COLLIER
Metropolitan Planning Organization

COLLIER 2040
Long Range Transportation Plan
FINAL REPORT

Amended September 9, 2016 per request of FDOT, Appendix C, Cost Feasible Plan
Amended October 14, 2016 per request of MPO Board, page 4-18, Needs Assessment
Please see 2040 LRTP Amendment Adoption Report, May 25, 2018 for additional standalone amendment

We Plan so that Tomorrow's Horizon is as Inspirational as Today's

DECEMBER 2015

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Collier Metropolitan Planning Organization
Collier 2040 Long Range Transportation Plan adopted by the MPO Board on December 11, 2015

This document was prepared by the Collier Metropolitan Planning Organization (MPO) in Collier County, Florida in collaboration with the Florida Department of Transportation, Collier Area Transit, Collier County Growth Management, and the committees of the MPO.

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Draft Report

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Acronyms

BRT – Bus Rapid Transit
CAC – Citizens Advisory Committee
CIGP – County Incentive Grant Program
CMP – Congestion Management Process
CMS – Congestion Management System
CST – Construction
E+C – Existing-Plus-Committed
ETDM – Efficient Transportation Decision Making
FDOT – Florida Department of Transportation
FHWA – Federal Highway Administration
FIHS – Florida Intra-State Highway System
FTA – Federal Transit Administration
HOV – High Occupancy Vehicle
ITS – Intelligent Transportation System
LCB – Local Coordinating Board
LOS – Level of Service
LRTP – Long Range Transportation Plan
MAP-21 – Moving Ahead for Progress in the 21st Century Act
MPO – Metropolitan Planning Organization
NEPA – National Environmental Policy Act
NHS – National Highway System
O&M – Operations and Maintenance
PAC – Pathway Advisory Committee
P3 – Public Private Partnership
PD&E – Project Development and Environment
PDC – Present Day Cost
PIP – Public Involvement Plan
PE – Preliminary Engineering
ROW – Right-of-Way
SE – Socioeconomic
SHS – State Highway System
SIS – Strategic Intermodal System
STIP – State Transportation Improvement Program
TAC – Technical Advisory Committee
TAP – Transportation Alternatives Program
TAZ – Traffic Analysis Zone
TD – Transportation Disadvantaged
TDM – Transportation Demand Management
TRIP – Transportation Regional Incentive Program
TSM – Transportation System Management
TIP – Transportation Improvement Program
TMA – Transportation Management Area
USDOT – United Statas Department of Transportation
VMT – Vehicle Miles Traveled
V/C – Volume to Capacity Ratio
YOE – Year of Expenditure

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1 Introduction

What is the MPO?

The Collier Metropolitan Planning Organization (MPO) was created pursuant to federal requirements that each urbanized area with a population exceeding 50,000 establish a MPO. Federal law requires that MPOs be governed by a board composed of local elected officials, governmental transportation representatives for all modes of transportation, and appropriate state officials. Currently, the Collier MPO is governed by a board of nine voting members and one non-voting advisor from the Florida Department of Transportation (FDOT) as shown in Figure 1-1.

The MPO uses federal, state and local funds to carry out a **Comprehensive**, **Cooperative** and **Continuing** "3C" planning process that establishes a county wide vision for the transportation system. The Long Range Transportation Plan (LRTP) is a central part of achieving this vision. MPOs are required to develop and update their LRTPs on a five-year cycle to ensure that the future transportation system is efficient, fosters mobility and access for people and goods, and enhances the overall quality of life for the community.

Figure 1-1 | Collier MPO Board Membership

Core Functions of the MPO:

- **Establish a Regional Focus:** establish and manage a fair and impartial setting for effective regional decision-making in the metropolitan area.
- **Evaluate Alternatives:** evaluate transportation alternatives, scaled to the size and complexity of the region, to the nature of its transportation issues, and to the realistically available options.
- **Maintain a Long Range Transportation Plan**: develop and update a fiscally constrained long-range transportation plan for a planning horizon of at least 20 years that fosters mobility and access for people and goods, efficient system performance and preservation, and quality of life.
- **Develop a Transportation Improvement Program (TIP)**: develop a fiscally constrained program based on the long-range transportation plan and designed to support the goals with financial, regulatory, operations and maintenance tools.
- **Involve the Public**: involve the general public and all the significantly affected sub-groups in the four essential functions listed above.

To carry out its functions, in addition to its professional staff, the MPO Board is assisted by several transportation planning committees:

- **Technical Advisory Committee (TAC):** consists of engineers, planners and other professional staff. The TAC reviews and advises the MPO Board on technical aspects of plans and programs. The TAC includes ten voting members, representing various partner agency departments and non-voting members representing other groups. The TAC has ultimate responsibility for the technical adequacy of the various products that are transmitted to the MPO Board for acceptance and adoption.

- **Citizens Advisory Committee (CAC):** consists of local residents. The CAC provides citizen feedback on various activities of the MPO. The CAC is comprised of citizens representing geographic areas, as well as citizens representing the disabled and minorities. These individuals make recommendations to the MPO on the proposed Long Range Transportation Plan, individual projects, priorities for state and federal funding, and other transportation issues.

- **Pathways Advisory Committee (PAC):** provides input on bicycle and pedestrian projects and issues. The PAC is made up of citizen's who advise the MPO Board on issues related to the Bicycle and Pedestrian Program. The PAC also provides recommendations and information on bicycle and pedestrian plans and projects. The PAC also advises the MPO Board on priorities for the Transportation Alternatives Program and the Regional Pathways network, and assists in developing and maintaining the MPO's Comprehensive Pathway Plan. There are 9 members on the PAC, all of whom are appointed at-large.

- **Congestion Management System/Intelligent Transportation System Committee (CMS/ITS):** serves the MPO in an advisory capacity on technical matters relating to the update of the MPO's Congestion Management System (CMS) and the coordination of the CMS with the regional ITS architecture. The committee is responsible for creating and amending the Congestion Management Process (CMP) and for prioritizing candidate CMS/ITS projects to be funded with Federal and State funding. There are 10 voting members and 14 non-voting members. All members are appointed by agencies / jurisdictional departments. Non-voting members include the Lee County MPO, the Florida Highway Patrol, and representatives of many of the law enforcement and emergency response organizations in Collier County.

- **Local Coordinating Board (LCB):** develops local transportation 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 within their local service area. The LCB reviews the amount and quality of service being provided to the County's transportation disadvantaged population.

What is the Long Range Transportation Plan?

The MPO is required to complete a LRTP in order to receive federal funds. To be in compliance with federal requirements the LRTP is produced/updated every five years and must maintain a minimum time horizon of 20 years. The LRTP must be multimodal and should include, at a minimum, highway and transit infrastructure improvements. The Collier 2040 Long Range Transportation Plan, hereto referred to as the Collier 2040 LRTP includes highway (incorporating freight) and transit modes, and by reference non-motorized modes. The Collier 2040 LRTP covers a broad range of issues including environmental impact, economic development, mobility, safety, security, and quality of life. A more detailed examination of federal compliance is detailed in Chapter 3.

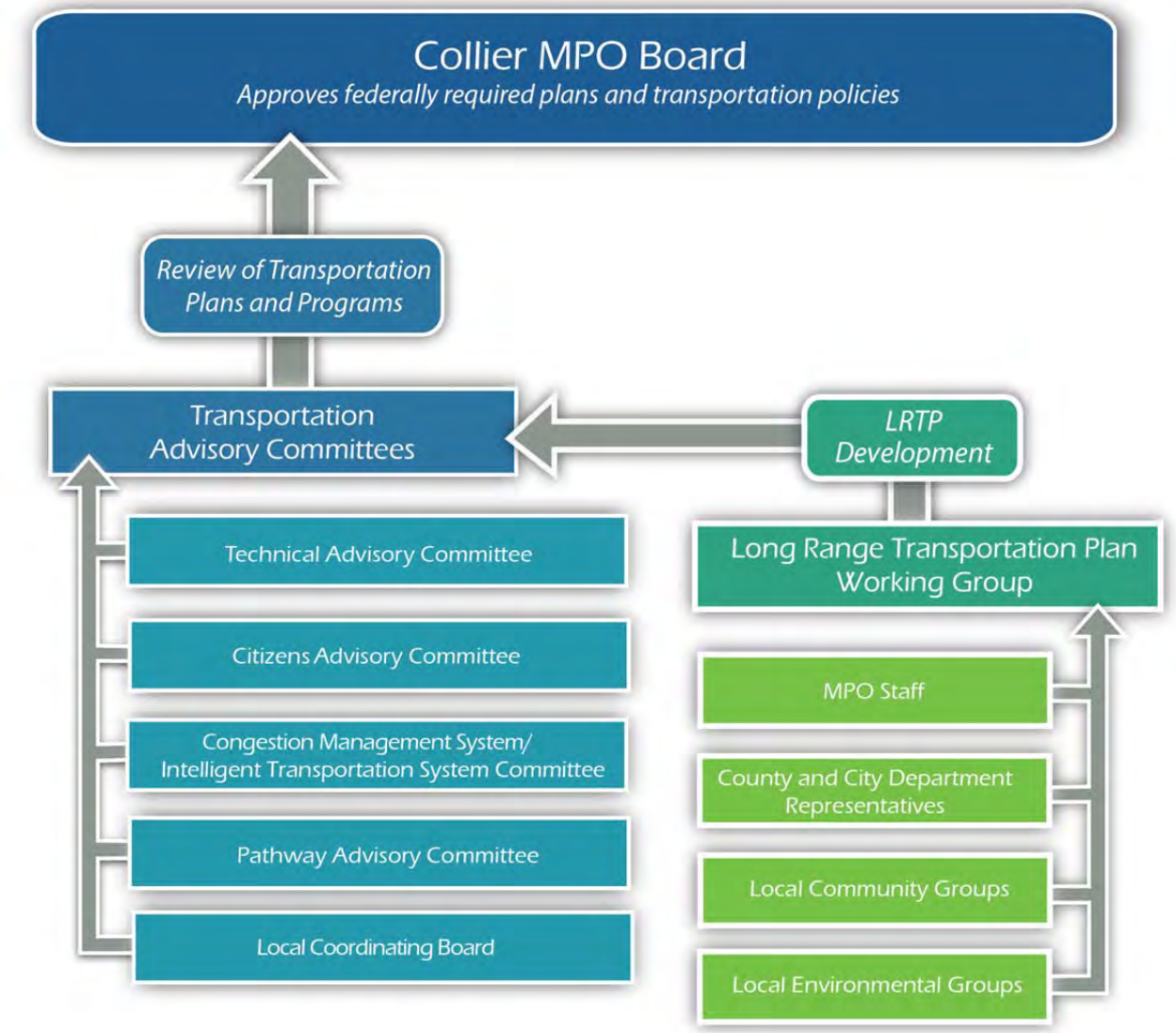
The previous 2035 LRTP was adopted in December 2010. The Collier 2040 LRTP update began in January of 2014. The primary purpose of the Collier 2040 LRTP is to assist citizens, businesses, and elected officials in cultivating their transportation vision for the County through the next 20 years. The Collier 2040 LRTP serves as an instrument to identify needed improvements to the transportation network, and provides a long-term investment framework that addresses current and future transportation challenges.

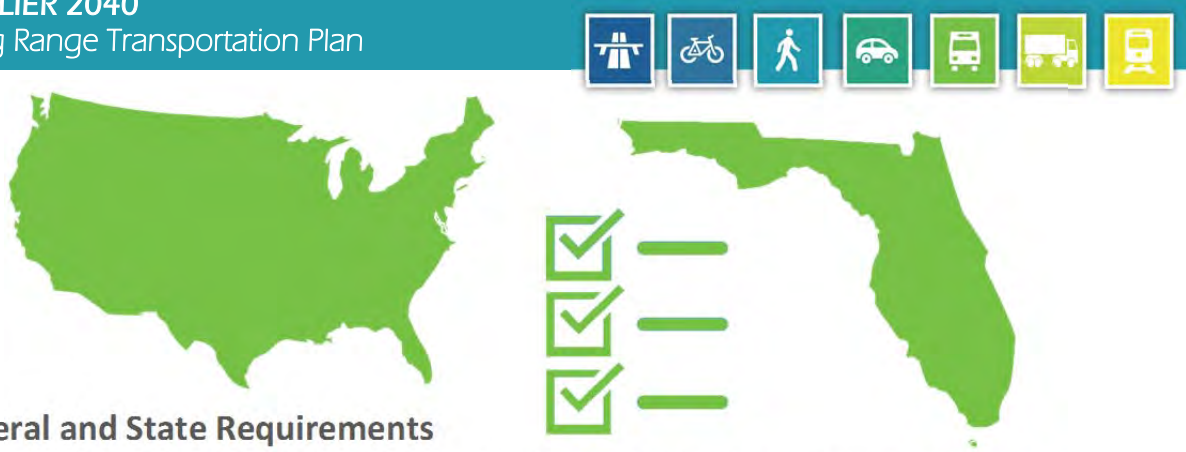
Requirements of the LRTP:

While the advisory committees assist the MPO in carrying out all its functions, a Long Range Transportation Plan Working Group specifically assisted in the development of the LRTP.

The Working Group was a vital element of the Collier 2040 LRTP development process and was comprised of dedicated representatives of County and City departments and environmental and community groups as shown in **Figure 1-2**. The Working Group met seven times, participated in public meetings, and assisted greatly in the technical development of the 2040 Plan. The specific duties of the Working Group and the plan process are explained in Chapter 2.

Figure 1-2 | MPO Board, Transportation Planning Committees, and LRTP Working Group





Federal and State Requirements

For Collier County to be eligible for federal and state funds, the MPO must adopt and maintain a transportation plan covering at least 20 years, and a five year Transportation Improvement Program (TIP). Both of these are required by federal and state law. MPOs are governed by federal law (23 USC 134), with regulations included in 23 CFR 450. When MPOs were mandated in 1962, federal laws required metropolitan transportation plans and programs be developed through a continuing, cooperative, and comprehensive (3-C) planning process. The law intended for MPOs to serve as a forum for collaborative transportation decision making, with planning to be conducted on a continuing basis through a cooperative process with state and local officials and public transportation agencies operating within the MPO's boundaries.

Because the Collier MPO has a population of over 200,000, it meets the federal definition of a Transportation Management Area (TMA) and has to meet additional federal requirements including the establishment of a Congestion Management Process (CMP). The CMP identifies challenges and solutions to reducing congestion and improving traffic flow along arterial roadways. The CMP is also used as a tool to help identify projects in the TIP and LRTP.

The LRTP must include a financial plan to ensure that reliable and reasonable funding sources are identified to implement the LRTP. The cost of projects listed in the LRTP must balance financially with the revenues from funding sources forecasted to be reasonably available over the duration of the plan. A more detailed account of federal and state requirements for the LRTP is covered in Chapter 3.

The Transportation Improvement Program (TIP) is a five-year plan that identifies, prioritizes and allocates funding for transportation projects. Projects in the TIP are included in the existing-plus-committed (E+C) component of the MPO's Long Range Transportation Plan. Development of the TIP is a continuous process involving agency staff and public involvement. The adopted TIP and potential TIP project priorities must be consistent with the LRTP.

The Public Involvement Plan (PIP), discussed in Chapter 3 describes the MPO's strategies and techniques to inform and engage the public in transportation planning issues with the purpose of maximizing involvement and effectiveness. The effectiveness of the MPO's PIP is evaluated and updated at a minimum, once every three years.

In November 2012, the Federal Highway Administration (FHWA), jointly with the Federal Transit Administration (FTA), issued the "Federal Strategies for Implementing Requirements for LRTP updates for the Florida MPOs," to the Florida Department of Transportation (FDOT) and the MPOs in Florida. The guidance, commonly referred to as FHWA's Expectations Letter, outlines the agencies' expectations for the development of LRTP updates in order to assist MPOs in meeting the federal planning requirements. The Collier 2040 LRTP's adherence to the Expectations Letter is summarized in **Table 1-1**.

Table 1-1| Federal Requirements Checklist

Requirement	Collier 2040 LRTP
Transportation Improvement Programs (TIPs) are required to demonstrate planning consistency with the LRTP (23 CFR 450.324(d))	Chapter 4, Table 4-1 includes a listing of capacity projects in the current TIP.
Regionally significant projects must be included in the Cost Feasible Plan of the LRTP.	Regionally significant projects are included in the 2040 Cost Feasible Plan, Chapter 6, Tables 6-1 through 6-4. Examples include improvements to Old 41 Rd, SR-82, I-75, and SR29.
Federal regulations allow certain projects to be grouped in the TIP and LRTP.	The LRTP has grouped three categories of projects in the CFP. Bicycle/pedestrian, congestion management, and new bridge projects are grouped into three categories and funded with set aside TMA funds. The financial set- asides are identified in Chapter 4, pages 4-16, 4-17 and 4-19, and the set-aside project lists are in Chapter 6, tables 6-1 through 6-4.
LRTP cost estimates need to be provided for the Operations and Maintenance (O&M) activities for the entire timeframe of the LRTP.	Overall O&M costs for the highway system are accounted for in Chapter 5, and shown in Table 5-1 as part of the forecasts revenue analysis. The O&M costs related to public transportation are identified in Chapter 6, Table 6-7.
Federal and state participation on projects in the Cost Feasible LRTP can be shown as a combined source for cost feasible projects.	Federal and State funds are shown separately in Chapter 5 - Finance Plan. In Chapter 6, with the exception of TMA and State SIS funds, all other federal and state revenues are combined and referenced as "other arterial" (OA) funds.

Table 1-1| Federal Requirements Checklist (continued)

Requirement	Collier 2040 LRTP
The final LRTP documentation must be available for distribution no later than 90 days after the plan's adoption.	The MPO is committed to make the LRTP documentation available for distribution within 90 days of the adoption of the Plan.
For a project to be included in the cost feasible plan, an estimate of the cost and source of funding for each phase of the project being funded (including the Project Development and Environment (PD&E) phase) must be included.	All projects shown in Chapter 6 – Cost Feasible Plan include costs for each funded phase; preliminary engineering, ROW, and construction. Projects shown in Tables 6-1 thru 6-4 have been grouped by funding source.
If the LRTP assumes a new revenue source as part of the cost feasible plan, the source must be clearly explained, why it is considered to be reasonably available, when it will be available, what actions would need to be taken for the revenue to be available, and what would happen with projects if the revenue source was not available.	No new revenue sources have been identified in the Cost Feasible Plan.
All phases of a project must be described in sufficient detail to provide an estimated total project cost. Costs beyond the horizon year of the plan must be estimated using Year of Expenditure (YOE) methodologies and the estimated completion date may be described as a band.	Total present day project costs (PDC) are shown for all projects in the Needs Plan (Appendix). Fully funded projects in the CFP reflect YOE costs in each period. For partially funded projects, the cost beyond the horizon year of 2040 has been estimated in a YOE for 2041-2050.
The LRTP must have a planning horizon of at least 20 years.	The Cost Feasible Plan shows projects and funding for the entire 20-year timespan of the plan.
MPOs need established procedures approved by the Board documenting how modifications to the LRTP are addressed after Board adoption.	LRTP amendment procedures are addressed in the Metropolitan Planning Organization Handbook and in the MPO's adopted Public Involvement Plan (PIP).
Prior to FHWA approving an environmental document, the project must be consistent with the LRTP, the TIP and Statewide Transportation Improvement Program (STIP).	The MPO will work closely with implementing agencies to ensure project planning and NEPA consistency is ensured between the MPO's LRTP, TIP and the State's STIP.

Table 1-1| Federal Requirements Checklist (continued)

Requirement	Collier 2040 LRTP
The STIP and TIPs must be consistent with the LRTP.	The MPO will coordinate with FDOT to ensure projects in the TIP are consistent with the STIP. Amendments to the TIP and the LRTP are processed to ensure consistency between the two documents.
For highway projects, the LRTP must include a discussion on the types of potential environmental mitigation activities and opportunities which are developed in consultation with Federal, State and Tribal wildlife, land management and regulatory agencies.	Chapter 4 discusses the Environment Considerations given to the development of the Needs Assessment. This chapter discusses how potential impacts to wetlands and native habitat were identified and quantified. Potential mitigation strategies are discussed in Table 4-3. The Needs Assessment environmental maps are included in the Appendix. ETDM screening, performed previously during the 2035 Minor Update, is also discussed in Chapter 4.
For transit "New Start" projects in the LRTP, the MPO must assume they will be successful in competing for discretionary FTA New Starts funding.	None of the projects in the Cost Feasible plan will use "New Starts" funding.
Transit maintenance facilities, transfer facilities, multi-modal stations, park-n-ride lots with transit service or other transit facility for rehabilitation, renovation or new construction, should be contained within the TIP, STIP and be "consistent with" the LRTP.	All Transit projects in the TIP are consistent with the 2040 Cost Feasible Plan.
New transit service for a new area or corridor should be "consistent with" the LRTP.	Proposed new transit service is included in either the CFP or the Needs Assessment of the LRTP.
New fixed guideway transit service (like BRT, LRT, HRT, CRT or Streetcar) for a new area or corridor as part of FTA's New Starts/Small Starts or Core Capacity Program should be "consistent with" the LRTP.	There are no New Starts/Small Starts funded projects identified in the CFP.

