little League Road Extension	SR-82	Westclox Street	New 2-Lane Road	3.7	CST	X		\$35,286,249		\$7,267,392	\$404,000	0	0		0	0		0	0	0	0	-2	-2	0	0	-2	-2	\$4.77	-0.42					
78		Big Cypress Parkway	Oil Well Grade Road	Immokalee Rd	New 2-Lane Road (ROW Expandable to 4-Lanes)	2.1			\$13,730,828	\$21,397,757		\$7,327,929	\$339,000	0	0		0	0		0	0	0	0	-3	-3	0	0	-3	-3	\$5.17	-0.58					
79		Golden Gate Boulevard Ext	Desoto Boulevard	Big Cypress Parkway	New 2-Lane Road	0.5			\$3,316,625	\$5,287,938		\$1,658,313	\$313,000	3	3		0	0		1	2	-4	-4	-4	-4	0	0	-4	-3	\$5.29	-0.57					
64	97	CR-92A	CR-92	Angler Drive (200 ft. east of City of Marco city limits	2-Lane Reconstruction	0.6				\$5,362,500		\$0	\$0	0	0		0	0		0	0	-4	-4	0	0	0	0	-4	-4	NA	NA					
65	35	Randall Boulevard / Oil Well Road Study Area	16th Street NE (@ Canal)	Desoto Boulevard	Expand from 2-Lane Undivided to 4-lane Divided Arterial (Future Study Area)	3.1			\$21,948,388	\$34,060,582		\$10,974,194	\$1,138,000	0	0		0	0		0	0	-2	-2	-3	-3	0	0	-5	-5	\$5.49	NA					
65b		Randall Boulevard	16th Street NE	Desoto Blvd	Expand from 4-Lane Undivided to 6-Lane Divided Arterial	3.1			\$24,079,250	\$38,396,875		\$12,039,625	\$2,278,000	0	0		0	0		0	0	-2	-2	-3	-3	0	0	-5	-5	\$3.10	-1.61					
66	22	Keane Avenue	23rd Street SW	Inez Rd	No increase in capacity, but a major capital investment in upgrading existing local street to collector standards (Future Study Area)	0.9				\$8,954,888		\$2,984,963	\$0	0	0		0	0		0	0	-1	-1	-5	-5	0	0	-6	-6	NA	NA					
68	8.1	Golden Gate Boulevard	Everglades Blvd.	Desoto Boulevard	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	2.0				\$22,261,375		\$7,080,125	\$1,021,000	0	0		0	0		0	0	-3	-3	-4	-4	0	0	-7	-7	\$5.71	-1.23					
70	23	Keane Avenue	Inez Rd	Wilson Blvd. Ext.	New 2-Lane Undivided Collector - name change at Inez to Brantley for short way (dirt road) (Future Study Area)	2.0				\$21,055,750		\$6,633,250	\$1,156,000	0	0		0	0		0	0	-3	-3	-5	-5	0	0	-8	-8	\$5.26	-1.52					
72	64	White Boulevard	CR 951	31st St SW	Expand from 2-Lane Undivided to 2-Lane Divided Collector	0.8				\$7,150,000		\$0	\$0	0	0		0	0		0	0	-3	-3	-5	-5	0	0	-8	-8	NA	NA					
	CMS/ITS, Bridge Program Improvements, and Pathways Priorities																																			
80	US 41 at Immokalee Rd			CMS - Intersection Improvements					\$1,000,000	\$1,000,000																										
81	US 41 at Golden Gate Parkway			CMS - Intersection Improvements					\$1,000,000	\$1,000,000																										
82	Airport Rd at Pine Ridge Rd			CMS - Intersection Improvements					\$1,000,000	\$1,000,000																										
83	Livingston Rd at Immokalee Rd			CMS - Intersection Improvements					\$1,000,000	\$1,000,000																										
84	Livingston Rd at Pine Ridge Rd			CMS - Intersection Improvements					\$1,000,000	\$1,000,000																										
87	US 41 at San Marco Road (CR-92)			CMS - Intersection Improvements					\$500,000	\$500,000																										
88	SR-29 at US 41			CMS - Intersection Improvements					\$500,000	\$500,000																										
89	Livingston Road at Radio Road			CMS - Intersection Improvements					\$1,000,000	\$1,000,000																										
90	Livingston Road at Vanderbilt Beach Road			CMS - Intersection Improvements					\$1,000,000	\$1,000,000																										
91	Airport-Pulling Road at US 41			CMS - Intersection Improvements					\$1,000,000	\$1,000,000																										
92	Airport-Pulling Road at Vanderbilt Beach Road			CMS - Intersection Improvements					\$1,000,000	\$1,000,000																										
NA	Bicycle Priorities			Pathways Improvements from Comprehensive Pathways Plan					\$41,248,000	\$41,248,000																										
NA	Pedestrian Priorities			Pathways Improvements from Comprehensive Pathways Plan					\$65,818,000	\$65,818,000																										
NA	Bridges			Golden GateEstates (9 new Bridges per East of 951 Bridge Study)					\$27,000,000	\$27,000,000																										
									\$779,038,079	\$2,017,901,952	\$694,393,443																									