Table 1-1| Federal Requirements Checklist (continued)

Requirement	Collier 2040 LRTP
Addressing the following elements is not mandatory as part of the 2040 LRTP Update	
Consider ways to incorporate performance measures/metrics for system-wide operation, as well as localized measures/metrics into their LRTPs.	The need to incorporating future applicable Performance Measures into the MPO planning process(es) have been discussed in Chapter 7 - Moving Forward.
Recognize the importance of freight to the nation's economic wellbeing and global competitiveness, as well as its support and promotion of job creation. MPOs should include a reference to the increasing importance of freight, including the development of Statewide Freight Plans.	The importance of freight mobility is recognized in Chapter 3 - Goals and Objectives. The movement of freight has been included as a component of the Needs Assessment (Chapter 4), including the use of Freight Mobility as a project selection scoring criteria used to rank Needs projects.
Identify and suggest contextual solutions for appropriate corridors, as well as develop livability principles in select corridors to encourage walking trips and public transit; and transportation demand management, etc.	Early in the process, the MPO established a vision framework that considered many of the features of inherent in a well-planned transportation system. The MPO recognized the need for improving mobility options and has taken steps through its planning practices to promote safety solutions, to dedicate funding for bike and pedestrian facilities, and to promote intelligent transportation system solutions.
For regionally significant projects in the Cost Feasible Plan of the LRTP, MPOs should strongly consider including a purpose and need statement in the LRTP, which will be carried into the National Environmental Policy Act (NEPA) process as a way to enhance the linkage between planning and NEPA.	At this time, the MPO did not include a purpose and needs statement for cost feasible projects.
MPOs may also give consideration to climate change strategies which minimize impacts from the transportation system.	At this time, the MPO did not incorporate an assessment of the potential transportation impacts on climate change as part of the 2040 LRTP planning process.
MPOs may elect to develop multiple scenarios for consideration in the development of the LRTP.	At this time, the MPO did not uses scenario planning as part of the 2040 LRTP planning process.

In addition to adhering to federal requirements, the Collier 2040 LRTP Plan addresses statutory requirements set forth by the State of Florida regarding the development of a Long Range Transportation Plan as shown in **Table 1-2**.

Table 1-2 | State Requirements Checklist

Requirement	Collier 2040 LRTP
Identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve important national, state, and regional transportation functions. Those facilities include the facilities on the Strategic Intermodal System and identified under TRIP. [339.175(1), F.S.]	Chapter 4 – Needs Assessment, gives consideration to regional projects and projects that improve connectivity and continuity. SIS projects in the MPO's study area received important consideration during the planning process, demonstrated by the fact that every SIS Highway facility within the study area is included in either the Needs Assessment or the Cost Feasible Plan.
Address the prevailing principles to be considered in the LRTP: preserving the existing transportation infrastructure; development of surface transportation systems that will foster economic growth and development while minimizing transportation related fuel consumption, air pollution and greenhouse gas emissions; and improving travel choices to ensure mobility needs of people and freight. The LRTP must be consistent with future land use elements and the goals, objectives, and policies of local governments. [339.175(1) and (7), F.S.]	Addressed in Chapter 2- Plan Process and in Chapter 3 – Goals and Objectives. The Collier 2040 LRTP forecast is consistent with the land use element of the local government comprehensive plans.
Identify transportation facilities, including, but not limited to, major roadways, airports, seaports, spaceports, commuter rail systems, transit systems, pedestrian walkways, bicycle transportation facilities, and intermodal or multimodal terminals that will function as an integrated metropolitan transportation system. [339.175(1) and (7), F.S.]	Addressed in Chapter 4 – System-wide Needs Assessment and in Chapter 6 – Cost Feasible Plan.
Develop a LRTP that addresses at least a 20-year planning horizon. The plan must include both long-range and short- range strategies and must comply with all other state and federal requirements. [339.175(7), F.S.]	Addressed in Chapter 4 – System-wide Needs Assessment by including a needs assessment for the 20-year planning period and the incorporation of short-range congestion management projects to help improve the efficiency of the existing system.
Consider the goals and objectives identified in the Florida Transportation Plan. [339.175(7)(a), F.S.]	Considered in Chapter 3 – Goals and Objectives

Table 1-2 | State Requirements Checklist (continued)

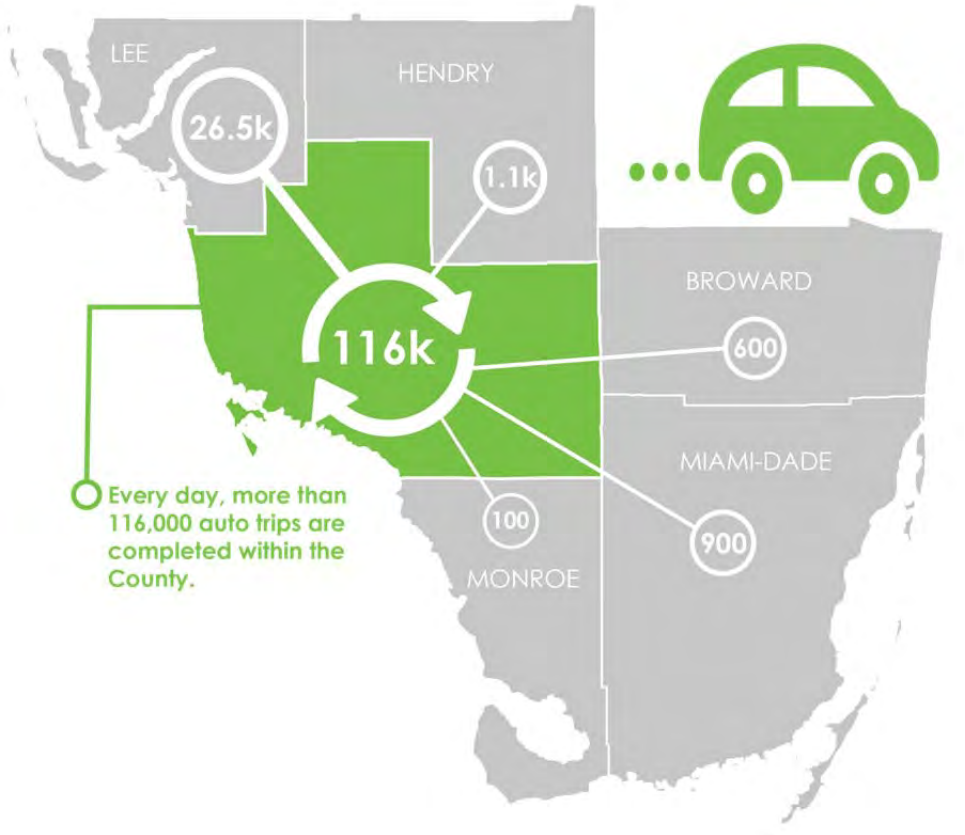
Requirement	Collier 2040 LRTP
Include a financial plan that demonstrates how the plan can be implemented, indicating resources from public and private sources which are reasonably expected to be available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted long-range transportation plan if reasonable additional resources beyond those identified in the financial plan were available. [339.175(7)(b), F.S.]	Included in Chapter 5 – Finance Plan and incorporated in Chapter 6 – Cost Feasible Plan
Assess capital investment and other measures necessary to ensure the preservation of the existing metropolitan transportation system, and make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods. [339.175(7)(c), F.S.]	Chapter 5 – Finance Plan considered the financial resources need to maintain, operate and preserve the current transportation system.
When developing the LRTP, each MPO is encouraged to consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions. [339.175(7), F.S.]	Chapter 2 – Plan Process considered the desirability of certain areas with respect to the future land use forecast, and considered the importance of properly locating population and employment opportunities. Additionally, the forecast recognized current local land planning regulations that mandate sustainable development patterns in the eastern portion of the planning area.
Provide the public, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the long-range transportation plan. [339.175(7), F.S.]	Chapter 2 – Plan Process discusses the public involvement process and the opportunities for interested parties to be engaged in the process.

Regional Transportation Planning

Collier County highways are part of a regional network which connects not only different parts of the County but also connects the County to neighboring counties in the region, to the state and to the nation. As illustrated in the figure below, there are significant work trips made between Collier County and its neighbors, especially between Collier County and Lee County. Between 2009-2013 the Census Bureau's American Community Survey (ACS) analysis of commuting patterns reported approximately 26,000 inter-county auto oriented trips were made between Collier and Lee counties daily as illustrated in **Figure 1-3**.

The Collier MPO and the Lee County MPO hold joint meetings annually to discuss regional issues and projects. Joint meetings of the Collier and Lee Technical Advisory Committees, Citizens Advisory Committee, and the Pathways Advisory Committee meetings are also held annually, in advance of the joint MPO meetings. The Technical Advisory Committees of each MPO also includes a senior staff representative of the neighboring MPO. Working together, the Collier and Lee MPOs have identified highway facilities of regional importance and also coordinate on regional transit opportunities and on the creation of a regional bicycle/pedestrian pathways system.

Figure 1-3 | Daily Collier County Work Travel Patterns



Source: U.S. Census Bureau, American Community Survey, 2009-2013 Summary

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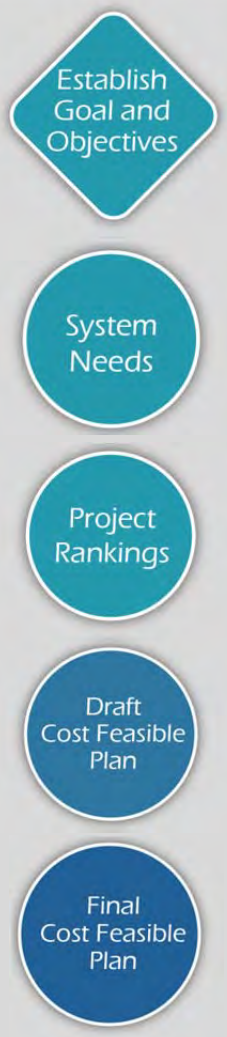
2

Plan Process

Plan Process

The development of the Collier 2040 LRTP was a technical, collaborative process that included participation by the MPO Board members; widely promoted public workshops; briefings to the various MPO advisory committees; and a dedicated working group that included representatives of several Collier County Departments, environmental interest groups, and community organizations. There were five key stages as summarized in **Figure 2-1** that led to the adoption of the Collier 2040 LRTP, a financially constrained plan of transportation improvements, by the Collier MPO Board as shown in **Figure 2-2**. The culmination of this process was a plan that represented the unified vision of citizens, business leaders, elected officials, and transportation agencies, all of whom have an important stake in the future of the County's transportation system. The Collier 2040 LRTP was developed to ensure consistency with all applicable state and federal requirements guiding the LRTP process. This chapter discusses the stages and processes of the Collier 2040 LRTP update and describes the plan development activities resulting from public involvement.

Figure 2-1 | 5 Stages of the Plan Process



Establish Goals and Objectives:
Created to guide the development of the Collier 2040 LRTP and to meet Federal and State requirements, the Goals and Objectives were formulated by input from the public and the MPO Board. Weights were assigned to the goals in harmony with the transportation priorities set forth in the MPO Board's Visioning workshop.

System Needs:
The System Needs is a compilation of projects assembled from public input, partially funded and unfunded 2035 LRTP projects, and a System-wide Needs Assessment analyzing the deficiencies in the system and identified candidate highway and transit improvements.

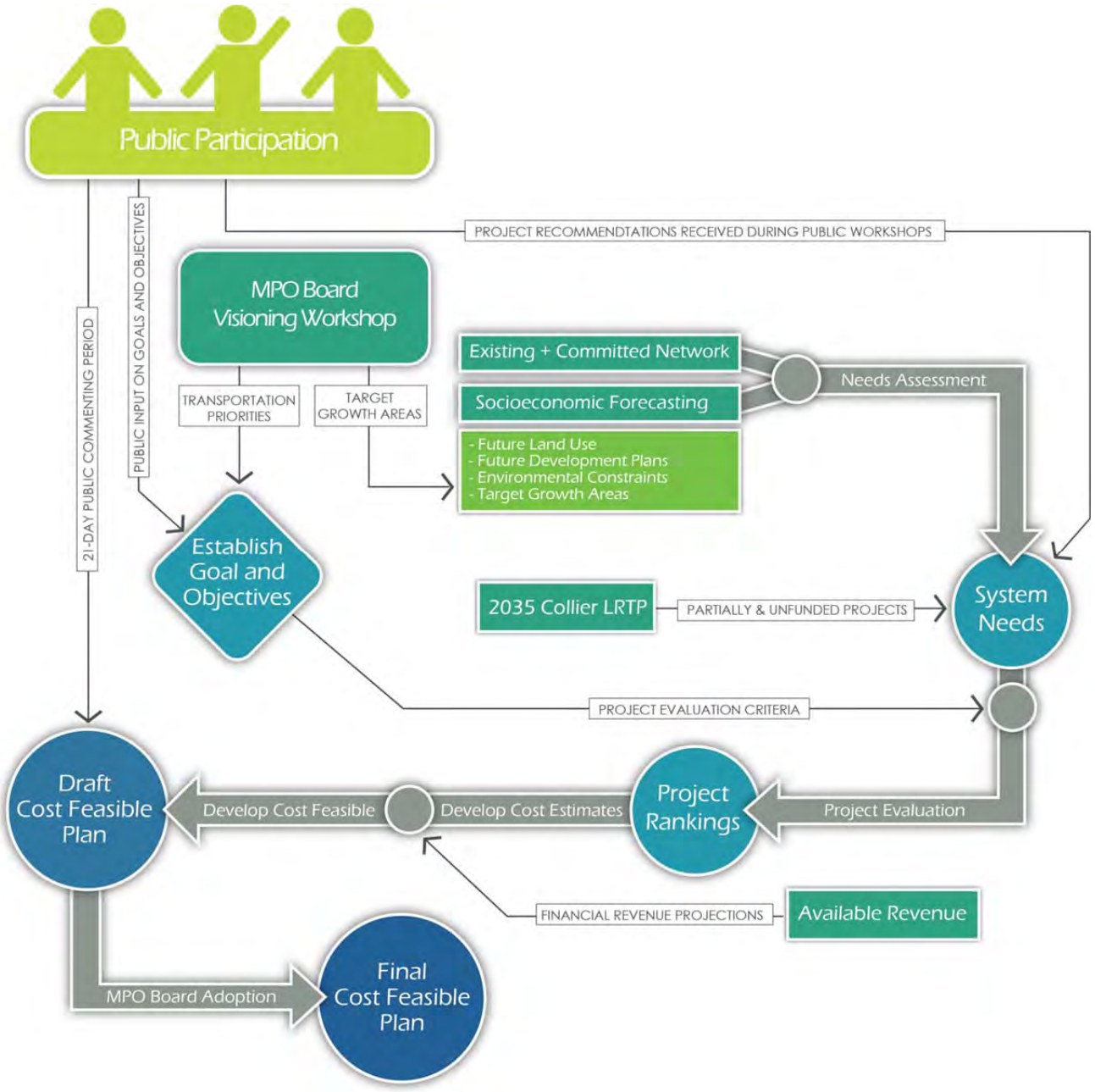
Project Rankings:
The Project Rankings were formed by evaluating and ranking the transportation improvement projects in the System Needs using the project evaluation criteria inspired by the LRTP Goals and Objectives.

Draft Cost Feasible Plan:
Available funding is allocated to the ranked list of projects in the System Needs to develop the list of cost feasible projects while balancing the budget with need, modes, and locations of improvements.

Final Cost Feasible Plan:
Once the Collier 2040 LRTP is adopted by the MPO Board it will become the document which guides the Transportation Improvement Plan (TIP) development and project implementation over the next five year period.

The five stages of the plan process were the result of processes which included input from both residents and elected officials of Collier County, past planning efforts, and a technical review of forecasted socioeconomic growth and the financial outlook of the County. This chapter provides an overview of the plan process and the contributions of public participation to the Collier 2040 LRTP. Goals and Objectives, the Needs Assessment, and the Cost Feasible Plan which are outlined in this chapter are described in detail in Chapters 3, 4, and 5, respectively.

Figure 2-2 | Plan Process



Vision Process

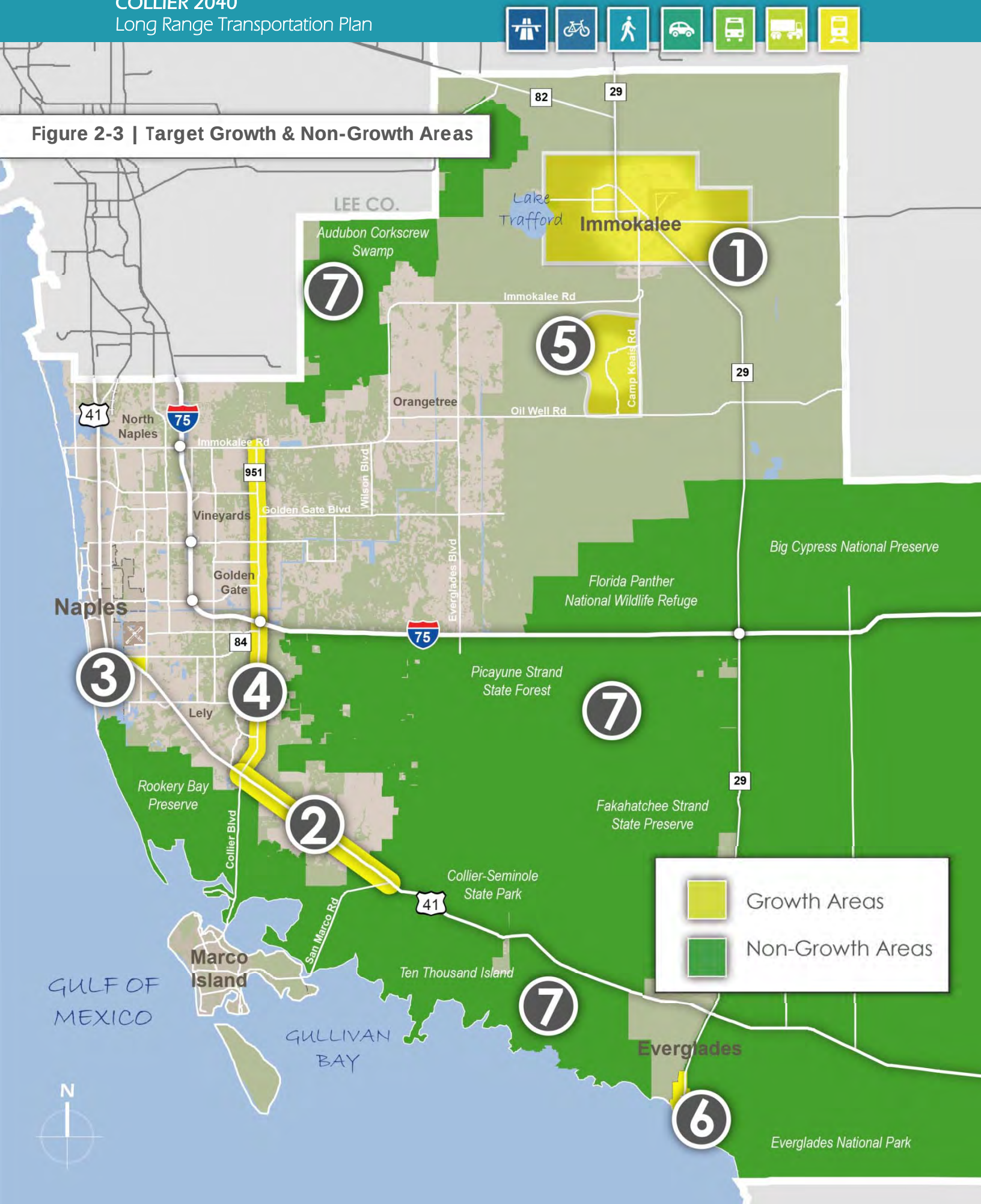
At the outset of the Collier 2040 LRTP planning process a ***MPO Board Visioning Workshop*** was held with MPO Board members participating. Participants were first engaged in a mapping exercise in which they were asked to identify locations they felt were desirable for future residential and employment growth in Collier County on a base map. The purpose of this mapping exercise was to identify areas of attractiveness for residential and employment development to locate ***Target Growth Areas.*** Participants were able to locate future regional centers, town centers, neighborhood centers, and special use employment districts. Regional centers contain the highest density and variety of uses, and include 25% residential use. Town Centers were described as medium density development with approximately 50% residential uses. Neighborhood centers contain buildings no taller than two stories, and include 75% residential uses, with commercial development intended to serve the daily needs of local residents. Special use employment districts were envisioned to include anything from sports facilities, to airports, or industrial facilities. The recommendations from the Visioning Workshop for Target Growth Areas are listed in **Table 2-1** and illustrated in **Figure 2-3**.

Table 2-1 | Target Growth & Non-Growth Areas

Map ID	Target Growth & Non-Growth Areas
1	Opportunities for growth in the Immokalee area, building on agricultural science and research, aviation and related industrial activity, and casino entertainment.
2	Opportunities for additional growth, including residential and businesses, along Tamiami Trail, between Collier Boulevard and San Marco Road.
3	Opportunities for growth in the Davis Boulevard/Tamiami Trail East/Airport Pulling Road Triangle.
4	Opportunities for additional growth along the length of Collier Boulevard, extending from Immokalee Road to Tamiami Trail.
5	Opportunities for growth in the Rural Land Stewardship Area (RLSA).
6	Opportunities for Growth in the Everglades City area, including a desire for creation of a County beach recreation use.
7	Large areas of the County dedicated for environmental preservation. (Non-Growth Areas)

The Target Growth Areas identified by the members of the Board were used in conjunction with forecasted socio-economic data for population and employment growth to generate the 2040 projections for Collier County. Growth forecasting is described in the following section of this chapter.

Figure 2-3 | Target Growth & Non-Growth Areas



In addition to identifying the Target Growth Areas, Board members were engaged in an exercise to form ***Transportation Priorities*** to be emphasized in guiding the Collier 2040 LRTP Goals and Objectives in the preparation of the Collier 2040 LRTP. The priorities were categorized by the Board members as *High Priority* and *Medium Priority* and are listed below.

Transportation Priorities:

High Priority:

- Improve traffic flow/reduce congestion
- Promote economic development
- Preserve the natural environment and conserve energy
- Improve safety for autos, pedestrians, bicyclists, and transit users

Medium Priority:

- Enhance public transportation
- Improve bicycle and pedestrian facilities
- Enhance aesthetics/preserve historical and cultural opportunities
- Provide adequate evacuation routes

Board members were also asked to indicate their investment priorities for the Collier 2040 LRTP. From the highest funding priority to the lowest priority, the rankings by the Board members of the transportation priorities are listed below.

Investment Priorities:

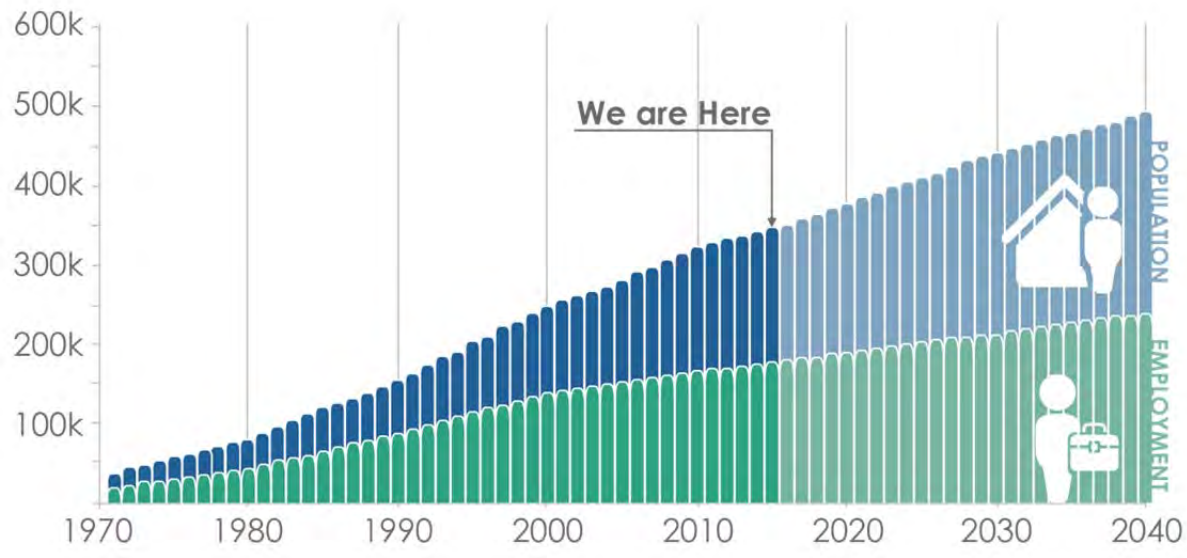
1. Local Streets
2. Major Arterials
3. Bicycle and Trail Facilities
4. Sidewalks
5. Interstate Highways
6. Public Transportation.

Forecasting Growth

A major element of the Collier 2040 LRTP development is to identify growth patterns so that planners and officials will know where growth is forecasted to occur. This is helpful in the determination of transportation projects needed to accommodate that growth. To identify growth patterns, the MPO first looked at historical growth trends then established the 2010 base year socio-economic variables and finally forecasted the 2040 variables. The current data was input to the travel demand model and the resulting traffic assignments were compared to known ground counts to calibrate and validate the model. Once the model was validated to be able to approximate current conditions, the 2040 forecast data was geographically distributed and used as input to the transportation planning model to estimate capacity needs and project performance in the future year. Initially, it was necessary to estimate the changes in these characteristics over the five years since the last major plan update. Forecasting an additional 25 years into the future required the integration and interpretation of a wide range of economic and demographic information. A major driving variable was the forecast in population in Collier County, for which reliance was placed on the mid-range forecasts of the University of Florida's Bureau of Business and Economic Research (BEBR). The population forecast generated by BEBR was the primary control total used to forecast other important socio-economic variables.

Over the last several decades, Collier County has been one of the fastest growing counties in the United States. The County has matured from a population of 38,040 in 1970 to 316,739 in 2010, an increase of an astronomical 732%. Forecasts by BEBR for 2040 project the population to grow to 497,700, representing an increase of 180,961, which amounts to a 57% increase over 2010. The County is also anticipated to see continued growth in employment with a total projected employment of more than 241,000 jobs in 2040 which represents more than 41% growth over the 2010 total employment. **Figure 2-4** illustrates the historic and projected growth in population and employment in Collier County through 2040. The remainder of the Forecasting Growth subsection details the methodology and technical processes employed to generate the 2040 projections.

Figure 2-4 | Historic and Forecasted Population and Employment Growth



Source: Florida's Bureau of Business and Economic Research, US Census & American Community Survey

Forecasting Methodology

The creation of forecasted socio-economic data employed data review, field verification, and land use and other modeling of future 2040 conditions. The process of distributing growth specifically considered approved Developments of Regional Impact (DRIs) and other approved large scale developments when applying land use modeling for the County. In the case of approved DRIs and approved large scale development, it was assumed that 80% of the proposed dwelling units and employment space for each development would be constructed by 2040.

Commercial space was allocated as one employee for each 750 square feet of proposed development, at the ratio of 30% commercial to 70% service – the average for the County's employment in 2010. Industrial space was allocated one employee for each 1,500 square feet of proposed development. If the DRI's proposed construction was completed and included in the socioeconomic data for 2010, no dwelling units or employment were added. However, if 2010 socioeconomic data did not include the DRI's proposed development, the remainder of residential units and employment were allocated to traffic analysis zones (TAZs) based on available land and characteristics of nearby development. Any TAZs that were allocated during this process did not receive further development through the allocation formula.

Additional steps were taken to estimate employment related to hotel/motel units and to schools. Hotels/motels were assigned 0.2 commercial workers and 1 service worker per 10 rooms. Schools serving students in Kindergarten through 12th grade were allocated one worker for every 15 additional students. Two-thirds of these jobs were anticipated to be in the commercial sector, while one-third were anticipated to be in the service sector. Universities, because of higher staff and faculty ratios, were assigned one job for every 12 students, at the same two-thirds commercial to one-third service ratio.

The downtown Naples area and areas north and south along the US 41/Tamiami Trail corridor were evaluated for infill and redevelopment potential. Because the land use modeling approach relies on available land to model new development, it does not work well for areas being redeveloped. Based on a visual inspection and knowledge of the area, there were a number of TAZs identified that have a significant infill or redevelopment potential based on the nature and age of development, the availability of infill sites (vacant land, large parking areas, out parcels, etc.) and the location of sites.

The remainder of forecasted population and employment growth, not accounted for by approved DRIs and other known developments, was forecasted for each TAZ with a land use modeling process that relied on an analysis of developable land (which excludes conservation areas), the prevailing density of existing activity, the proportion of activity for each use (single family, multi-family, industrial, commercial, or service employment), and each zone's attractiveness for development. The attractiveness values included in this analysis were developed by calculating one number based on a number of factors. These factors included a summary of desirable/likely growth areas that were identified during the MPO Board Visioning Workshop, the occurrence of recent development in a localized area, and measures of regional accessibility to employment and workers.

Growth is more likely to occur in areas that have greater accessibility to either jobs or workforce population. Employers tend to locate where other jobs are highly accessible and in areas that have higher accessibility to a workforce-age population. The employment attractiveness factor incorporated special use employment districts, regional centers, and town centers as identified by MPO Board members in addition to the presence of recent development and accessibility to both jobs and workers. Future residential development will gravitate towards accessibility to jobs. The residential attractiveness factor included the vision for regional centers, town centers, and neighborhood centers; the occurrence of recent change; and accessibility to jobs.

The County-wide increase in dwelling units was based on the number of new dwelling units required to house the 2040 population estimate from the BEBR estimate. The need for single family and multi-family dwelling units were estimated using available land in a TAZ, the prevailing density of existing activity, the proportion of activity for each use (single family, multi-family, versus commercial), and each TAZ's attractiveness for residential development. The number of new dwelling units required to meet the population totals is a function of a TAZ's vacancy rates and population per occupied dwelling unit, which were calculated separately for single family and multi-family units. Vacancy rates by household type were included in the 2010 socioeconomic model. For the year 2040, it was assumed that vacancy rates would fall by 40%; that is, a higher percentage of all units would be occupied. Finally, employment totals were estimated by applying a labor force participation rate of .484, consistent with recent estimates for the County. Growth forecasts are detailed in **Table 2-2**.

The land use forecasting process, while based upon reasonable assumptions of development potential, is a forecast based upon a current understanding of development potential. Over time, land use decisions made by local governments may significantly impact the land use forecast. As a result of major land use planning decisions it may be necessary to update the land use forecast in this Plan and as a result, consider amendments to the Needs Assessment and Cost Feasible Plan.

Table 2-2 | Summary of Growth Forecasts

	2010	2040	Growth
Single Family Dwelling Units	89,115	120,616	35.3%
Multi-Family Dwelling Units	97,385	124,509	27.9%
Total Dwelling Units	**186,500**	**245,125**	**31.4%**
Single Family Population	171,274	257,888	50.6%
Multi-Family Population	145,465	239,814	64.9%
Total Population	**316,739**	**497,702**	**57.1%**
Industrial Employment	22,213	33,117	49.1%
Commercial Employment	44,092	66,553	50.9%
Service Employment	104,557	141,441	35.3%
Total Employment	**170,862**	**241,111**	**41.1%**
Hotel/Motel Units	11,343	15,375	35.5%
Total School Enrollment	82,950	132,062	59.2%

Source: Florida's Bureau of Business and Economic Research, US Census & American Community Survey

Figure 2-5 | Dwelling Unit Growth

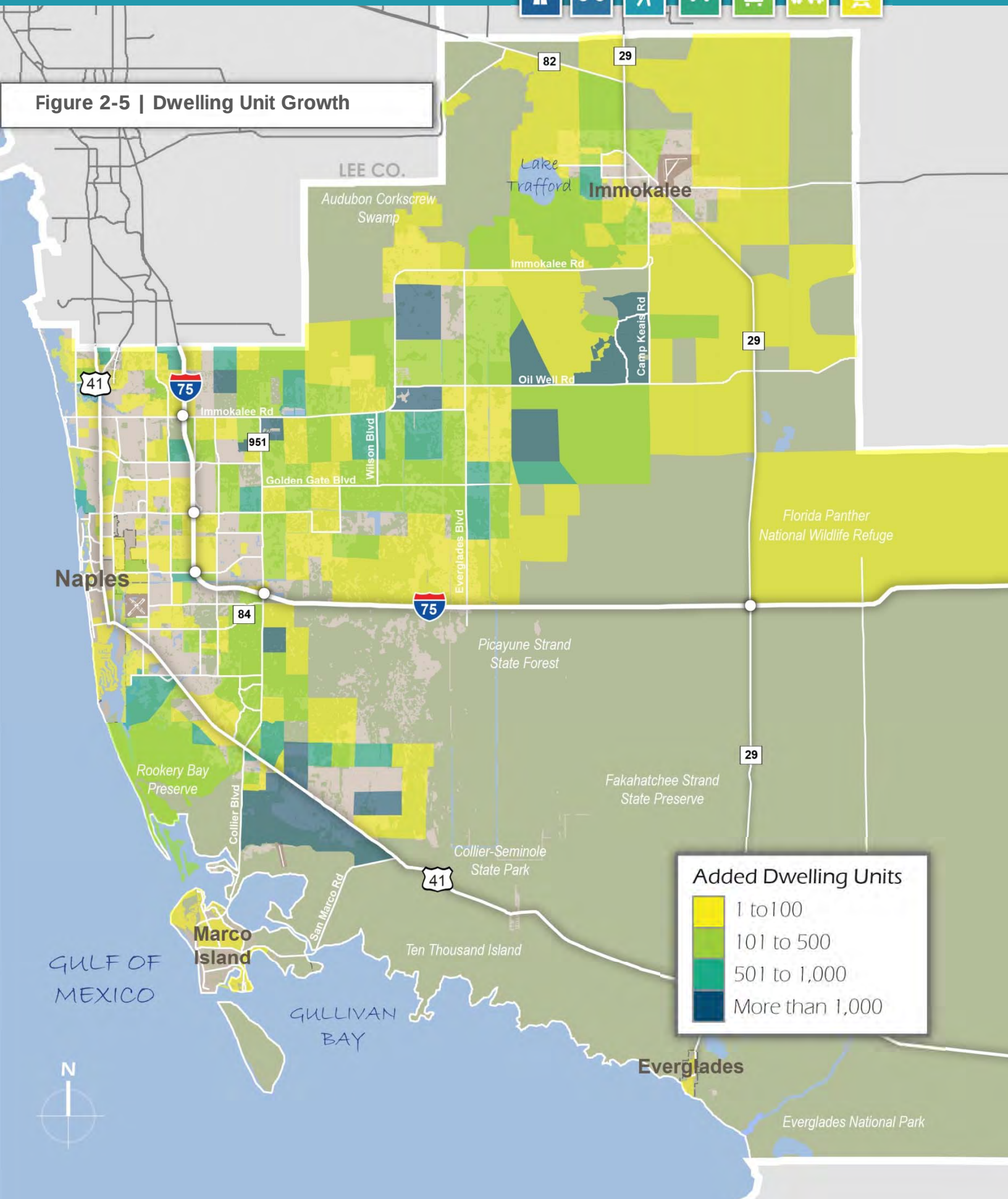
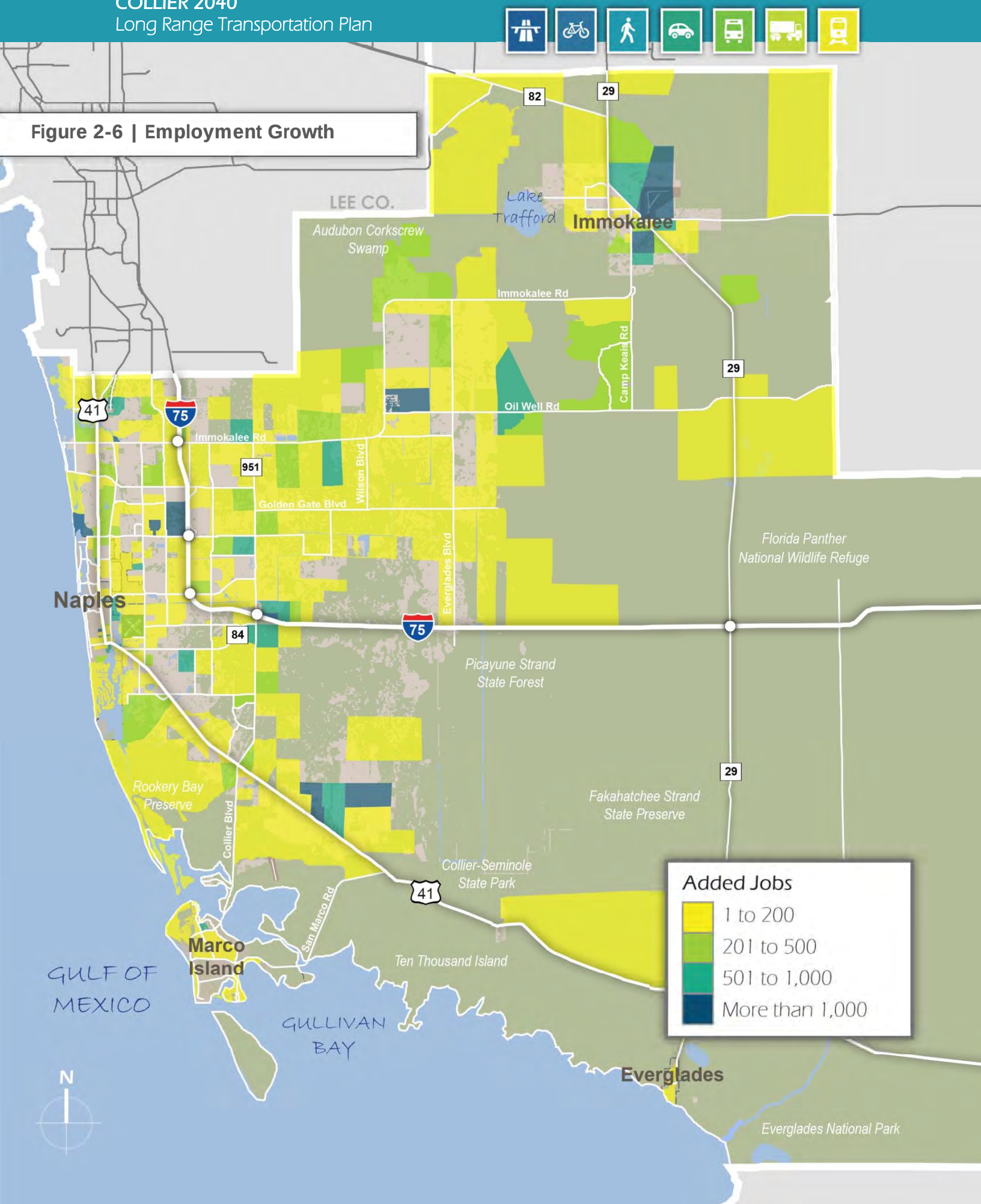


Figure 2-6 | Employment Growth



Public Participation

The initial step in the plan update process began with a visioning workshop with the MPO Board on February 14, 2014. The objectives of the visioning workshop were to establish a framework of developing the cornerstone elements of the Collier 2040 LRTP, the 2040 land use forecast, the goals and objectives, and local agency priorities of the Board.

Members were first engaged in a mapping exercise in which they were asked to locate on a base map their thoughts about likely and desirable locations of future growth in Collier County. Their efforts were reflected as one factor, along with demographic and economic analysis, in the development of forecasted socio-economic variables.

Subsequently, Board members were engaged in an exercise to prioritize issues to be emphasized in the preparation of the Collier 2040 LRTP. Their input was an important consideration in the development of project selection criteria.

Of the participating members, there was a wide range of investment priorities. Generally, there was the highest interest in investing in local streets, major arterials and bike facilities, with lower interest in sidewalks, interstate highways and in public transportation.

The Plan update process itself was defined in a three Phase process to include:

- Phase I – 2040 Land Use Forecast, Goals and Objectives, and 2040 Model Development Support
- Phase II – Needs Assessment and Preferred Cost Feasible Network Development
- Phase III – Cost Feasible Plan Development and Plan Documentation

The LRTP Working Group, established during Phase I, provided valuable feedback during the development of the preliminary goals, objectives and project selection criteria, and in reviewing and commenting on the results of the land use forecast exercise.

Public input was an important part of the Collier 2040 LRTP's development process and helped refine the community's collective goals and objectives which helped guide the entire planning process. The initial public workshop was held on November 20, 2014 at the Collier County Museum. Participants were greeted with displays of the adopted 2035 LRTP (highway and transit networks), the new 2040 Land Use Forecast, and draft Goals and Objectives. One-on-one discussions with individual staff and consultants afforded the public the opportunity to ask questions and to provide valuable input into the planning process. Participants discussed the importance of access and connectivity, transit, non-motorized facilities, and efforts needed to deal with roadway congestion. Copies of all of the exhibits were provided to attendees.

During Phase II of the Collier 2040 LRTP update, the Needs Assessment and Cost Feasible Plan development phases of work, the primary method of leveraging public participation was through the continuing series of Working Group meetings. Agendas and associated back-up materials were distributed to working group members and a large distribution of interested individuals and organizations. A number of organizations were consistently represented at the seven (7) informal public meetings. Members of the public in attendance were invited to freely engage in the dialog with working group participants and many provided valuable input into the process. At each meeting any analytical results stemming from recommendations made at the previous meeting were discussed.

A second public workshop was conducted on April 6, 2015 which offered the public an opportunity to review the draft Needs Assessment for both highway and transit modes, and preliminary financial resource analysis of costs and available revenues. Displays depicting the proposed needs network on environmental resource (habitat and wetland) maps were available. Also displayed was the first of five travel demand model assignments of 2040 traffic on a proposed alternative cost affordable network. Copies of all exhibits were provided to attendees, either in hardcopy or on DVD.

In addition to the public workshops and seven working group meetings, regular project updates were given to MPO advisory committees and the MPO Board. As the process reached the point of plan deliverables, technical memoranda were prepared for agency review, and were submitted to the advisory committees and MPO Board for review and comment.

Following the development of this Draft Collier 2040 LRTP document, and during the formal public comment period, copies of the document were distributed to a variety of publicly accessible locations, e.g., public libraries, government center, etc., and a series of Public Workshops (October 6, October 20, and November 17) were conducted to solicit comments on the draft document, and the Cost Feasible Plan recommendations incorporated therein. All public written comments received throughout the process are incorporated as part of the Support Documentation, and any comments received during the public comment period were specifically addressed prior to the MPO's adoption hearing.

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3 Goals and Objectives

LRTP Goals and Objectives

Goals represent the desired effect of a process or effort. Objectives represent a more detailed or actionable version or subset of goals. Together, the LRTP Goals and Objectives represent the guiding direction to which every other part of the Collier 2040 LRTP process aims. As such, the LRTP Goals and Objectives are a critical part of the planning process. While it is difficult to realize that vision, it is nevertheless important to chart a course based on these principles.

This Collier 2040 LRTP is guided by seven goals and fourteen objectives, each of which represent a specific element of how the transportation system should evolve, or in some cases, be preserved, over the next 25 years. In addition to the LRTP Goals and Objectives, project selection criteria were developed for those goals that were considered relevant to the project selection process and to gauge a project's adherence to the goals and objectives. The formulation of the LRTP Goals and Objectives involved interested stakeholders, the MPO Board, and the public at-large.

The seven goals are intended to maintain Collier County as a livable community and to improve the County's transportation system, keeping pace with the expected growth in demand for transportation services in the County.

Goals for project selection criteria were developed. Additional consideration was given to the relative weight of each criteria in the context of the overall capacity/congestion-driven process. Different weight values were evaluated during the process, and a final set of criteria weighting factors were applied to each project's criteria score during the Needs Assessment development process.