Indicates Projects Recommended for the Cost Feasible Plan

Indicates New Projects Included in the Assessment of the 2040 Needs

\$779,038,079

\$689,591,450

PDC of Improvements with one or more phase(s) in the CFP (and not necessarily funded throught construction); Excludes CMS, Bridges & Pathways

2040 Cost Feasible Plan - Summary of Funded Projects Grouped by Funding Source with Costs Shown in Future Year of Expenditure (YOE) in Millions of Dollars

CF#	Facility	From	To	# of Existing Lanes	Project Length (Miles)	Project Type	CST PDC	2021-2025			2026-2030			2031-2040			2021-2040	2041-2050
								PE	ROW	CST	PE	ROW	CST	PE	ROW	CST	Project Totals	YOE CST
43	SR 29	North of SR 82	Collier/Hendry Line	2	2.4	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$7.89			\$10.02							\$10.02	
60	SR 29	I-75 (SR 93)	Oil Well Rd	2	10.2	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)	n/a							\$6.19	\$3.63		\$9.82	
4	I-75	Collier Blvd (CR 951)				Interchange, Single Point Urban	\$41.40			\$55.87							\$55.87	
35	SR 82	Gator Slough	SR 29	2	3.2	2-Lane Roadway to 4 Lanes	\$34.54			\$34.54							\$34.54	
	TMA BOX (20%) Bridges						n/a			\$4.66			\$4.66			\$9.34	\$18.66	
	TMA BOX (40%) Pathways (Bike/Ped)						n/a			\$9.32			\$9.32			\$18.67	\$37.31	
	TMA BOX (40%) CMP						n/a			\$9.32			\$9.32			\$18.67	\$37.31	
2	Golden Gate Parkway	I-75				(New) 2-Lane Ramp	\$2.00	\$0.59		\$2.54							\$3.13	
3	Pine Ridge Rd	I-75				Intersection Traffic Signalization	\$5.00	\$0.80		\$6.35							\$7.15	
7	Immokalee Rd	I-75 interchange				Intersection Traffic Signalization	\$2.75	\$0.51		\$3.49							\$4.00	
12	Old US 41	US 41 (SR 45)	Lee/Collier County Line	2	1.5	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$15.03	\$2.72					\$22.55				\$25.27	
18	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	4	3	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes , and Curb & Gutter with Inside Paved Shoulder (Includes milling and resurfacing of existing pavement)	\$33.11				\$6.85				\$77.66		\$84.51	\$82.78
19a	Critical Needs Intersection (Randall Blvd at Immokalee Road)	Immokalee Road	8th Street			Interim At-Grade Intersection improvements, including 4-laning to 8th Street;	\$4.00			\$5.08							\$5.08	
21	US 41	Goodlette Rd		N/A		Intersection	\$2.00	\$0.37		\$2.54							\$2.91	
41	SR 951 (Collier Blvd)	South of Manatee Rd	North of Tower Rd	4	1	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$13.35	\$2.02					\$20.03				\$22.05	
15	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	6 L Farm Rd	2	2.6	2-Lane Roadway to 4 Lanes with Outside Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$21.83				\$6.01				\$25.59	\$41.70	\$73.30	
9	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)				Single Point Urban Interchange (SPUI) - Mainline Over Crossroad	\$44.14							\$10.30			\$10.30	\$110.35