To support the performance-based process emphasized in MAP-21, an integrated approach to defining goals, objectives and project selection criteria is needed. A manageable number of major performance areas have been selected and described in the form of goal statements. As part of the Collier 2040 LRTP update, the LRTP Goals and Objectives were developed and refined by a Working Group of MPO staff and agency representatives. The LRTP Goals and Objectives and project selection criteria were further refined as the development of the Collier 2040 LRTP moved forward.

Goal: Ensure the Security of Transportation System for Users

The primary security issue for Collier County residents relates to implementation of sound emergency management plans. The primary threat to Collier County is extreme weather events, particularly hurricanes; as a result, emphasis has been placed on enhancing important evacuation routes. During the ranking of projects, this Goal received a weighting factor of 1.

Objective:

- Maintain a sound emergency management plan for Collier County.

Project Selection Criteria:

- Facility is a designated hurricane evacuation route = 5
- Provides enhanced or potential new evacuation routes = 5

Goal: Protect Environmental Resources

Collier County is fortunate to have extensive environmental resources which greatly enhance the quality of life for residents including extensive wetland resources and natural wildlife areas. Protection of these resources has been highly valued in the Collier 2040 LRTP. Scores in this category are negative values. During the ranking of projects, this Goal received a weighting factor of 1.

Objectives:

- Minimize wetlands encroachment by transportation projects.
- Minimize adverse impacts on threatened or endangered species.

Project Selection Criteria:

- Amount of wetlands encroachment, based on the National Wetlands Inventory - No impact = 0 to substantial impact = -5
- Amount of impact to threatened and endangered species, based on the USFWS Panther Habitat Zones- No impact = 0
- Impact to secondary panther habitat = -1 to -3
- Impact to primary panther habitat = -1 to -5

Goal: Improve System Continuity and Connectivity

Continuity and connectivity facilitate the ability of system users to access opportunities as directly as possible, with a minimum of circuity. During the ranking of projects, this Goal received a weighting factor of 1.

Objectives:

- Improve continuity of capacity of existing facilities
- Promote connectivity by creating new links

Project Selection Criteria:

- The project closes a capacity gap in an existing facility = 2
- The project is a new facility that improves connectivity = 3 (minor), 4 (medium), 5 major

Goal: Reduce Roadway Congestion

Congestion, and the delay that accompanies it, is a serious cost to the residents of Collier County. It reduces their ability to access jobs, shopping, recreation, and other activities. The Collier 2040 LRTP places a great deal of emphasis on reducing congestion, thereby enhancing the quality of life of County residents. During the ranking of projects, this Goal received a weighting factor of 2.

Objective:

Reduce the aggregate lane miles with volume to capacity ratio (v/c) exceeding 1.0, based on the 2040 traffic assignment to the existing plus committed (E+C) network**.**

Project Selection Criteria:

- Improvement to an existing deficient facility, or improvement to a new or neighboring facility intended to relieve an existing deficient facility with v/c greater than 1.3= 5
- Improvement to an existing deficient facility, or improvement to a new or neighboring facility intended to relieve an existing deficient facility with v/c greater than 1.15= 3
- Improvement to an existing deficient facility, or improvement to a new or neighboring facility intended to relieve an existing deficient facility with v/c greater than .1.0 = 1

Goal: Promote Freight Movement

National and statewide leadership is recognizing the importance of freight movement to economic well-being. The cost of moving freight is reflected in all consumables and in local production activities. During the ranking of projects, this Goal received a weighting factor of 0.5.

Objective:

- Enhance movement on major freight routes

Project Selection Criteria:

- Project enhances a facility identified as a major freight route = 5

Goal: Increase the Safety of the Transportation System for Users

The safety of the users of the transportation system is an important factor in the MPO's planning and project development process. Although not used as a measurable project selection criteria due to the lack of a consistent correlation between the primary goal of increasing highway capacity and improving system safety, the need for safety-related improvements is none-the-less addressed by the MPO through a variety of practices, including walkable communities studies, its CMS/ITS and pathways implementation programs and by ensuring that bicycle and pedestrian-friendly features are incorporated into new highway and transit projects.

Objective:

- Reduce the number of fatalities
- Reduce the number of injuries
- Reduce the number of crashes

LRTP GOALS

Goal: Promote Multi-modal Solutions

Increasingly, Collier County is recognizing the importance of alternative forms of transportation which promote healthful living, improve air quality, and improve the livability of the county. In addition to the highway and transit components of the LRTP planning process, the MPO has a strong pathways planning and implementation process supported by a portion of the MPO's dedicated funding from the federal Transportation Management Area program.

Objective:

- Increase public transit ridership
- Increase the number of covered bus shelters
- Increase the miles of sidewalks
- Increase the miles of bike paths and multi-use trails

Goal: Promote the Integrated Planning of Transportation and Land Use

Transportation and land use are highly inter-related. Accessibility and mobility created by transportation investments substantially impacts locations of new economic development and land use activity. In turn, decisions related to land use and economic development substantially affect the need for transportation system investments. The MPO strives to develop projects that actively promote land use objectives of Collier County and its incorporated cities.

Objective:

- Coordinate with local governments to assure transportation plans and programs are supportive of local land use plans
- Coordinate with local governments to assure land use decisions support a sustainable transportation system
- Assure that local growth management objectives are reflected in transportation plans and programs
- Assure that transportation plans and projects promote economic and environmental sustainability for Collier County.
- Assure that local governments are viewed as team members in the development of transportation plans and individual projects.

MAP-21 Goals

The most recent federal transportation authorizing legislation, Moving Ahead for Progress in the 21st Century (MAP-21), was signed into law in July 2012. The cornerstone of MAP-21 is the transition to a performance and outcome based program. It establishes the following national performance goals for the federal highway program. Not all of these goals are relevant to the role of an MPO, but an MPO's actions can positively affect several of these national transportation system goals.

National Performance Goals

Safety

Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Infrastructure Condition

Maintain the highway infrastructure system in a state of good repair.

Environmental Sustainability

Enhance the performance of the transportation system while protecting and enhancing the natural environment.

Congestion Reduction

Achieve a significant reduction of congestion on the National Highway System (NHS).

System Reliability

Improve the efficiency of the surface transportation system.

Freight Movement and Economic Vitality

Improve the freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

Reduced Project Delivery Delays

Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays.

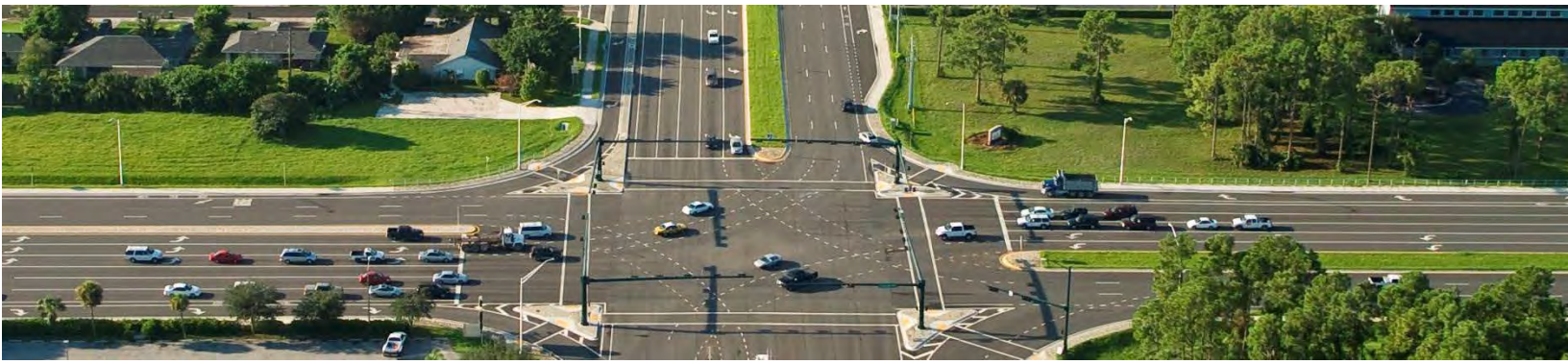
Metropolitan and Statewide Planning Factors

In addition to the national performance goals, MAP-21 requires that the following factors be considered in the development and adoption of state and metropolitan plans:

1. Increase the **safety** of the transportation system for motorized and non-motorized users. The MPO is addressing safety by reducing congestion and by addressing many of the facility deficiencies that contribute to traffic related crashes, including bicycle and pedestrian crashes.
2. Increase the **security** of the transportation system for motorized and non-motorized users. The MPO is addressing transportation security by including evacuation needs in the prioritization of projects.
3. Increase the **accessibility** and **mobility** of people and for freight. The MPO is addressing accessibility and mobility by enhancing system capacity for both roadways and transit.
4. 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. The MPO is directly addressing environmental concerns primarily by considering the potential impacts a project might have on wetland and wildlife habitat.
5. Enhance the **integration** and **connectivity** of the transportation system, across and between modes, people and freight. The MPO's planning process includes consideration of highways, transit, bicycle and pedestrian needs, and freight movement.
6. Promote **efficient system management** and **operation**. The MPO designates significant resources to its congestion management and ITS programs.
7. Emphasize the **preservation** of the existing transportation system. The MPO works with Florida DOT, and with its local governments, which are responsible for maintenance and preservation of the transportation system.
8. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency. The MPO is promoting economic vitality by addressing congestion, safety, and freight movement.

4

System-wide Needs Assessment



Needs Assessment Overview

The System-wide Needs Assessment identifies transportation needs without regard to the associated costs of the proposed improvements. Later in this report, the financial resources available to transportation are identified. Applying the available revenues to the list of needed improvements leads to the subset of needed projects that are considered cost feasible.

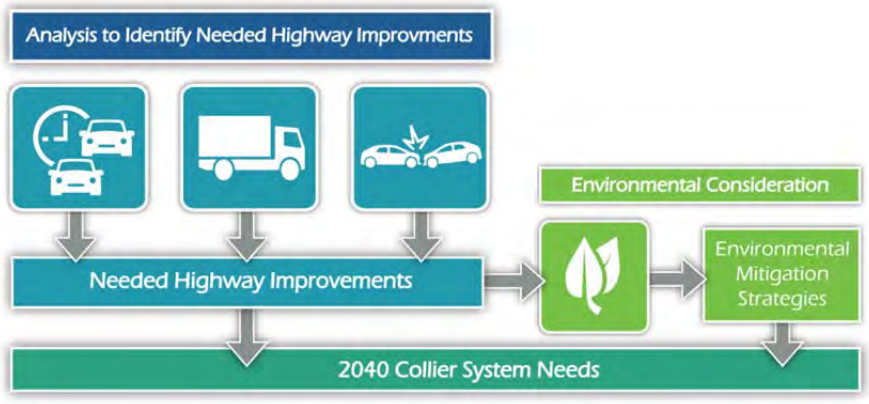
The assessments for highway and transit were conducted to identify a list of potential transportation improvements that would be needed to satisfy the travel demand forecast generated by the land uses defined for the year 2040. As part of the Highway Needs Assessment, needs to support freight movement were identified, as were congestion management system projects that did not rise to the level of the major capital projects that would be identified in the Needs Assessment. Bicycle/pedestrian needs identified in the Comprehensive Pathways Plan were also included.

The needed improvements are identified through a process of travel demand modeling using the 2040 land use forecast and other criteria explained in this chapter. Since the population and employment forecasts for the Collier 2040 LRTP are slightly lower than earlier forecasts used in the 2035 Plan, the needs identified in the 2035 System Needs served as a starting point for examining the 2040 System Needs. However, the distribution of future employment and population and other socio-economic data were revisited. Revisions in forecast land use distribution, as well as changes in community priorities resulted in the need to significantly refine the system needs identified from the 2035 Plan. This chapter defines the methodology used in the Highway and Transit System-Wide Needs assessments and summarizes the resulting the projects identified as part of the *System Needs*.

System-wide Highway Needs Assessment

The Highway System-wide Needs Assessment process includes an analysis of congestion within the highway network, freight needs, and safety to identify needed highway improvements. These improvements are then evaluated for environmental considerations to understand potential mitigation strategies. **Figure 4-1** illustrates the processed employed in the Highway System-wide Needs Assessment.

Figure 4-1 | Highway System-wide Needs Assessment Process



Highway Congestion Consideration

A key element of the System-Wide Highway Needs Assessment is the Existing plus Committed (E+C) transportation network. The E+C network is comprised of all existing facilities, plus those that have funding *committed* in the current Transportation Improvement Program (TIP) or other local capital improvement program. The E+C characterizes the transportation network expected to be in place, or nearly so, by the year 2020. **Table 4-1** identifies those committed improvements programmed between 2014-2020**. Figure 4-2** illustrates the projects committed for construction by 2020. **Figure 4-3** illustrates the existing number of lanes of major highway facilities.

Table 4-1 | 2014-2020 Transportation Improvement Program Capacity Improvements

Map ID	Improved Facility	Improvement
1	Intersection Improvement at Golden Gate Parkway at Livingston Road	Add Turn Lanes
2	Intersection Improvements at Various Locations on Pine Ridge between US 41 and I-75	Add Turn Lanes at Various Locations
3	Intersection Improvement at SR-82 at CR 850 (Corkscrew Road)	Add Turn Lanes
4	New Bridges in Golden Gate Estates at 8th St, 16th St, 47th Av	New Bridge Improvements
5	Intersection Improvement at Airport Pulling Road at Davis Boulevard	Add Turn Lanes
6	Roadway Improvement - Tree Farm Road from Davila Street to Massey Street	New Two Lane Collector Road
7	Roadway Improvement - Extension of City Gate Boulevard North	New Four Lane Collector Road
8	Roadway Improvement - Logan Boulevard from 1.5 mile N of Immokalee Rd to Lee Co Line	New Two Lane Collector Road
9	Roadway Improvement – Pristine Drive from Wolfe Road to Vanderbilt Beach Road	New Two Lane Collector Road
10	Roadway Improvement - Wilson Boulevard /Blackburn Road from +/-2 miles South of Existing End of Wilson Boulevard to Existing End of White Lake Boulevard	New Two Lane Haul Road
11	Roadway Improvement - Massey Street/Woodcrest Drive from Vanderbilt Beach Road Extension to Immokalee Road	Improve Existing Lanes/Extend Roadway
12	Roadway Improvement - Golden Gate Boulevard from Wilson Boulevard to 20th Street	Improve from Two Lanes to Four Lanes Minor Arterial
13	Roadway Improvement – Golden Gate Boulevard from 20th Street NE to Everglades Boulevard	Improve from Two Lanes to Four Lanes Minor Arterial

Figure 4-2 | Committed Highway Projects for Construction by 2020

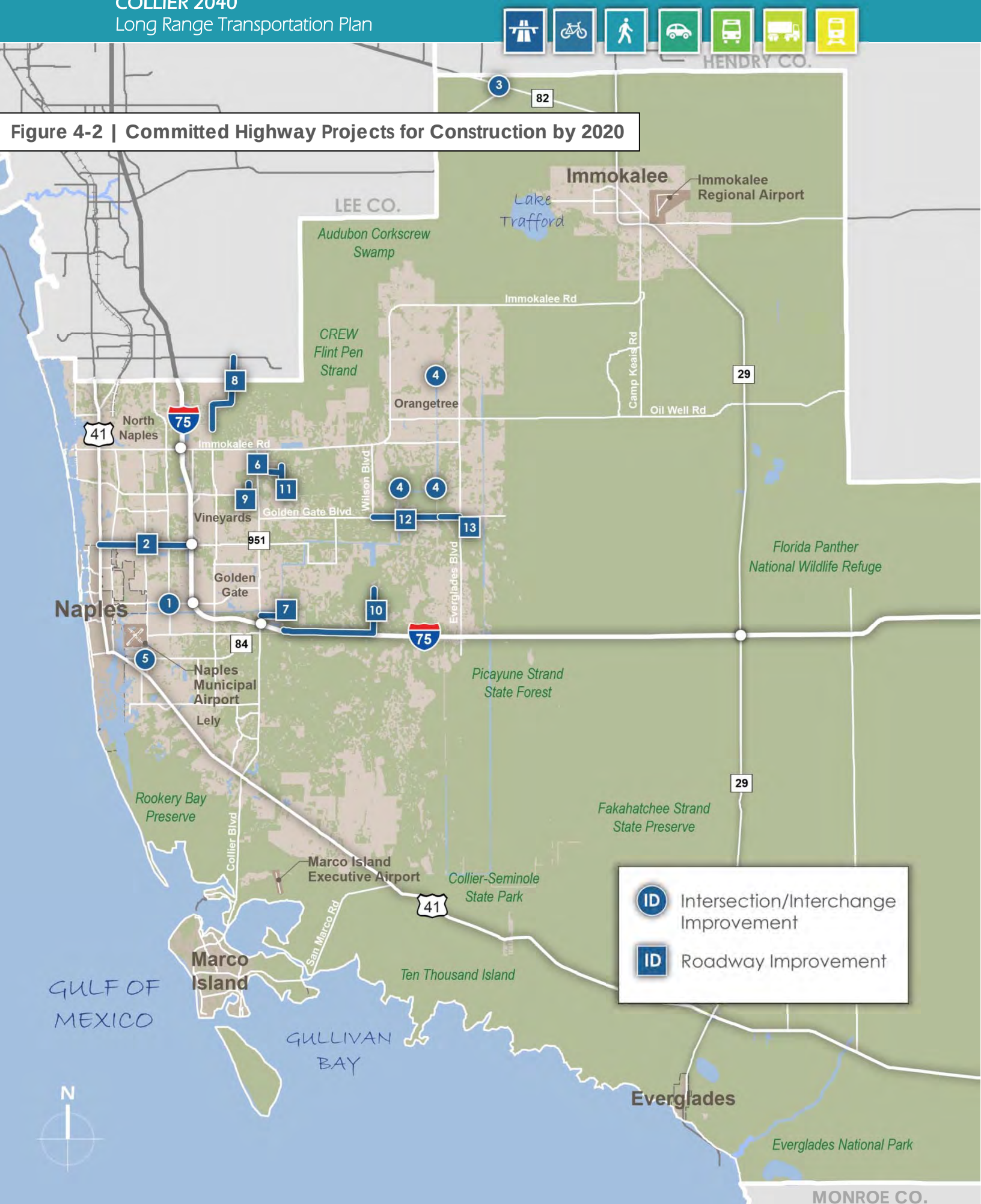
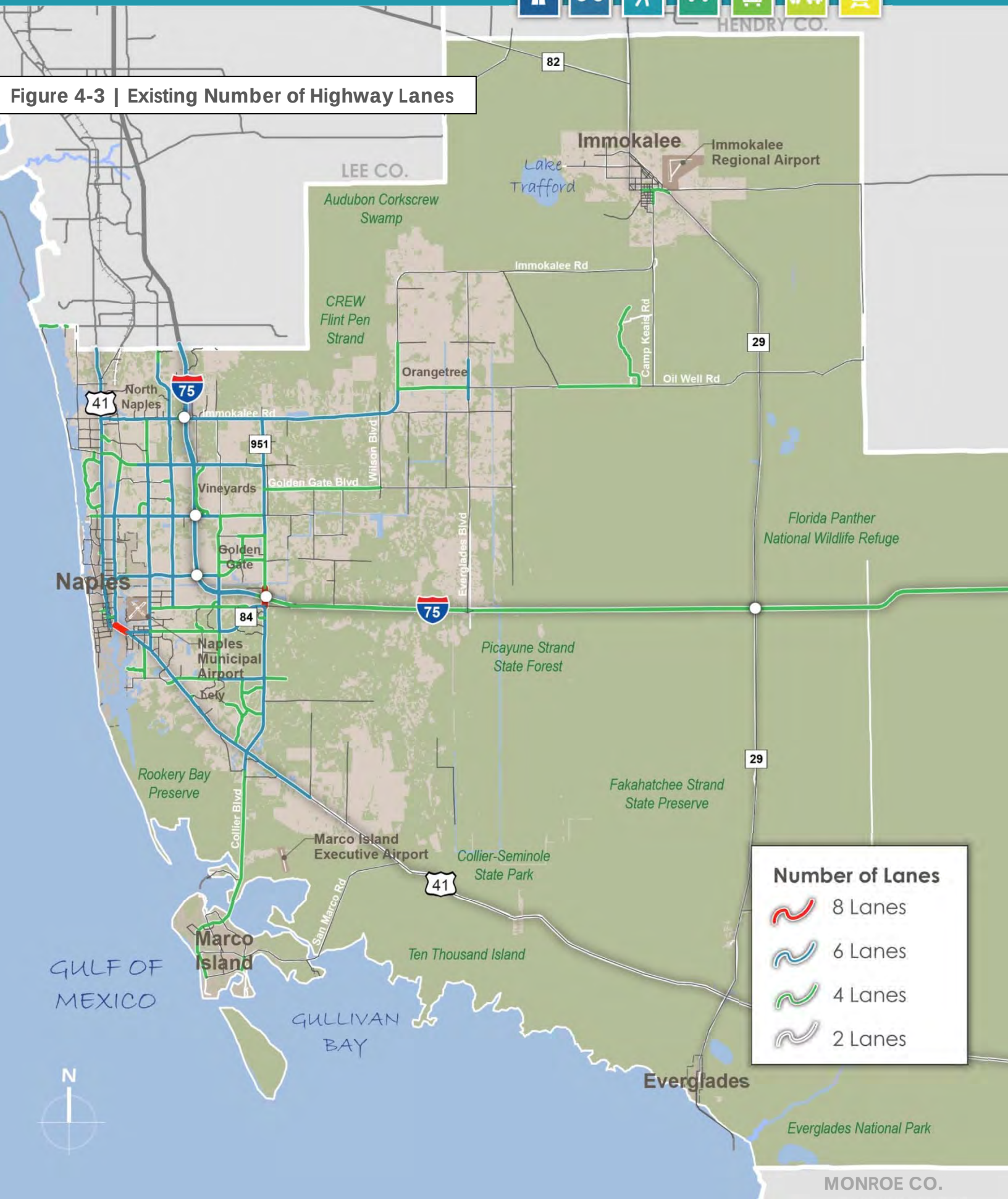


Figure 4-3 | Existing Number of Highway Lanes



System-Wide Highway Needs were identified by using a travel demand model to assign future year traffic volumes to the E+C network. The modeling result helped to identify those existing or committed facilities that are expected to be congested by 2040 if no further improvements were made to the network. Network improvements were then identified to form the basis of the Needs Assessment.

Congestion was measured using the ratio of the forecasted traffic volume to the existing (or committed) capacity of the roadway segment, referred to as the Volume/Capacity (V/C) ratio. A V/C ratio greater than 1.0 is considered "over capacity".

Figure 4-4 illustrates the levels of congestion obtained by assigning the forecasted 2040 traffic to the E+C network. The facilities predicted to experience high and significant levels of congestions by 2040 are listed below.

2040 Facilities with High Degree of Congestion:

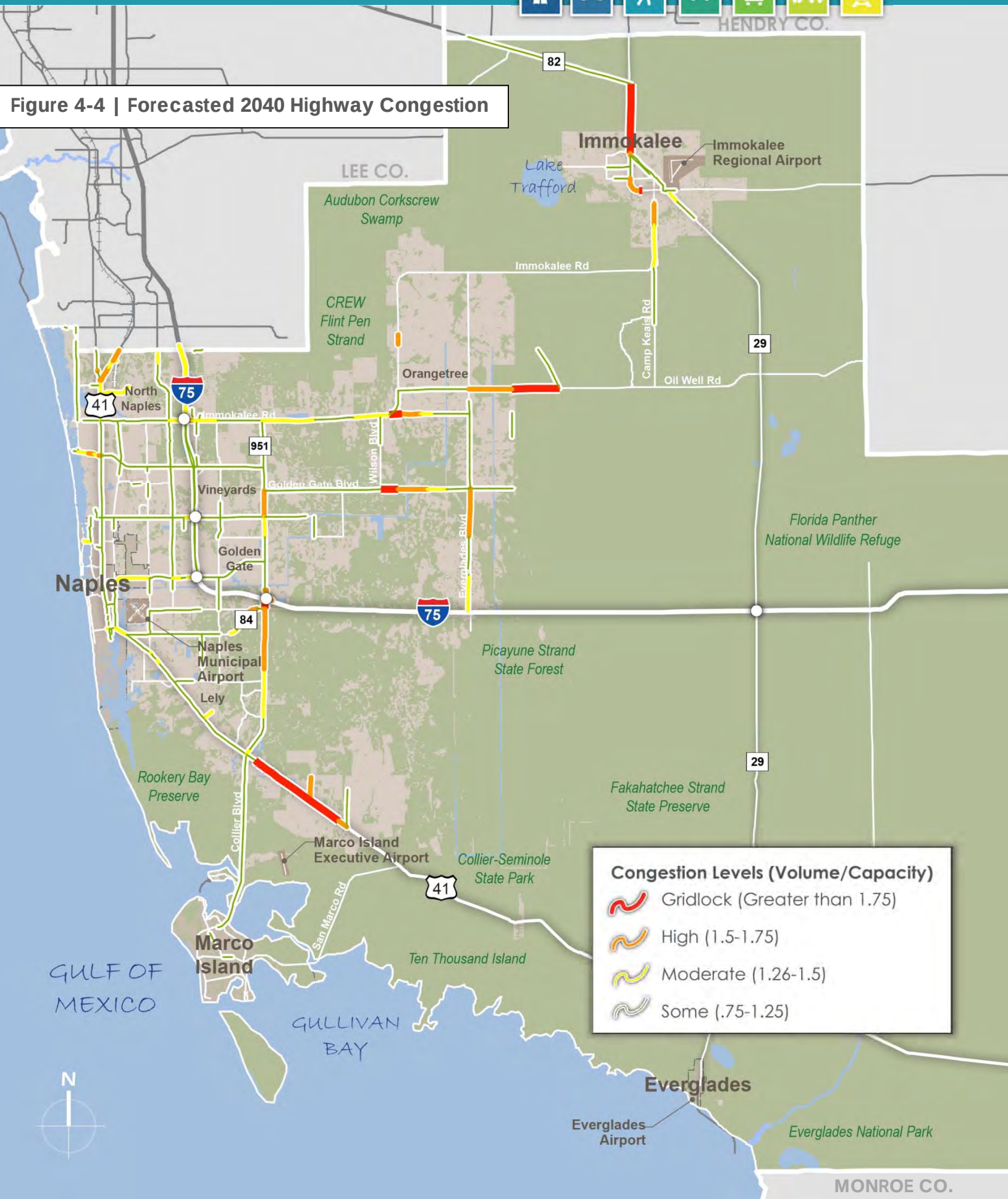
- US 41/Tamiami Trail between Collier Boulevard and San Marco Road
- Collier Boulevard between Rattlesnake Hammock Road and Davis Boulevard
- Collier Boulevard between Pine Ridge Road and Golden Gate Boulevard
- Oil Well Road between Everglades Boulevard and Oil Well Grade Road
- SR 29 north of Immokalee Road
- Immokalee Road south of Carver Street
- Randall Boulevard east of Immokalee Road
- Everglades Boulevard south of Golden Gate Boulevard
- Golden Gate Boulevard east of Wilson Boulevard

2040 Facilities with Significant Degree of Congestion:

- Immokalee Road west of Randall Boulevard to I-75
- Golden Gate Parkway west of I-75
- Tamiami Trail north of Immokalee Road
- I-75 north of Immokalee Road
- Old 41 Rd from US 41 to the Lee County Line
- Collier Boulevard south of Rattlesnake Hammock Road

HIGHWAY CONGESTION

Figure 4-4 | Forecasted 2040 Highway Congestion



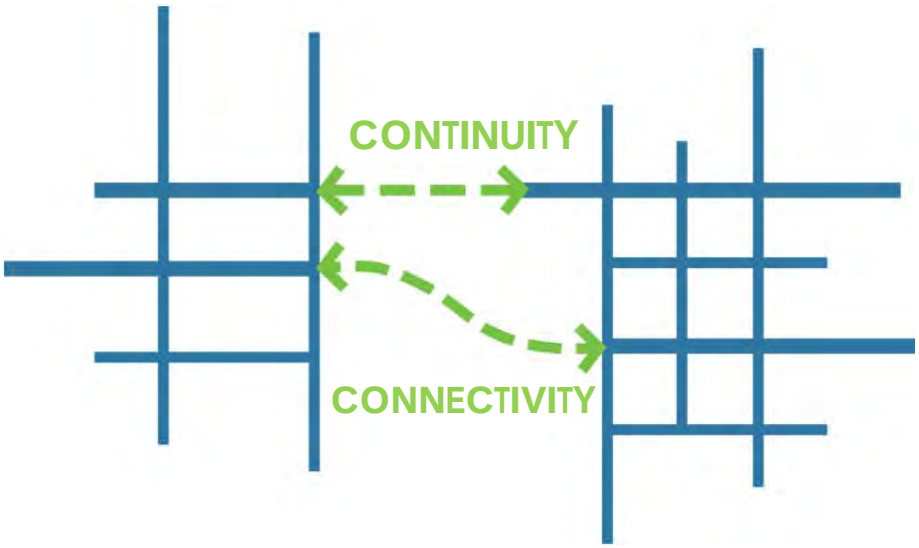
System Connectivity & Continuity

The key to enhancing mobility for users of the transportation system is to improve connectivity and continuity throughout the system, and especially across all modes. Continuity and connectivity facilitate the ability of system users to access opportunities as directly as possible, with a minimum of circuity.

For the highway mode, enhancing connectivity makes better use of existing assets and gives motorists more travel choices on a regular day-to-day basis and during emergencies. Public comment received during the plan development process points directly to the need for better system connectivity to relieve congestion and reduce delays experienced during peak periods and during emergency road closures (e.g., resulting from a crash). The MPO's on-going commitment to earmark a portion of Transportation Management Area (TMA) funds to the construction of new bridges demonstrates the agency's commitment to enhance interconnectivity in Golden Gate Estates. Additionally the MPO has recognized the importance of prioritizing projects that enhance connectivity by including system continuity and connectivity as one of several project selection criteria.

Connectivity and continuity is also important for non-highway modes. Modal interconnectivity is an important component of system-wide continuity. Users of the transit system rely on bicycle, pedestrian, or park-and-ride facilities in order to "make the connection". These connections must be safe and secure so that users feel comfortable accessing the transit system. Connectivity and system continuity is about advancing an interconnected multi-modal transportation system.

Accompanying the MPO's goal to improve system continuity and connectivity are several objectives that include project selection criteria to directly address methods for enhancing the transportation system. The MPO encourages projects that improve connectivity to existing facilities, promotes projects that create connectivity through new facilities, and prioritizes projects that close gaps in the system and/or otherwise improve connectivity.



Improvements to Freight Infrastructure

The growing importance of freight movement has been reflected in the latest federal transportation authorization legislation, MAP-21. Recognizing the contribution that the movement of freight makes to the State's economy, the Florida Department of Transportation (FDOT) created the Office of Freight Logistics and Passenger Operations to establish policies and plan investments that enhance Florida's economic development efforts. As a result, special attention has been given to freight movement and is reflected in the highway system needs.

The identification of freight needs includes:

- **Identification of Freight Activity Centers**—based on existing industrial and freight supportive land uses, and future industrial uses designated in the County's comprehensive plan and zoning regulations.
- **Definition of an important Freight Network**—will include facilities on the state's Strategic Intermodal System (SIS), freight mobility corridors, and freight distribution routes needed to serve freight activity centers.
- **Freight transportation Needs Assessment and Prioritization** —freight needs were considered in the evaluation of congestion management and intermodal plans and reflected in the prioritization of projects.

Freight Activity Centers and Areas

Freight Activity Centers (FACs) contribute to the economic well-being of an area. They have been identified throughout Collier County to provide context for where industrial and freight logistics activities are most abundant and as well as to define strategies for preserving and improving mobility on the transportation facilities that serve them. Primary FACs are defined as large industrial and manufacturing areas that send and/or receive freight in large quantities or for further distribution to the consumer market. Secondary Freight Activity Zones (FAZs) within Collier County include significant mining and agricultural operations, which sometimes have intermittent or seasonal demands.

Freight activity centers in Collier County were defined based on the following considerations:

- Existing and future industrial land use plans were reviewed to identify conglomerations of industrial, manufacturing, warehousing/distribution uses;
- Agricultural and mining operations;
- Level of existing and future freight activity;
- Designation as part of the Florida Strategic Intermodal System; and
- Capacity for expansion and growth.

There are five primary and four secondary FACs within Collier County. These FACs are listed and characterized in **Table 4-2** and shown on **Figure 4-5**.

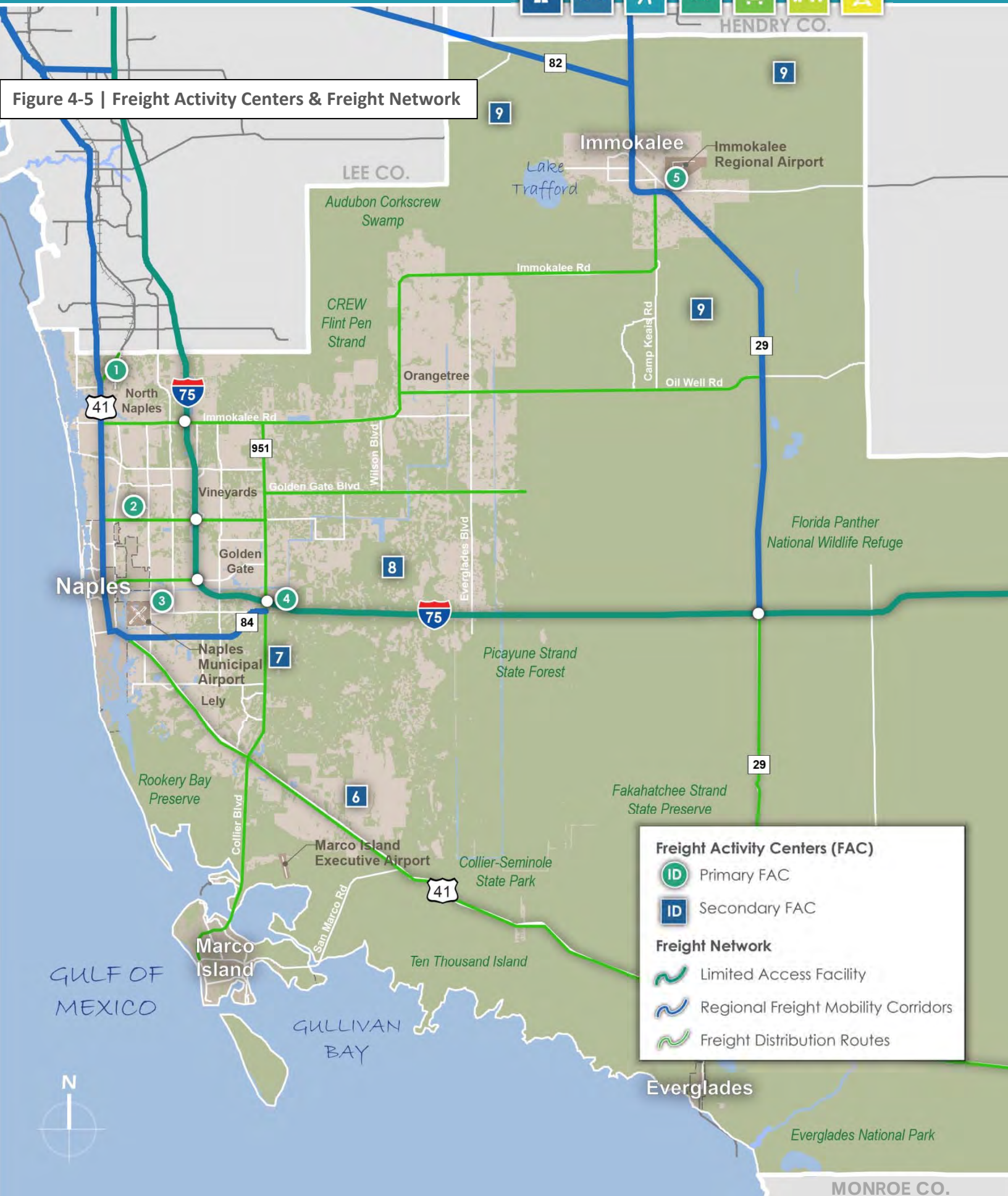
Table 4-2 | Collier County Freight Activity Centers

MAP ID	Name	FAC Type	Acres	Available Mode(s) of Transport			
				Intermodal Facility	Truck	Rail	Air
1	Old US 41 Industrial	Primary	472	●	●	●	
2	North Naples Industrial	Primary	367		●		
3	East Naples Industrial	Primary	731		●		●
4	Gateway Industrial	Primary	204		●		
5	Immokalee Airport Industrial	Primary	2,553	●	●		●
6	US 41 Agricultural Fields	Secondary	1,064		●		
7	Collier Boulevard Mine	Secondary	597		●		
8	East of Collier Blvd. Mining and Agricultural Fields	Secondary	1,202		●		
9	North County Agricultural Fields	Secondary	+ 186,400		●		

The Old US 41 Industrial area has limited rail service at this time. However, it should be recognized as the only site in Collier County with the potential for intermodal rail activities where freight is transferred between modes, e.g., truck-to/from rail. It should be preserved for future freight related development as economic conditions warrant.

The Immokalee Airport area is primarily devoted to agricultural functions with a 60 acre portion of the FAC acquiring Foreign Trade Zone (FTZ) status. With convenient access to highway facilities recognized by the State as part of the Strategic Intermodal System, the Immokalee Airport is well suited for intermodal air-cargo/truck activities. The remaining primary sites are characterized by mixtures of industrial park activities. The secondary FACs are characterized as mining or as productive agricultural fields.

Figure 4-5 | Freight Activity Centers & Freight Network



Freight Network

Collier County's freight transportation network system is dominated by its highway network. The only rail access to Collier County is provided by a short section of the Seminole Gulf Railway in the far northwest corner of the county. Current truck traffic volumes show that only the northernmost section of I-75 has daily truck volumes exceeding 7,500. Other high volume truck routes, exceeding 2,500 per day, are limited to the portions of I-75 east of SR 29 and west of Collier Boulevard. The Collier Freight Network was defined by consideration of current truck traffic volumes, connections between FACs and limited access facilities, and designation as a Strategic Intermodal System facility (SIS). Highway facilities which form the County's freight network are illustrated in the **Figure 4-5**. The hierarchy of the County's freight roadway network includes limited access facilities, regional freight mobility corridors, and freight distribution routes. The hierarchy of these facilities is explained below.

Limited Access Facilities

I-75 is the only limited-access facility within Collier County and serves as the primary trade route for trucks, connecting the County with the rest of Florida as well as the rest of the country. It also serves as a major commuter corridor. I-75 is a part of the Strategic Intermodal System.

Regional Freight Mobility Corridors

Regional freight mobility corridors function as connectors between limited access facilities and regional freight activity centers. These corridors serve regional movements for long-haul trucks and host high volumes of traffic. Within Collier County, the regional freight mobility corridors include:

- SR 29 (SIS) (I-75 to Hendry County Line)
- SR 82 (SIS) (SR 29 to Hendry County Line)
- SR 84/ Davis Boulevard (US 41 to I-75)
- US 41 (SR 84/Davis Boulevard to Lee County Line)

Freight Distribution Routes

Freight distribution routes serve to distribute truck traffic to local delivery areas. These include state roadways and other local roadways designated in local truck route ordinances at the County and municipal levels. The freight distribution routes within Collier County include:

- SR 29 (US 41 to I-75)
- SR 951/Collier Boulevard (Marco Island to US 41)
- CR 951/Collier Boulevard (US 41 to CR 846/Immokalee Road)
- CR 858/Oil Well Road (CR 846/Immokalee Road to SR 29)
- CR 846/Immokalee Road (US 41 to SR 29)
- Golden Gate Boulevard (CR 951/Collier Boulevard to DeSoto Boulevard)
- CR 896/ Pine Ridge Road (US 41 to CR 951/Collier Boulevard)
- US 41 (SR 84/Davis Boulevard to Dade County Line)
- Old US 41 (US 41 to Lee County Line)

Traffic Safety Considerations

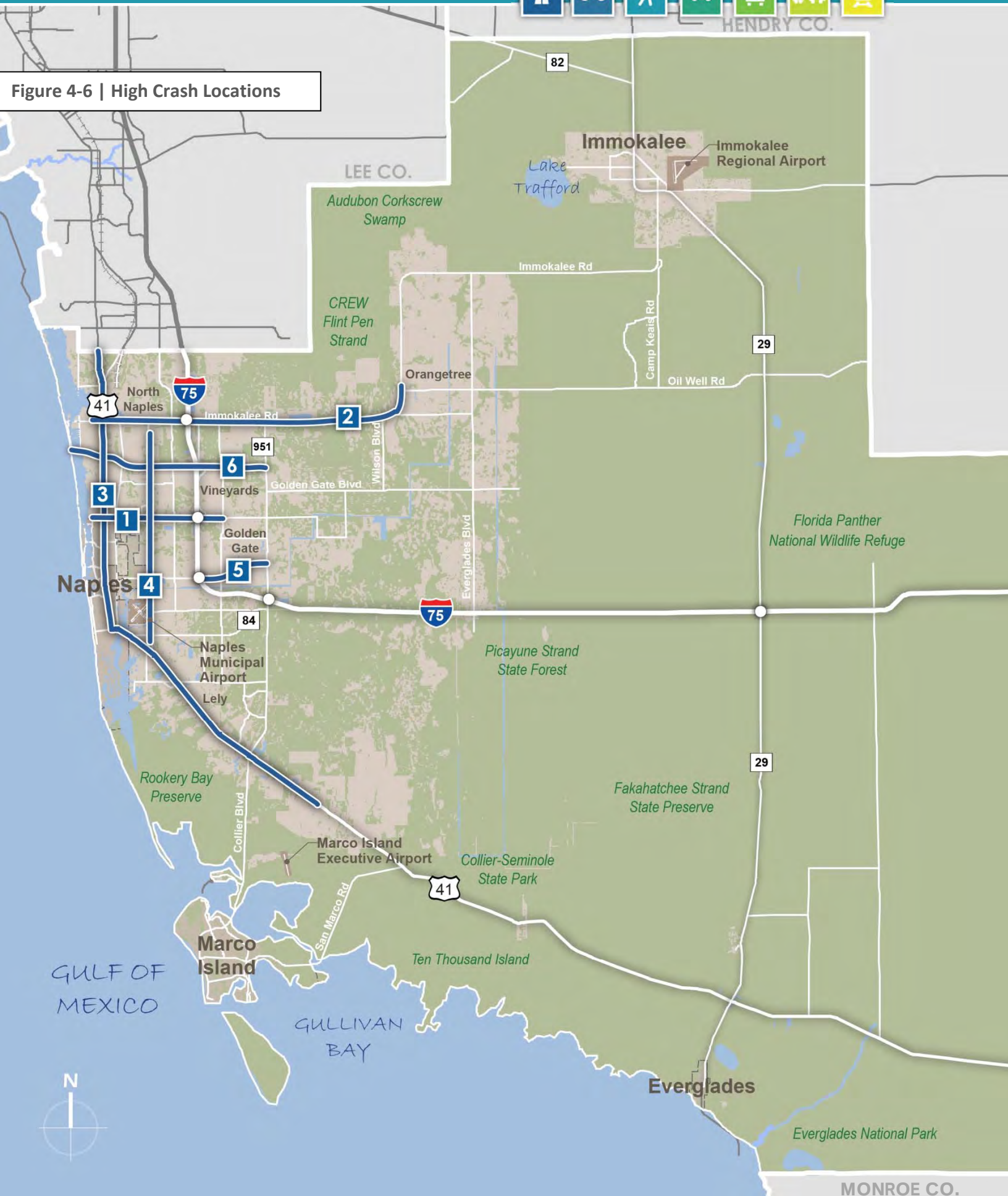
In addition to capacity and freight needs, issues related to traffic safety focus attention on crashes involving motorists, pedestrians, and bicyclists. A mapping analysis of data for 2013 and 2014 high crash locations broken down into total crashes, fatalities, total crash severity, bicycle crashes, and pedestrian crashes is included in the Appendix. Six arterial corridors with high crash concentrations were identified and are listed in below **in Table 4-3** and illustrated in **Figure 4-6**.