5	CR 951 (Collier Blvd)	Golden Gate Canal	Green Blvd	4	2	4-Lane Roadway to 6 Lanes with Sidewalk, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$30.00	\$3.66		\$38.10							\$41.76	
19b	Critical Needs Intersection (Randall Blvd at Immokalee Road)	Immokalee Road	8th Street			Ultimate intersection improvement	\$31.00							\$4.68		\$53.48	\$58.16	
13a / 14p	Vanderbilt Beach Rd	CR 951 (Collier Blvd)	16th St	0 & 2	7	Expand from 0 & 2 lanes to building 3 lanes of a six lane footprint from Collier Blvd to Wilson Blvd and 2 lanes from Wilson to 16th St	\$67.60		\$9.00	\$67.60							\$67.60	
40	Airport Pulling Rd	Vanderbilt Beach Rd	Immokalee Rd	4	2	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$5.00	\$1.22		\$6.35							\$7.57	
25	Oil Well Rd/CR 858	Everglades Blvd	Oil Well Grade Rd	2	3.9	2-Lane Roadway to 4 Lanes with Outside Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$20.00						\$30.00				\$30.00	
16	Randall Boulevard	8th Street	Oil Well Road	2	6	4 lane divided to 6 lane divided (includes corridor study to determine preferred alignment)	\$25.50	\$6.22									\$6.22	\$134.47
33	Veterans Memorial Blvd	Livingston Road	US 41	2	2.9	2-Lane Undivided Roadway with Sidewalks, Bike Lanes and Curb & Gutter	\$8.00	\$1.95	\$1.08				\$12.00				\$15.03	
20	Immokalee Rd	Camp Keais Rd	Carver St	2	2.5	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$25.04				\$5.24	\$23.01	\$37.56				\$65.81	
56	Benfield Road	City Gate Boulevard North	Lords Way	0	3.9	2 lane roadway in a 4 lane footprint	\$56.47	\$1.83			\$20.69				\$21.21		\$43.72	\$141.16
29	Wilson Boulevard/Black Burn Road	Wilson Boulevard	End of Haul Road	0	2.6	2 lane roadway in a 4 lane footprint	\$29.31	\$0.61			\$6.90				\$30.70		\$38.20	\$73.28
13b	Vanderbilt Beach Road Ext	16th St	Desoto	0	3.7	2 lane roadway in a 4 lane footprint	\$35.00										\$0.00	\$188.05
51	Wilson Blvd.	Golden Gate Blvd.	Immokalee Rd.	2	3.3	2-Lane Roadway to 4 Lanes	\$23.36	\$2.85				\$21.47				\$44.63	\$68.94	
73	Little League Rd. Ext.	SR-82	Westclox St.	0	3.7	New 2-lane roadway	\$28.02				\$3.86				\$17.05	\$53.52	\$74.42	
	Local Funds Improvement Box					Projects to be determined at a later date	\$9.12	\$3.37			\$10.47	\$26.35			\$64.17	\$17.42	\$121.78	
13a / 14p	Vanderbilt Beach Road Ext	Collier Boulevard	16th St	2 & 0	7	Add remaining 3 lanes	\$48.05									\$91.78	\$91.78	
34	Camp Keais Road	Immokalee Road	Pope John Paul Blvd.	2	2.6	2-Lane Roadway to 4 Lanes with Outside Paved Shoulder (Includes milling and resurfacing of existing pavement)	\$10.00				\$2.76					\$19.10	\$21.86	
36	Vanderbilt Beach Road	Airport Road	US 41	4	2.1	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$4.00				\$3.10		\$6.00				\$9.10	
32	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	2	0.4	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$4.06				\$3.10				\$4.69	\$7.75	\$15.55	
							\$686.57	\$28.72	\$1.08	\$255.77	\$68.97	\$70.83	\$151.43	\$21.17	\$244.70	\$376.06	\$1,218.72	\$730.09