Table 4-3 | High Crash Corridors

Map ID	High Crash Corridor
1	Pine Ridge Road, particularly the intersection with Airport Pulling Road and the intersection with I-75
2	Immokalee Road, particularly in the vicinity of I-75
3	US 41/Tamiami Trail
4	Airport Pulling Road
5	Golden Gate Parkway, east of I-75
6	Vanderbilt Beach Road

Both the congestion management process and the pathways planning process strongly consider crash data as an important component of the project identification and selection process. As improvements are made to these facilities, special attention is placed on identifying solutions that enhance safety for motorists, pedestrians, and bicyclists. It is recognized that traffic crashes are highly correlated with intersection locations and consideration of operational and ITS improvements to major and minor intersections will address many of the high crash locations. Input from the Collier 2040 LRTP into those continuing processes provides valuable guidance in the identification of safety-related improvements.

Figure 4-6 | High Crash Locations



Environmental Considerations

Transportation projects can significantly impact many aspects of the environment including wildlife and their habitats, wetlands, and groundwater resources. In situations where impacts cannot be completely avoided, mitigation or conservation efforts are required. The Collier MPO is committed to principals of environmental stewardship and carefully examines potential impacts and mitigation efforts for each project under consideration. Environmental mitigation for transportation projects in Collier County is completed through a partnership between the Collier MPO, its member jurisdictions, Florida DOT, state and federal environmental resource and regulatory agencies, and environmental preservation organizations.

As an integral part of the Needs Assessment process, an evaluation of the potential impacts to wildlife, habitat and wetlands was conducted for each facility in the needs network. The National Wetlands Inventory database and the U.S. Fish and Wildlife Service Panther Habitat maps served as the impact area being evaluated.

An evaluation of the potential cost of environmental mitigation was also included. To determine a potential mitigation cost, the number of impacted habitat acres based on the proposed improvement corridor "footprint" (the right-of-way width needed to accommodate the number of new lanes multiplies by the length of the improvement) was multiplied by a permitting agency (US Fish and Wildlife) habitat score of nine. This number was then multiplied by 2.5 Panther Habitat Units (PHU) to yield the total number of PHUs required to mitigate the impact. The number of PHUs was then multiplied by $1,000 based upon research of current mitigation costs to determine the cost of environmental mitigation. For wetland impacts, the number of potentially impacted wetland acres was multiplied by a permitting agency (South Florida Water Management District and the US Army Corp of Engineers) score of six and then multiplied by a current estimate of $70,000 per acre to yield the total wetland mitigation cost.

For wetland impacts, after determining the potentially impacted acreage, the number of wetland acres impacted was multiplied by an Agency Score of 6 and then multiplied by a current estimate of $70,000 per acre to yield the total wetland mitigation costs.

It should be noted that these calculations were done to determine the relative planning-level mitigation costs in order to demonstrate which of the improvements in the Needs Assessment had environmental mitigation costs associated with their overall project costs. It is also understood that additional mitigation costs, e.g., secondary impacts, etc., could very well be associated with a number of the projects that appear to impact large areas of wetlands, habitat or both. Mitigation costs are routinely determined at the time of permitting of a project, but it is helpful at the time planning decisions are made to understand to what extent a proposed improvement would have negative environmental impacts that will either need to be avoided or minimized and mitigated for. The wetland and native habitat Needs Assessment maps are included in the Appendix.

Concern for preservation of panther habitat and wetland impacts have also been reflected in the prioritization of projects in the Cost-Feasible Plan. Negative values were used for project selection criterion factors. Projects were scored based upon their degree of impact to panther habitat and wetland impacts. Representatives of the Conservancy of Southwest Florida, the Florida Wildlife Federation and various civic associations also provided thoughtful input regarding potential for wetland and panther impacts.

Through all of its planning processes, the Collier MPO considers opportunities to avoid impacts when possible and to minimize and mitigate impacts when impacts are unavoidable. Sections 373.47137 and 373.4139, F.S. require that impacts to habitat be mitigated for through a variety of mitigation options, which include mitigation banks and mitigation through the Water Management District(s) and the Department of Environmental Protection (DEP). Environmental mitigation opportunities that are considered when addressing environmental impacts from future projects are shown in **Table 4-4**.

Table 4-4 | Mitigation Strategies

Resource/Impacts	Potential Mitigation Strategy
Wetlands and Water Resources	• Restore degraded wetlands • Create new wetland habitats • Enhance or preserve existing wetlands • Improve storm water management • Purchase credits from a mitigation bank
Forested and Natural Areas	• Use selective cutting and clearing • Replace or restore forested areas • Preserve existing vegetation
Habitats	• Construct underpasses, such as culverts • Other design measures to minimize potential fragmenting of animal habitats
Streams	• Stream restoration • Vegetative buffer zones • Strict erosion and sedimentation control measures
Threatened or Endangered Species	• Preservation • Enhancement or restoration of degraded habitat • Creation of new habitats • Establish buffer areas around existing habitat

In addition to the process outlined in the Florida Statutes and implemented by the MPO and its partner agencies, the Efficient Transportation Decision Making (ETDM) process is used for seeking input on individual qualifying long range transportation projects allowing for more specific commentary. This provides assurance that mitigation opportunities are identified, considered and available as the plan is developed and projects are advanced. Through these approaches, the State of Florida along with its MPO partners ensures that mitigation will occur to offset the adverse effects of proposed transportation projects. During the last 2035 LRTP Minor Update, the ETDM screening process was applied to all projects identified in the 2035 Needs Plan. All projects in the Collier 2040 LRTP Cost-Feasible Plan had been previously screened during the Minor Update and therefore no additional ETDM screening is necessary at this time. Any major changes in corridor alignment or the addition of new facilities to the 2040 Cost Feasible Plan would be cause for a new evaluation through the ETDM process. For one such potential realignment on Randall Boulevard, the Collier 2040 LRTP has designated the corridor as a study area, and the appropriate ETDM screening process will be performed during the future study effort.

Future Study Areas

During the course of Needs Plan development, three areas were identified for which the MPO would encourage that additional studies be conducted to further define and clarify the scope of the improvements needed. The three study areas defined below have been identified on the Plan maps and are intended to further the discussion about proposed improvements within those areas.

Randall Boulevard/Oil Well Road Study Area

This study area surrounds the Randall Boulevard and Oil Well Road corridors and is intended that this study clearly define the most appropriate corridor for needed multi-lane improvements to facilitate east-west travel.

Green Boulevard Extension/North Belle Meade Study Area

This study area extends eastward from CR 951 to surround the North Belle Meade Area from Golden Gate Estates to I-75 and eastward to Everglades Boulevard. The purpose of this study is to more clearly define the future collector roadway network in this area. A number of east-west and north-south needs-based corridors have been identified as illustrated on Figure 4-7 that would enhance circulation throughout the area. The study effort would include determining the feasibility and preferred alignment for the identified corridors or alternatives that may be developed during the course of the study.

CR 951 Congestion Relief Study

This study area is intended to identify an alternative travel route to the existing CR 951 corridor due to forecasted high congestion levels by 2040. The study area extends from CR 951 to City Gate North Boulevard to Benfield Road on its eastern limits to US-41 at its southern limits. However, the limits of the study area could change. The study effort will consider multiple travel routes, improvements to CR 951, a no-build option, and evaluate other alternative planning strategies to alleviate future congestion on CR 951.

Needs Assessment

The Needs Assessment process involved the development of potential improvement projects that responded to the travel demand estimates generated by the travel models. Following an evaluation process which included the scoring of each project using the project selection criteria values and associated weights, a ranked order listing of all potential improvements was developed. During the process, adjustments to the listing of projects reflected changes as more testing was done, or as information about projects schedules and commitments became known. Several projects were removed from the Needs listing and moved to the E+C category based upon agency expectations that projects would in fact be completed before the start of the 2021-2040 planning time-frame. Projects were deleted if they were found through modeling efforts not to be beneficial. One project was removed to be consistent with Lee County plans.

Figure 4-7 and **Table 4-5** identify the remaining projects from the Needs Assessment totaling in excess of $2.3 billion. The 2040 Needs Assessment project listing with CFP Selection Criteria is included in the Appendix.

Table 4-5 | Needs Assessment

Needs Rank	Improvement	Limits From	Limits To	Improvement Description
2	Critical Needs Intersection	Golden Gate Parkway atI-75		Major Ramp Improvements
3	Critical Needs Intersection	Pine Ridge Road at I-75		Major Ramp Improvements (Partial Cloverleaf)
4	Critical Needs Intersection	I-75 at Collier Blvd		Partial cloverleaf interchange with 2 loop ramps
5	CR 951 (Collier Boulevard)	Golden Gate Canal	Green Boulevard	Expand from 4-Lane Divided to 6-Lane Divided Arterial
6	SR 29	Immokalee Dr.	New Market Road North	Expand from 2-Lane Undivided with center turn lane to 4-Lane Divided Arterial
7	Critical Needs Intersection	Immokalee Rd at I-75 Interchange		Major Ramp Improvements
8	SR 29 By-Pass	SR 29 (north of New Market Rd)	SR-29/CR-846 Intersection	New 4-lane Divided Arterial
9	Critical Needs Intersection	US41 at Collier Boulevard		Single point urban interchange
11	SR 29	New Market Road North	North of SR-82	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
12	Old US 41	US 41 (SR-45)	Collier/Lee County Line	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector
13	Vanderbilt Beach Road	8th Street	Desoto Boulevard	New 4 lane Divided Arterial from 21st St SW to Desoto Blvd
14	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
15	US41 (SR-90) (Tamiami Trail East)	Greenway Road	6 L Farm Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial

Table 4-5 | Needs Assessment (continued)

Needs Rank	Improvement	Limits From	Limits To	Improvement Description
16	Randall Blvd/ Oil Well Rd Study Area	See Figure 4-7	See Figure 4-7	Study Area
17	Green Boulevard Ext / 16th Ave SW	See Figure 4-7	See Figure 4-7	Study Area
18	SR 84 (Davis Boulevard)	Airport Pulling Road	Santa Barbara Boulevard	Expand from 4 divided to 6-Lane Divided Arterial
19	Critical Needs Intersection	Immokalee Road at Randall Blvd		Ultimate intersection improvement with interim intersection improvements
20	Immokalee Road	Camp Keais Road	Carver Street	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
21	Critical Needs Intersection	US 41 at Goodlette Road		Major At-Grade Intersection Improvements (2nd WB RT-Ln)
22	Critical Needs Intersection	~~I-75 (SR-93) at Everglades Blvd~~ I-75 (SR 93) in the vicinity of Everglades Blvd		New Interchange
23	Green Blvd Ext / 16th Ave SW	CR 951	23rd Street SW (Corridor Study)	New 4-Lane Divided Collector
25	Oil Well Road / CR 858	Everglades Boulevard	Oil Well Grade Road	2-Lane Roadway to 4 Lanes divided
26	Everglades Blvd	Golden Gate Blvd	Vanderbilt Bch Rd Ext	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
27	CR 951 Extension	Heritage Bay Entrance	Lee/Collier County Line	New 2-lane Arterial to Bonita Beach Road
28	SR 29	9th St	Immokalee Dr.	Expand from 2-Lane Undivided with center turn lane to 4-Lane Divided Arterial
29	Wilson Blvd Ext / Black Burn Rd	Wilson Blvd	End of Haul Road	New 2-Lanes of a Future Multi-lane Facility
30	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 general purpose lanes
31	Goodlette-Frank Road	Orange Blossom Drive	Vanderbilt Beach Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial
32	Immokalee Road (CR 846)	SR 29	Airpark Boulevard	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
33	Veterans Memorial Blvd	US 41 (SR-45)	Livingston Road	New 2-Lane of future 4-Lane Divided Arterial
34	Camp Keais Road	Pope John Paul Blvd	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
35	SR 82	SR 29	Collier/Hendry County Line	Expand from 2-Lane Undivided to 6-Lane Divided Arterial
36	Vanderbilt Beach Road	US 41 (SR-45)	Airport Pulling Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial

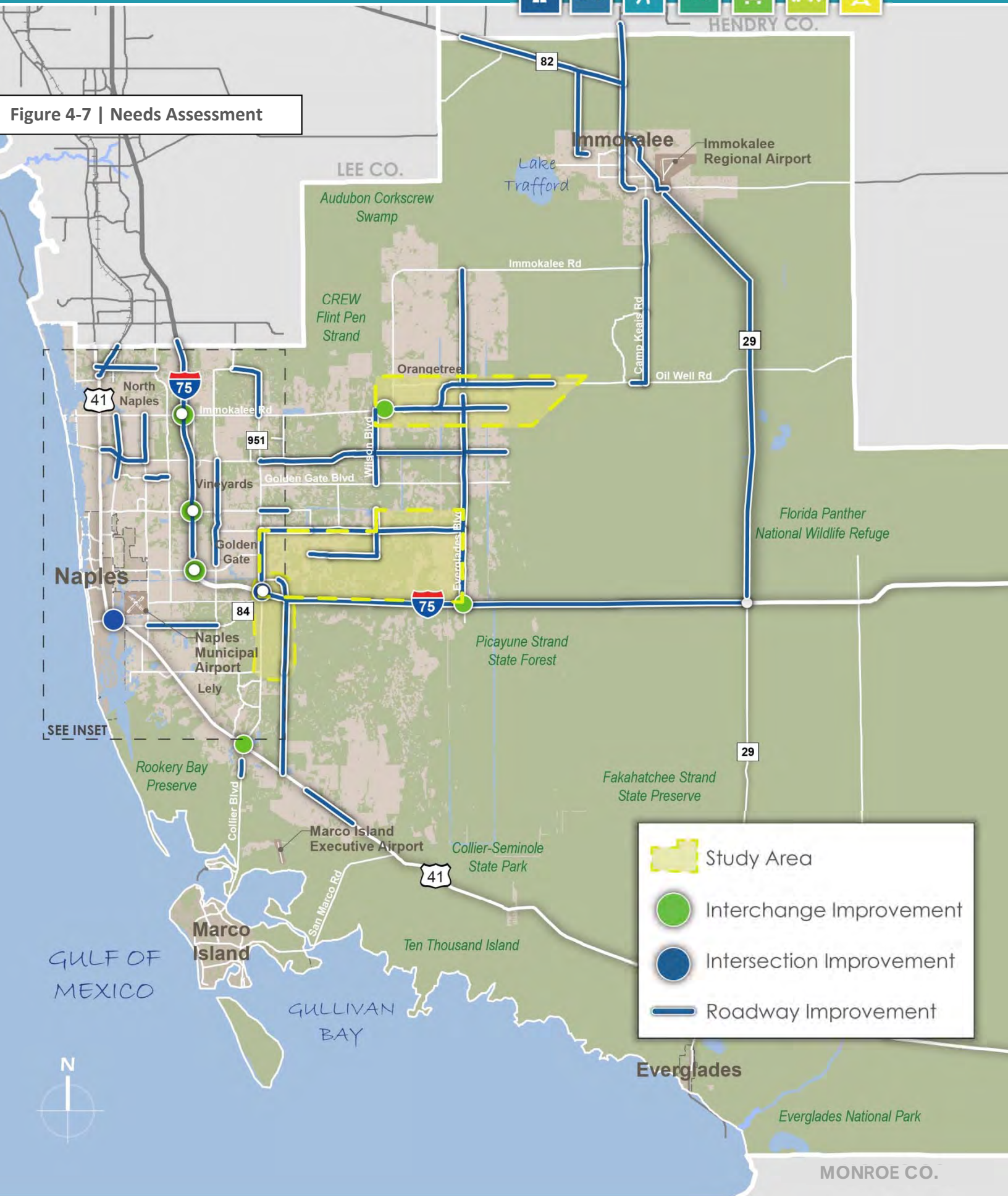
Table 4-5 | Needs Assessment (continued)

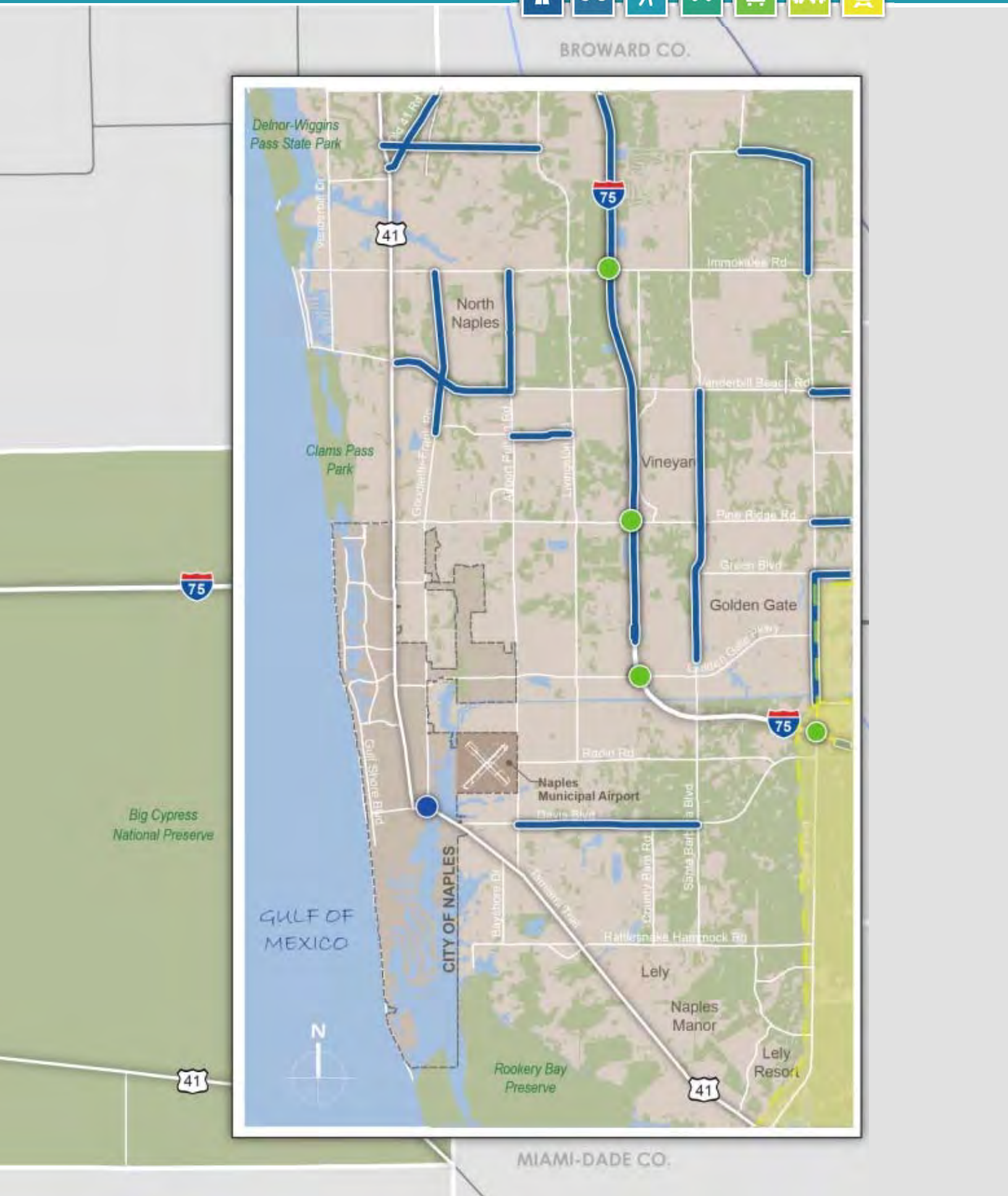
Needs Rank	Improvement	Limits From	Limits To	Improvement Description
37	Goodlette-Frank Road	Vanderbilt Beach Road	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
38	Logan Blvd	Green Boulevard	Pine Ridge Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial
39	Green Blvd Ext / 16th Ave SW	Wilson Blvd Ext	Everglades Boulevard	New 2-Lane Collector
40	Airport Pulling Road	Vanderbilt Beach Road	Immokalee Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial
41	SR 951 (Collier Blvd)	So. of Manatee Road	No. of Tower Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial
42	Santa Barbara Blvd	Painted Leaf Lane	Green Boulevard	Expand from 4-Lane Divided to 6-Lane Divided Arterial
43	SR 29	North of SR-82	Collier/Hendry County Line	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
44	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector
45	Everglades Blvd	I-75 (SR-93)	Golden Gate Blvd	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
46	SR 29	Oil Well Road	Immokalee Road (CR 846)	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
47	Logan Blvd	Pine Ridge Road	Vanderbilt Beach Road	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector
48	Green Blvd	Santa Barbara/ Logan Boulevard	Sunshine Boulevard	Expand from 2-Lane Undivided to 4-Lane Divided Collector
49	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road	Expand from 2-Lane Undivided to 6-Lane Divided Arterial
50	Everglades Blvd	Vanderbilt Beach Rd	South of Oil Well Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
51	Wilson Blvd	Golden Gate Boulevard	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
52	Everglades Blvd	Oil Well Road	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
53	Orange Blossom Drive	Airport Pulling Road	Livingston Road	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector
54	Westclox Street Extension	Little League Road	West of Carson Road	New 2-Lane Road
55	Benfield Road	US 41 (SR-90)	Rattlesnake-Hammock Ext	New 2-Lanes of a Future Multi-lane Arterial
56	Benfield Road	Lord's Way	City Gate Blvd North	New 2-lanes of a Future Multi-lane Arterial + I-75 Overpass
57	I-75 (SR93)	Collier Blvd	SR-29	Expand from 4 to 6-Lane Freeway

Table 4-5 | Needs Assessment (continued)

Needs Rank	Improvement	Limits From	Limits To	Improvement Description
58	Camp Keais Road	Oil Well Road	Pope John Paul Blvd	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
60	SR 29	I-75 (SR-93)	Oil Well Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
64	CR-92A	CR-92	Angler Drive	2-Lane Reconstruction
65	Randall Blvd/ Oil Well Rd Study Area	See Figure 4-7	See Figure 4-7	Study Area
66	Keane Avenue	23rd Street SW	Inez Rd	Upgrade existing local street to collector standards
68	Golden Gate Blvd	Everglades Blvd.	Desoto Boulevard	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
70	Keane Avenue	Inez Rd	Wilson Blvd. Ext.	New 2-Lane Undivided Collector
72	White Boulevard	CR 951	31st St SW	Expand from 2-Lane Undivided to 2-Lane Divided Collector
73	Little League Road Extension	SR-82	Westclox Street	New 2-Lane Road

Figure 4-7 | Needs Assessment




BROWARD CO.
Delnor-Wiggins Pass State Park
75
41
North Naples
Immokalee Rd
Vanderbilt Beach Rd
Clams Pass Park
Vineyards
Pine Ridge Rd
Golden Blvd
Golden Gate
Golden Gate Pkwy
75
Radio Rd
Naples Municipal Airport
Davis Blvd
Gulf Shore Blvd
CITY OF NAPLES
Bayshore Dr
Airport Pulling Rd
Goodlette-Frank Rd
Vanderbilt Dr
Big Cypress National Preserve
GULF OF MEXICO
N
Rookery Bay Preserve
Rattlesnake Hammock Rd
Lely
Naples Manor
Lely Resort
41
41
MIAMI-DADE CO.

Congestion Management System/Intelligent Transportation System

The Collier MPO has a well-defined Congestion Management System/Intelligent Transportation System (CMS/ITS) Process which identifies projects for implementation using 40% of the urban area's dedicated TMA funds to implement CMS and ITS improvements. The CMS/ITS Committee focuses on reducing congestion by methods other than adding highway lanes. Specifically, they have identified the types of projects that are eligible for CMS funding:

- Construction of turn lanes
- Adjustments to traffic signal timings
- Highway median modifications
- Development/implementation of access management plans
- Bicycle/pedestrian pathways projects
- Transit projects
- Computerized motorist advisory system enhancements

Each year the CMS/ITS Committee receives applications for potential projects. They go through an evaluation process and develop annual priorities, which are reflected in the TIP as CMS-funded projects. During the Needs Assessment development process, new potential CMS/ITS projects not currently included in the CMS/ITS priorities were identified and are described in **Table 4-6** and shown on **Figure 4-8**. The CMS/ITS Committee will consider advancing these projects from the Needs Assessment to the CFP as funding becomes available.

Table 4-6 | CMS/ITS Projects

Map ID	CMS/ITS Project
1	US 41 (Tamiami Trail N) at Immokalee Road
2	Livingston Road at Immokalee Road
3	Airport Road at Vanderbilt Beach Road
4	Livingston Road at Vanderbilt Beach Road
5	Airport Road at Pine Ridge Road
6	Livingston Road at Pine Ridge Road
7	US 41 (Tamiami Trail N) at Golden Gate Parkway
8	Livingston Road at Radio Road
9	Airport Road at US 41 (Tamiami Trail E)
10	US 41 (Tamiami Trail E) at San Marco Road
11	SR 29 at US 41 (Tamaimi Trail E)
12	Golden Gate Boulevard at Wilson Boulevard

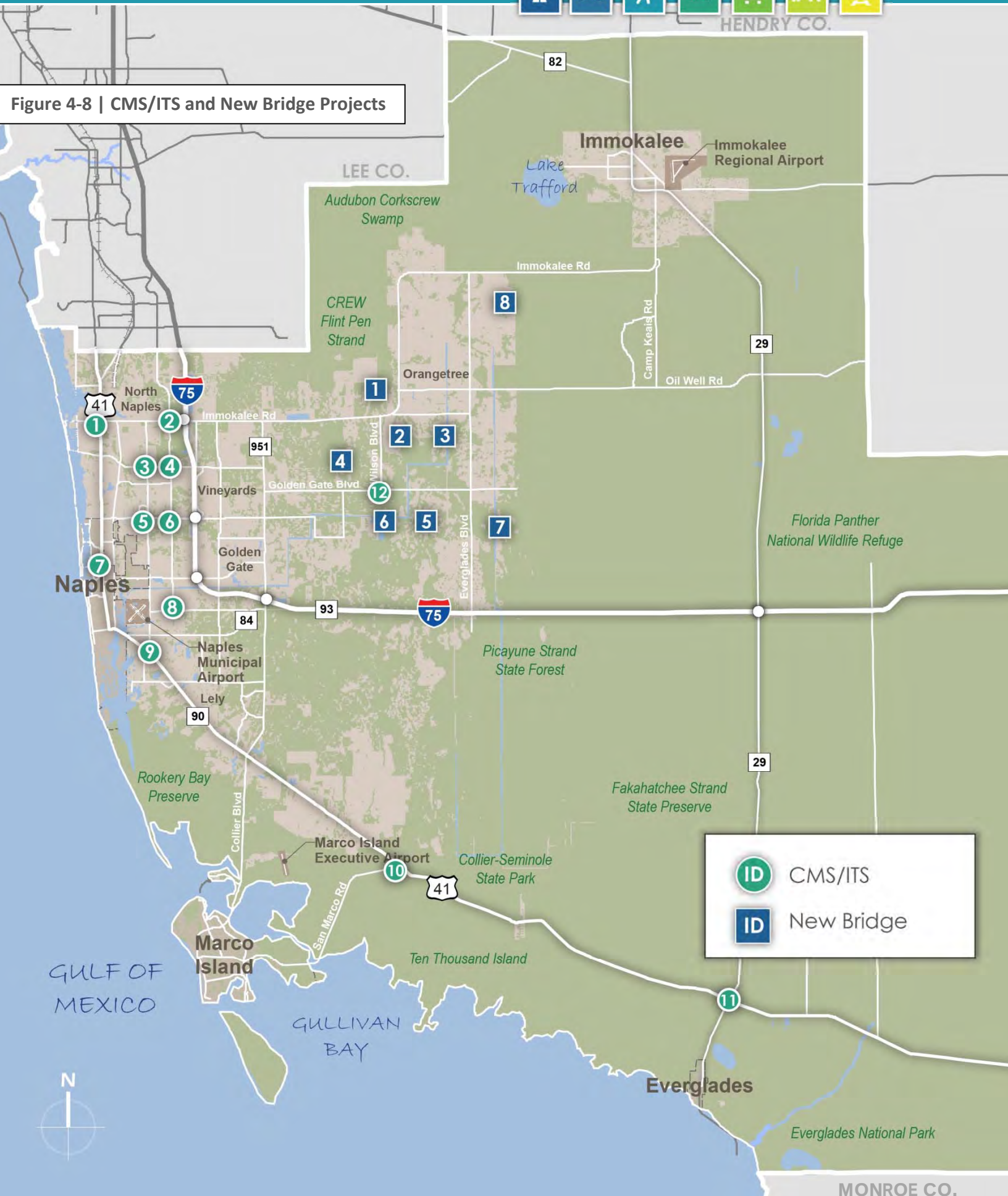
New Bridge Program

As part of the 2035 LRTP Update the MPO established a practice of setting aside 20% of the TMA funds attributable to the urban area for a new bridge construction program. Following the recommendations of the East of 951 Bridge Study, Collier County has programmed the first three new bridges identified in the study. The remaining bridges are identified as needs and are shown in **Table 4-7** and shown in **Figure 4-8**. Funding for several more of the bridges will come from the TMA "box" identified in the CFP.

Table 4-7 | New Bridge Projects

Map ID	New Bridge Projects
1	Wilson Blvd, South of 33rd Ave NE
2	18th Ave NE, Between Wilson Blvd N and 8th St NE
3	18th Ave NE, Between 8th St NE and 16th St NE
4	13th St NW, North End at Proposed Vanderbilt Beach Road Ext
5	16th St SE, South End
6	Wilson Blvd S, South End
7	Location TBD, between 10th Ave SE and 20th Ave SE
8	62nd Ave NE, West of 40th St NE

Figure 4-8 | CMS/ITS and New Bridge Projects



Comprehensive Pathways Needs

Pathways, consisting of pedestrian and bicycle facilities, are an important part of Collier County's transportation network. They contribute significantly to reducing crashes, facilitate access to public transportation, and provide alternative mobility choices. The MPO, working with its Pathways Advisory Committee, has previously developed a Comprehensive Pathways Plan, which addresses pedestrian and bicycle needs. The products of the Pathways Advisory Committee are included in the Collier 2040 LRTP by reference and are summarized below. The Bicycle and Pedestrian Priority Needs maps are included in the LRTP Map Series in the Appendix. Additionally, the Lee County and Collier MPOs have jointly adopted a Pathways Component of the Regional Transportation Network. That map is also included in the Appendix.

The Pathways Plan identifies needs based on a comprehensive set of criteria including:

- safety
- proximity to schools
- proximity to transit
- proximity to health care and public facilities
- proximity to activity, commercial, employment, tourism centers
- connectivity/missing links
- population density
- significant corridor
- continuous bike route
- high transit reliance areas

The Comprehensive Pathways Plan developed a series of priority bicycle and pedestrian needs, as summarized below:

Prioritized Pedestrian Needs (Linear Miles) – Total Cost $65,818,000

- High (Programmed) 23.46
- High Priority 43.05
- Medium Priority 41.29
- Low Priority 211.38

Prioritized Bicycle Needs (Linear Miles) – Total Cost $41,248,000

- High Priority (Programmed) 17.35
- High Priority 71.49
- Medium Priority 35.19
- Low Priority 90.21

System-wide Transit Needs Assessment

The transit element of the 2040 System Needs includes consideration of transit service expansions and the needed capital improvements to support them. Identification of transit needs included input from a wide range of sources, including:

- **Collier County FY 2016-2025 Transit Development Plan (TDP) Major Update**—serves as the strategic guide for public transportation in Collier County and represents the vision Collier Area Transit (CAT) has for public transportation during this 10-year period to 2025.
- **Collier 2035 LRTP**—identifies a list of proposed transit improvements.
- **2013 Collier Area Transit Comprehensive Operations Analysis (COA)** – includes detailed route by route ridership and operating characteristics.
- **Public Input**— from various public workshops and stakeholder meetings.
- **Regional Model Ridership Projections**—includes forecasts of 2040 transit ridership.
- **Discretionary Transit Market Assessment**—estimates potential transit riders based on projected (2040) population and employment densities.
- **Traditional Transit Market Assessment**—considers demographic factors such as elderly population, youth population, low-income households, and zero-vehicle households

These sources were used to guide the development of transit needs, which include expansion of the transit network and the necessary capital improvements, without consideration of funding.

Improvements to Existing Service

- Improve weekday and Saturday service frequencies to 20 minutes on Routes 11, 12, 13, 14, 15,16,17,18, 21, 22, 23, and 27.
- Improve weekday and Saturday service frequencies to 30 minutes on Routes 19, 24, 25, 26, and 121.
- Expand service to 17 hours, from 5:00 AM to 10:00 PM.
- Add Sunday service to Routes 16, 18, and 23.
- Extend Routes 17 and 18 to serve Rattlesnake-Hammock Road Extension.
- Split Route 20 into Routes 28 and 29.
- Realign Route 19 to Oil Well Road from existing Immokalee Road.
- Park-and-Ride facilities at various locations.

New Service Expansions--New Express Services

- **Collier County Government Center to Everglades City—**peak-hour service from Collier County Government Center to Everglades City along US 41.
- **Immokalee to Lehigh Acres—**connect Immokalee in Collier County to Lehigh Acres in Lee County via SR 82 during peak-hour periods on weekdays.
- **Collier County Government Center to the Southwest Florida International Airport (RSW) and Florida Gulf Coast University in Lee County—**express route that would operate during peak-hour periods on weekdays.
- **Collier-Lee County Connector—**peak-hour weekday connection serving the proposed park-and-ride lot at the Collier-Lee County line and Collier County Government Center along Tamiami Trail.
- **CAT Operations Center to Marco Island—**connect the CAT Operations Center to Macro Island along Collier Boulevard seven days per week

New Local Service

- **CAT Operations Center to Creekside Transfer Point (via Livingston Road)—**connect the CAT Operations Center to the existing transfer point located at Creekside via Livingston Road.
- **Immokalee Road (Everglades Boulevard to Beach)—**provide an east-west connection between Gulf Shore Drive and Everglades Boulevard along Immokalee Road.
- **CAT Operations Center to Park-and-Ride (via CR 951)—** operate along Collier Boulevard between the CAT Operations Center and a future park-and-ride facility located at the intersection of Immokalee Road and Collier Boulevard.
- **Immokalee-Vineyards —** run between a future park-and-ride facility located at the intersection of Gulf Shore Drive and Bluebill Avenue and Vineyards Elementary School along Vanderbilt Drive and Vanderbilt Beach Road.
- **County Barn Road/Santa Barbara Road—**connect the Collier County Government Center and CAT Operations Center along Radio Road and Davis Boulevard, with a loop on County Barn Road and Santa Barbara Boulevard.
- **Everglades Boulevard/Golden Gate Boulevard—**operate along Golden Gate Boulevard and Everglades Boulevard between Immokalee Road and the future transfer point located at the intersection of Golden Gate Parkway and Sunshine Boulevard.
- **Mercato/5th Avenue—**connect Naples to major retail centers and attractors along Tamiami Trail.
- **Vanderbilt Beach Road Extension—** a new route extending from Everglades Boulevard to a potential park-and-ride lot on Immokalee Road.

New Circulator Service

- **Beach to Seagate via Goodlette-Frank Road—**provide a looping service along Seagate Drive, Goodlette-Frank Road, Immokalee Road, and Tamiami Trail.
- **Medical Center to Vineyards Park-and-Ride—**connect Physicians Regional Medical Center to a future park-and-ride facility located at the intersection of Immokalee Road and Collier Boulevard via Vineyards Boulevard, Vanderbilt Beach Road, and Collier Boulevard.
- **Ave Maria—**circulate within the Ave Maria community and provide connecting opportunities to future modified Route 19.
- **Creekside/Bonita Beach Road—**start from Creekside transfer point and loops back via US 41, Bonita Beach Road SE, and Old 41 Road.
- **Beach Access Route (Seasonal)—** connect Golisano Children's Museum of Naples to Gulf Shore Drive along Immokalee Road on a seasonal basis.

New Flex Services

- South Naples Flex
- North Naples Flex
- Golden Gate Estates
- Everglades City
- Immokalee/Oil Well Road

Capital Needs

Capital needs include those capital components necessary to implement transit service improvements. Below is a summary of the major capital components included in the 2040 Transit Needs Assessment.

Park-and-Rides

Park-and-ride facilities provide collection points for travelers to transfer from auto to transit or between autos (from a single-occupant vehicle to a carpool or vanpool). A total of 12 park-and-ride facilities have been identified in the Plan.

Transfer Points

The existing transfer points at Creekside and at US 41 and Golden Gate Parkway have been identified for upgrades to add one or more of these components. Two potential new locations have been identified in the Plan as new or expanded transit services are established, which include:

- I-75 & Immokalee Road
- Golden Gate Parkway & Sunshine Boulevard

Expand and Improve Bus Stop Infrastructure

Collier County and CAT should continue to improve benches, shelters, bicycle storage facilities, trash receptacles, and other infrastructure that enhances the rider experience at bus stops or potentially attracts new riders.

In addition, the 2040 Plan also includes ITS improvements and implementation of the phased ADA bus stop compliance improvements and priorities as identified in the 2014 CAT ADA Bus Stop Assessment.

Project Prioritization

A prioritization of the service alternatives was conducted to evaluate the relative importance of each for developing the 2040 Cost Feasible Plan.

Alternatives Evaluation Methodology

A methodology was developed to evaluate and prioritize the transit alternatives identified for the 2040 Needs Assessment. To prioritize and program these service improvements, it was important to weigh the benefits of each service improvement against the others. Through this alternatives evaluation, the Collier MPO prioritized projects and allocated funding using an objective service implementation process. A multi-criteria evaluation process organized into the following three categories was developed for this alternatives prioritization:

- Public Outreach
- Transit Markets
- Productivity and Efficiency

Table 4-8 lists the evaluation categories, the corresponding criteria for each category, and the associated measure of effectiveness and relative weighting assigned to each criterion.

Table 4-8 | Alternative Evaluation Measures

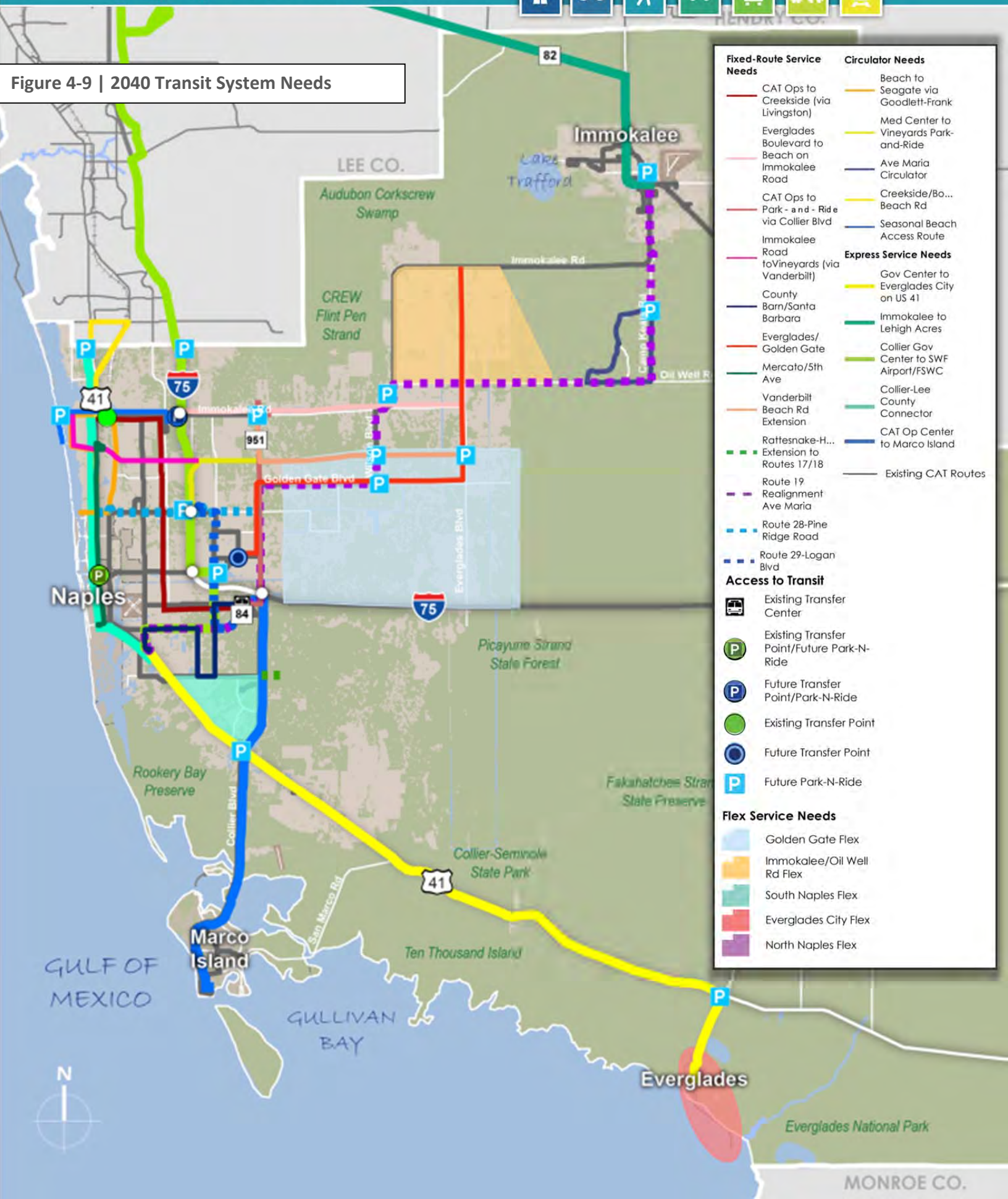
Category	Criteria	Measure of Effectiveness	Relative Weighting	Overall Category Weight
Public Outreach	Public Input	Level of interest in specific alternatives (Very High, High, Moderate, Low)	25%	25%
Transit Markets	Traditional Market	Percent of corridor in "High" or "Very High" TOI[1]	15%	35%
	Discretionary Market	Percent of corridor in areas that meet the "minimum" DTA tier for employment or dwelling unit density[2]	15%	
	Urban/Regional Market	Connectivity to urban markets adjacent counties	5%	
Productivity & Efficiency	Productivity	Trips per hour (Collier 2040 LRTP transit ridership modeling results and calculated revenue hours)	20%	40%
	Cost Efficiency	Cost per trip (including new trips)	20%	
Total			**100%**	**100%**

Financial Costs Summary

As part of the transit needs evaluation, present day cost estimates were developed to demonstrate the order of magnitude of the transit needs. Using the current operating costs of $9.9 million per year to maintain existing service as a cost basis, the needs-based service enhancement/expansion would require an additional $58.3 million per year in operating costs and capital investment of $72.4 million over the planning period.