Project Phase	Inflation Factors		
	2021-2025	2026-2030	2031-2040
PE/PD&E	1.219	1.379	1.561
ROW	1.44	1.838	2.345
CST	1.27	1.5	1.91

	2021-2025			2026-2030			2031-2040			Remaining Balance	
	Revenue	Spent	Remaining	Revenue	Spent	Remaining	Revenue	Spent	Remaining		
TMA	\$23.32	\$23.29	\$0.03	\$23.32	\$23.29	\$0.03	\$46.64	\$46.69	-\$0.05	\$0.01	\$93.28
OA	\$55.60	\$58.10	-\$2.50	\$52.60	\$42.58	\$10.02	\$115.10	\$144.95	-\$29.85	-\$22.33	\$223.30
SIS	\$100.43	\$100.43	\$0.00	\$0.00	\$0.00	\$0.00	\$9.82	\$9.82	\$0.00	\$0.00	\$110.24
County	\$106.82	\$93.07	\$13.75	\$201.66	\$212.50	-\$10.84	\$430.84	\$430.18	\$0.66	\$3.57	\$739.32

Notes: Design phases funded by OA not included in totals
#56 and #29 are only partial ROW & Mitigation costs

\$1,166.14

DISTRIBUTIONS
Item 10A

2018 Bicycle & Pedestrian Priorities

OBJECTIVE: To update the Committee on the 2018 Bicycle & Pedestrian Priorities

CONSIDERATIONS: The MPO Board adopted a policy regarding allocation of its Transportation Management Area (TMA) Surface Transportation – Urban (SU) funds over a five-year period. In the first year of the five-year period, 100% of the TMA funds were allocated to bicycle and pedestrian priorities. The five-year funding schedule for TMA funding is shown below. Bicycle and Pedestrian priorities will next be eligible to receive funding in calendar 2020 for funding in FY2026.

FY2023 – 100% to Bicycle and Pedestrian
FY2024 – 100% to Bridges
FY2025 – 100% to Congestion Management
FY2026 – 100% to Bicycle and Pedestrian
FY2027 – 100% to Congestion Management

The calendar 2020 (FY2023) 100% of TMA funding to Bicycle and Pedestrian priorities is reflected in the new fifth-year of the Draft TIP and in **Attachment 1. Attachment 1** shows that:

- 5 new projects were funded for PE in FY2023
- 4 existing projects were funded for CST

The new Draft TIP has a total of \$4.3 million in newly programmed funding for bicycle and pedestrian projects.

STAFF RECOMMENDATION: That the Committee receive distribution of the 2018 Bicycle & Pedestrian Priorities

Attachments:

1. Bicycle & Pedestrian Priorities 2018

Prepared by: Eric Ortman, MPO Senior Planner

2018 Bike/Ped Priorities

10A Attachment 1

Rank	Project Name	Project Description	Limits		Amount Requested	Submitting Agency/ Jurisdiction	Phase/Amount Funded in Work Program	FPN
1	County Barn Rd	10' Shared Use Path - west side	Davis Blvd	Rattlesnake Hammock Rd	\$1,411,482	Collier County	PE \$176,000 CST \$1,879,376	4380911
2	Vanderbilt Drive	Sidewalk and crosswalk	VBR & 109th Ave North	109th Ave. North & 111th Ave North	\$272,248	Collier County	PE \$151,000 CST \$709,075	4380921
3	Green Blvd	5' Bike Lanes - both sides	Santa Barbara Blvd	Sunshine Blvd	\$567,750	Collier County	PE \$279,363 CST \$1,084,670	4380931
5	S. Golf Dr	5-ft sidewalks, crosswalks, bike lanes, parking on north side	500' West of US 41 & 7th St N	7th St. N. & '400 east of Gulf Shore Blvd N	\$880,000	City of Naples	PE \$279,363	4404371
6	Pine Ridge Road	6' sidewalk - south side	Whippoorwill Lane	Napa Blvd	\$561,800	Collier County	PE \$229,418	4404251
7	111th Ave N	5' Bike Lanes/Paved Shoulders - both sides	U.S. 41	East of Bluebill Bridge	\$480,000	Collier County	PE \$64,740	4418461
8	Mandarin Greenway Sidewalk Loop	Sidewalks	Banyan Blvd & on Pine Ct	Orchid Dr	\$299,500	City of Naples	PE \$45,311 CST \$349,407	4404361
9	Bald Eagle Dr	8' Shared Use Pathway - west side	Collier Blvd.	Old Marco Lane	\$344,030	City of Marco Island	PE \$36,000	4418781
10	Everglades City - Copeland Ave S	Sidewalks	Traffic Circle by Everglades City Hall	Chokoloskee Bay Causeway	\$410,000	Everglades City	PE \$235,000 CST \$520,391	4370961
11	Lake Trafford Rd	6' Sidewalks	Carson Rd	Laurel St	\$492,800	Collier County	PE \$71,209	4418452
12	Inlet Dr. - Addison Court Pathway	8' Shared Use Pathway - east and south side	Travida Terr. Along Addison Ct	Lee Court	\$299,707	City of Marco Island	PE \$31,000	4418791
13	Lake Trafford Rd	5' Bike Lanes	Little League Rd	Laurel St	\$780,500	Collier County	PE \$92,245	4418451
14	Immokalee Rd	10' Shared Use Pathway	Strand Blvd	Northbrooke Dr	\$1,209,219	Collier County		

DISTRIBUTIONS

Item 10B

Update on Amendment to the FY2016/17-17/18 Unified Planning and Work Program (UPWP)

OBJECTIVE: For the Committee to receive an update on the amendment to the FY16/17-17/18 Unified Planning and Work Program (UPWP)

CONSIDERATIONS: The Unified Planning Work Program (UPWP) provides a planning work program that identifies and describes the MPO's budget for activities, studies and technical support expected to be undertaken in the metropolitan area on behalf of the MPO Board. It also lists the funding source(s) for each planning task and specifies whether the task will be conducted by MPO staff, consultants or county agencies.

Before the end of year two, a MPO must unencumber and de-obligate any funds it wishes to be available in year one of the next adopted two-year UPWP. For FY2018, the MPO is de-obligating \$177,000. The amounts and tasks from which funds were de-obligated are shown in the table below.

	PL Budget	De-Obligation	Final PL Budget
Task 1 – Administration	362,184	(46,000)	316,184
Task 2 – Data Collection/Development	20,000	0	20,000
Task 3 – TIP	40,000	(20,000)	20,000
Task 4 – Long Range Planning	67,788	(25,000)	27,788 *
Task 5 – Special Projects/System Planning	126,693	(66,000)	60,693
Task 6 – Transit/Transportation Disadvantaged	35,000	(20,000)	15,000
Task 7 – Regional Coordination	30,000	0	45,000 *
Total Budget for FY2017/18	681,665	(177,000)	504,665

- Includes reallocation of \$15,000 from Long Range Transportation to Regional Coordination

The amendment also includes the following revisions:

- Extension of deadline for the Bicycle & Pedestrian Master Plan until October 31, 2018
- Extension of deadline for the Major Transportation Disadvantaged Service Plan
- Revising FDOT soft match amount

STAFF RECOMMENDATION: That the Committee receive distribution of the amendment to the FY16/17-17/18 Unified Planning and Work Program (UPWP)

Attachments: None

Prepared by: Eric Ortman, MPO Senior Planner