The additions to the transit network are shown in **Figure 4-9.**

Figure 4-9 | 2040 Transit System Needs



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5 Financial Plan

Introduction

The Financial Plan establishes the basis for determining how many of the Needs Assessment projects can be included in the Cost Feasible Plan. The Financial Plan for the Collier 2040 LRTP recognizes all revenues by source that can reasonably be expected to be available during the planning period. Additionally, the Financial Plan establishes the project cost framework for developing planning level cost estimates for each project. Costs include preliminary engineering/design (PE), right-of-way (ROW) including environmental mitigation, and construction (CST) costs. Project costs are developed using the FDOT "Costing Tool" and from local agency sources when more refined estimates are available. The cost components and available revenues are applied to individual projects from the Needs Assessment to develop the Cost Feasible Plan. Consistent with the State and federal requirements for LRTPs, three multi-year phases are used to report available revenues and project costs. These revenue bands are shown in **Figure 5-1**.

Figure 5-1 | Revenue Bands

	Collier 2040 Long Range Transportation Plan			
Funding Document	**TIP**	**LRTP Cost Feasible Plan**		
Time Period	Present-2020	2021-2025 (5-Years)	2026-2030 (5-Years)	2031-2040 (10 Years)

Also consistent with Federal Rules for LRTPs, the revenues and ultimately the cost feasible project costs are shown in Year of Expenditure (YOE) dollars to reflect inflation.

A *Financial Resources Technical Memorandum* is included in the Support Documentation which includes a detailed description of each revenue source and the assumptions behind the revenue forecasts as well as the basis for developing the cost components for the multi-modal transportation projects in the Collier 2040 LRTP. Due to the nature of the revenues for transit, a separate *Long Range Transit Element Technical Memorandum* was prepared to provide additional details regarding the amount of revenue available for transit service improvements. The Long Range Transit Element Technical Memorandum is also included in the Support Documentation.

The remainder of this chapter summarizes the revenue assumptions used to develop the 2040 Cost Feasible Plan and the allocation of those revenues.

Financial Methodology

The Collier 2040 LRTP includes revenue projections from Federal, State, and County sources. Developed in coordination with FDOT, the 2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Planning, found in the Appendix, provides the methodology used for developing statewide estimates of federal and State revenues for use in the metropolitan planning process. Historically, Collier County has funded transportation projects through a variety of local sources including fuel taxes, impact fees, and general fund transfers (ad valorem) in addition to federal and State revenues. It is assumed that Collier County will continue to use these revenue sources to fund projects in the years 2021-2040. The Cost Feasible Plan is based on future expected revenues from Federal, State, and County sources.

The following provides a discussion of each sub-component of the revenues projected to fund the multimodal transportation system, including roadways, public transportation, bicycle facilities, sidewalks, and intermodal facilities.

Available Revenues

The 2040 Cost Feasible Plan is predicated upon revenue projections from federal, State, and County sources that can be reasonably expected during the planning period. The following section describes the revenue sources used to develop the 2040 Cost Feasible Plan. **Table 5-1** and **Figure 5-2** presents a summary of the total projected revenues shown in future YOE dollars that are anticipated to be available for the Collier 2040 LRTP.

The following sections briefly describe the individual revenue sources that were used to develop the Cost Feasible Plan.

Federal/State Revenue Sources

Projections of federal and State revenues for use in MPO LRTPs are generated by FDOT. Through enhanced federal, State, and MPO cooperation and guidance provided by the MPO Advisory Council, FDOT has provided a long-range revenue estimate through 2040.

Transportation Management Area (TMA)

Additional federal funds are distributed to Transportation Management Areas (TMA), urban areas that have a population greater than 200,000, as designated by the U.S. Census Bureau. Based on the estimates included in the Supplement to the FDOT 2040 Revenue Forecast Handbook, approximately $83.7 million in future revenues will be available from 2021–2040 within the County.

Transportation Alternatives Program (TAP)

Created as a new funding program under current federal transportation legislation (MAP-21), TAP was designed solely to fund projects that are non-auto-based. Approximately $9.6 million in future transportation alternatives revenues are estimated to be available within the County from 2021–2040.

Strategic Intermodal System (SIS)

This capacity program provides funds for construction, improvements, and associated ROW acquisition on the State Highway System (SHS) roadways that are designated as part of the Strategic Intermodal System (SIS). Approximately $75.7 million in improvements have been identified for 2021–2040 within the County.

Other Arterial Construction/Right-of-Way (OA)

This capacity program provides funds for construction, improvements, and associated ROW acquisition on SHS roadways that are not designated as part of the SIS. OA revenues include additional funding for the Economic Development Program and the County Incentive Grant Program. These revenues are available for non-SHS roadways when certain criteria are met. Pursuant to the Supplement to the FDOT 2040 Revenue Forecast Handbook, approximately $223.3 million in future revenues will be available to the Collier MPO for roadway infrastructure projects for the 2021–2040 timeframe.

Transportation Regional Incentive Program (TRIP)

This program is intended to encourage regional planning by providing matching funds for improvements to regionally-significant transportation facilities identified and prioritized by regional partners. The Collier MPO has partnered with the Lee County MPO to develop a regional transportation plan that identifies regional facilities that could be eligible for TRIP funding. Approximately $3.2 million in future revenues is anticipated to be available during the 2021–2040 timeframe.

Federal/State Transit Revenues

Using the Collier Area Transit (CAT) 10-Year Transit Development Plan (TDP) as the backdrop, assumptions of available revenues were developed for the Collier 2040 LRTP. Beyond the 10-year horizon of the TDP, additional revenues have been projected through 2040. Unlike highway funding where most of the revenue stream is more predictable, much of the transit revenues come through federal and state discretionary/competitive grant programs. The underlying assumption in the transit finance component includes the capture of some of these grant funds. The total federal and state transit revenues assumed for the 2021–2040 planning timeframe in future year dollars for capacity projects are $36 million. For transit operating, $123.7 million is projected for the 2021-2040 timeframe.

Local Revenue Sources

In addition to federal and state funding, the MPO also used local revenue sources to help pay for building and maintaining the County's transportation network.

Transportation Impact Fees (TIF)

TIF revenues are assessed to provide revenue for financing the addition and expansion of roadway facilities needed to accommodate specific new growth and development. During the timeframe of the Collier 2040 LRTP, $572.2 million in future year revenues are anticipated to be available.

Fuel Taxes

Historically, fuel taxes have represented a major portion of Collier County's local transportation revenues. Currently, Collier County charges 12 cents of local option fuel tax in addition to the 3 cents of state fuel tax for local use. The majority of the fuel tax revenue is dedicated to transportation capacity expansion and debt service repayment, with revenues also made available for maintenance and operations expenditures. After the current debt obligations are fulfilled $167.1 million of future year fuel tax revenues are anticipated between 2021 and 2040 during the timeframe of the Collier 2040 LRTP.

General Fund/Ad Valorem

In the past, Collier County has used General Fund revenues to help fund capacity expansion and debt service, but with recent constraints placed on this fund, fuel taxes have been shifted into this role. While taxable values are stabilizing, Collier County will continue to contribute General Fund revenues only to non-capacity roadway improvements. For the Collier 2040 LRTP purposes, it was assumed that Collier County would continue to transfer General Fund revenues to two transportation funds. $710.5 million of future revenues are allocated for roadway maintenance activities and $59.1 million of future revenues are allocated for providing transit service for the Transportation Disadvantaged population.

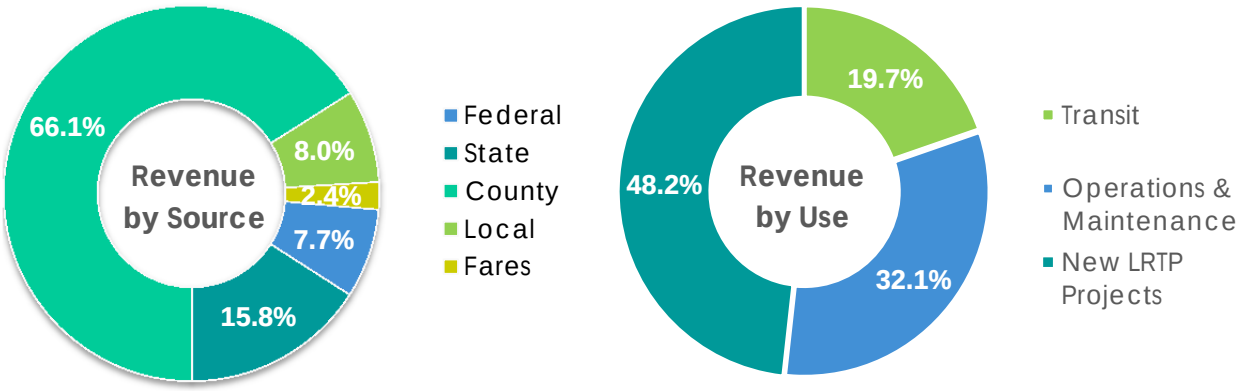
Local Transit Revenues

Local revenues are needed from the General Fund, to supplement fare box revenue, as a match to state and federal grants. By 2040, $34.7 million of local revenues are anticipated to be available for transit capital purchases and $153.1 million for operating expenses. Additionally, $55.2 million is anticipated to be generated from transit fares that contribute to operating expenses.

Table 5-1 | LRTP Revenue Projections

Jurisdiction	Funding Source	Total 2021-2040 (YOE)
Revenues dedicated to transit projects		
Federal	Transit Operating	**$51,001,125**
Federal	Transit Capital	**$36,022,318**
State	Transit Operating	**$72,668,918**
Local	Transit Operating	**$153,110,103**
Local	Transit Capital	**$34,653,739**
Fares	Transit Operating	**$55,152,522**
County	General Fund (Ad Valorem) - Transportation Disadvantaged ONLY	**$59,088,000**
	Total for Transit	**$461,696,725**
Revenues dedicated to operations & maintenance		
County	General Fund (Ad Valorem)	**$710,479,000**
County	Fuel Tax	**$41,776,749**
	Total for Maintenance	**$752,255,749**
Revenues remaining for Collier 2040 LRTP projects		
State	Strategic Intermodal System	**$75,710,000**
Federal	Transportation Management Area	**$83,700,000**
State	Other Arterial & Construction	**$223,300,000**
County	Transportation Impact Fees	**$572,212,000**
County	Fuel Tax	**$167,106,996**
County	General Fund (Ad Valorem)	**$0**
Federal	Transportation Alternatives Program	**$9,575,000**
	Total for Collier 2040 LRTP projects	**$1,131,603,996**

Figure 5-2 | Collier 2040 LRTP Revenue Projections Sources and Uses



Cost Estimates

The Collier 2040 LRTP roadway costs for County and state roads in Collier County were developed using local and statewide bid information, as well as data from the FDOT Costing Tool. Specific estimates for roadway, bicycle, and pedestrian projects are outlined below. Estimates for non-motorized transportation projects were developed using costs estimates gathered from statewide estimates where data was available.

Environmental mitigation costs associated with transportation projects were estimated using the recent update of the 2015 Collier County Transportation Impact Fee Study. These mitigation estimates were developed specifically to address the Panther Consultation Area (PCA). Based on the 2015 Traffic Impact Fee Study the mitigation cost was calculated on a per lane mile of roadway added to be $83,680 per lane mile. A roadway-specific assessment of both habitat and wetland impact was conducted as a function of the Needs Assessment and where direct impacts were identified, mitigation cost estimates were developed as described previously using current permitting agency mitigation cost multipliers.

For construction, right-of-way and design cost projections in the Collier 2040 LRTP, FDOT provided the present-day cost inflation factors shown in **Table 5-2** which were used in the FDOT Costing Tool to develop Year of Expenditure (YOE) project cost estimates.

Table 5-2: Inflation Factors for Collier 2040 LRTP

Year of Expenditure	Construction Factor	ROW Factor	PD&E / PE Factor
2021-2025	1.270	1.440	1.219
2026-2030	1.500	1.838	1.379
2031-2040	1.910	2.345	1.561

Note: Collier 2040 LRTP funds for the PE phase of projects on state facilities using OA funds are not reflected in the revenue figures, it's assumed FDOT provides funding for phase.

Cost factors have been identified for each phase, e.g., design (PE), right-of-way (ROW), etc., and are identified in the Cost Feasible Plan Tables 6-1 through 6-4 and in Appendix "C". It should be noted that for those projects funded by "Other Arterial" (OA) state/federal dollars, the FDOT has set aside additional production support funds to pay for the PD&E and PE phases. Since funds are not included in the MPO's revenue estimates (Table 5-1) the PE costs associated with OA projects are not included in the totals in Appendix "C".

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6 Cost Feasible Plan

Highway Cost Feasible Plan

The process of developing the highway component of Cost Feasible Plan involved establishing the needs, followed by defining the funding limits, and identifying the projects in the Needs Assessment. The projects were evaluated using a set of project selection criteria that scored each project's benefits and impacts. After applying the weighting factor to each criteria score, the cumulative total for each project was used to establish a ranked order of projects. The projects were evaluated using the following selection criteria:

Reducing Roadway Congestion

Reducing roadway congestion was rated based on the volume to capacity ratio (V/C) of the 2040 traffic assigned to the Existing plus Committed Highway Network. V/C greater than 1.3 was given 5 points, greater than 1.15 was given 3 points, and greater than 1.0 was given 1 point. The roadway congestion criteria was assigned a weighting factor of 2.

Contribution to System Continuity and Connectivity

Contributing to system continuity and connectivity was rated on whether the project is a new facility that improves connectivity (rated 3, 4, or 5) and also if a project closes a capacity gap in an existing facility (rated 2). The system continuity criteria was assigned a weighting factor of 1.

Enhancing System Security (Hurricane Evacuation Role)

Enhancing system security was rated on whether or not the facility is a designated hurricane evacuation route (rated 5), or enhanced evacuation from areas that might be subject to other natural disasters, e.g., forest fires, etc., as indicated on the Hurricane Evacuation Routes map included in Appendix D. The system security criteria was assigned a weighting factor of 1.

Promoting Freight Movement

Promoting freight movement was evaluated based on whether the project is designated as a facility on the Strategic Intermodal System, the highest level of freight supportive facilities. If the project was a designated part of the Strategic Intermodal System, it received 5 points. The freight movement criteria was assigned a weighting factor of 0.5.

Protection of Environmental Resources

While proposed improvements rated for congestion relief, system continuity, evacuation, etc., were scored in positive values, environmental impacts to wetlands and habitat were seen as negative influences and were therefore scored with a negative measure. Protection of environmental resources was evaluated in terms of the level/amount of wetlands encroachment of the improvement's "footprint", based on the National Wetlands Inventory (rated 0 to -5); and in terms of impact to areas designated as panther habitat (rated 0 for no impact, -1 to -3 for impact to secondary habitat, and -4 to -5 for impact to primary habitat) by the US Fish and Wildlife Service (USFWS). The Environmental resource criteria was assigned a weighting factor of 1.

Evaluation and Scoring Process

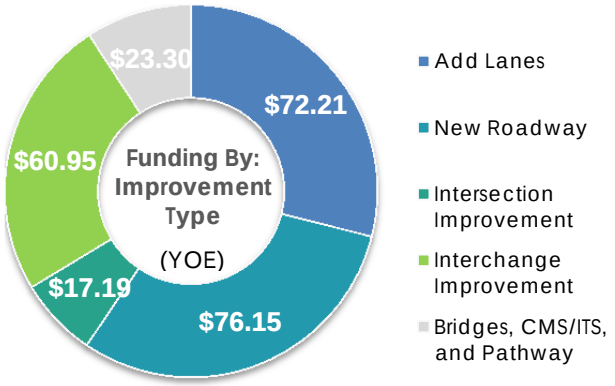
Numerical scores were assigned for each criterion, based on the project performance. Initially, scores were assigned by the consulting team and reviewed and modified based on input from the LRTP Working Group members. The group met seven times over the course of the effort, during which time the initial ranking, based upon raw scores, led to the development of weighting factors. The final ranking of projects was based upon the cumulative total of the weighted scores for each criterion.

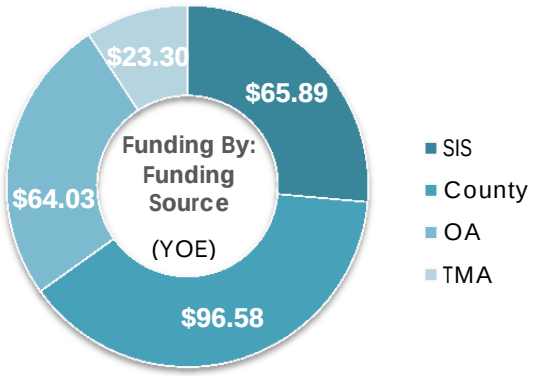
Once projects were ranked based on their evaluation scores, they were compared to estimates of available revenues from all sources. Although the scoring produced a "ranked" order of projects, additional consideration was given to projects by the sponsoring agencies, e.g., projects already in the pipeline where investments had been made in design or right-of-way would give consideration to funding one project in advance of another. It has been the intention that the final Cost Feasible Plan will include the highest priority projects, not necessarily the highest ranked projects that can be accomplished with the revenues anticipated to be available during the planning period through 2040. This ranking needed to account for limitations in the use of various revenue sources, as well as prior investments and commitments and the staging of projects to be consistent with the streams of funding from various categorical programs.

The highway projects selected for inclusion in the Cost Feasible Plan are illustrated in the following figures and detailed in Appendix B. Due to the limitation of available revenues, the improvements in the Cost-Feasible Plan are not able to address all the needs.

Table 6-1 | Highway Cost Feasible Plan – Highway Improvements Completed: 2021-2025

Map ID	Improvement	Limits From	Limits To	Improvement Description	Total Cost (PDC $)
1	Airport Pulling Rd	Vanderbilt Beach Rd	Immokalee Rd	4-Lane Roadway to 6 Lanes with Sidewalk, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of)	$5.00
2	Collier Blvd/ CR 951	Golden Gate Canal	Green Blvd	4-Lane Roadway to 6 Lanes with Sidewalk, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing)	$30.00
3	Golden Gate Parkway	At I-75 Interchange		(New) 2-Lane Ramp	$2.00
4	Immokalee Rd	At I-75 Interchange		Intersection Traffic Signalization	$2.75
5	Pine Ridge Rd	At I-75 Interchange		Intersection Traffic Signalization	$5.00
6	Randall Blvd at Immokalee Rd	Immokalee Rd	8th St	At-Grade Intersection Improvement includes 4 lane from Immokalee Rd to 8th St (future fly-over/interchange)	$4.00
7	SR 29	North of SR 82	Collier/Hendry Line	2-Lane Roadway to 4 Lanes with Outside Shoulder Paved (Includes milling and resurfacing of existing pavement)	$7.89
8	US41 at Goodlette Rd			Intersection Improvements (add Turn lane)	$2.00
9	Vanderbilt Beach Road Ext	Collier Blvd	8th St	Expand from 0 & 2 lanes to build 3 lanes of a 6 lane ultimate from Collier Blvd to Wilson Blvd, 2 lanes from Wilson to 8th St	$59.96
10	I-75 at Collier Blvd*			Interchange – Single Point Urban	$41.40
Not Shown on Map	Bridge Program Funds				$4.66
Not Shown on Map	CMS/ITS Funds				$9.32
Not Shown on Map	Pathway Program Funds				$9.32



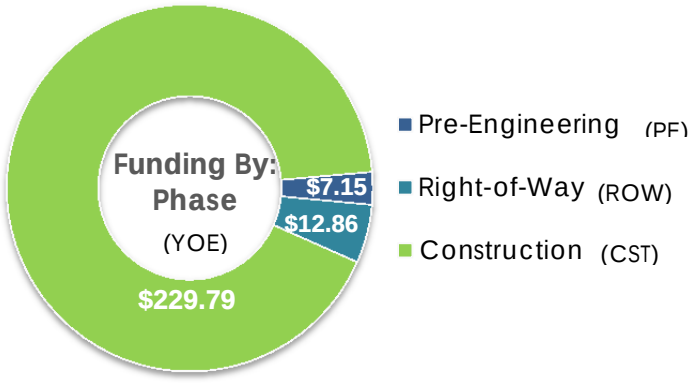


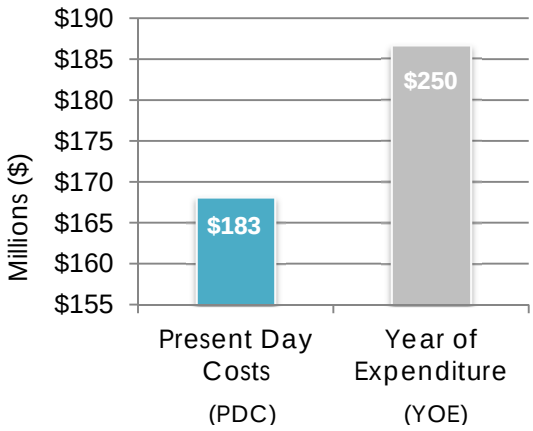
Note: Figures are in Millions of Dollars

**Source: FDOT District One Draft Tentative Work Program Fiscal Years 2017-2021*

Table 6-1 | Highway Cost Feasible Plan – Highway Improvements Completed: 2021-2025 (continued)

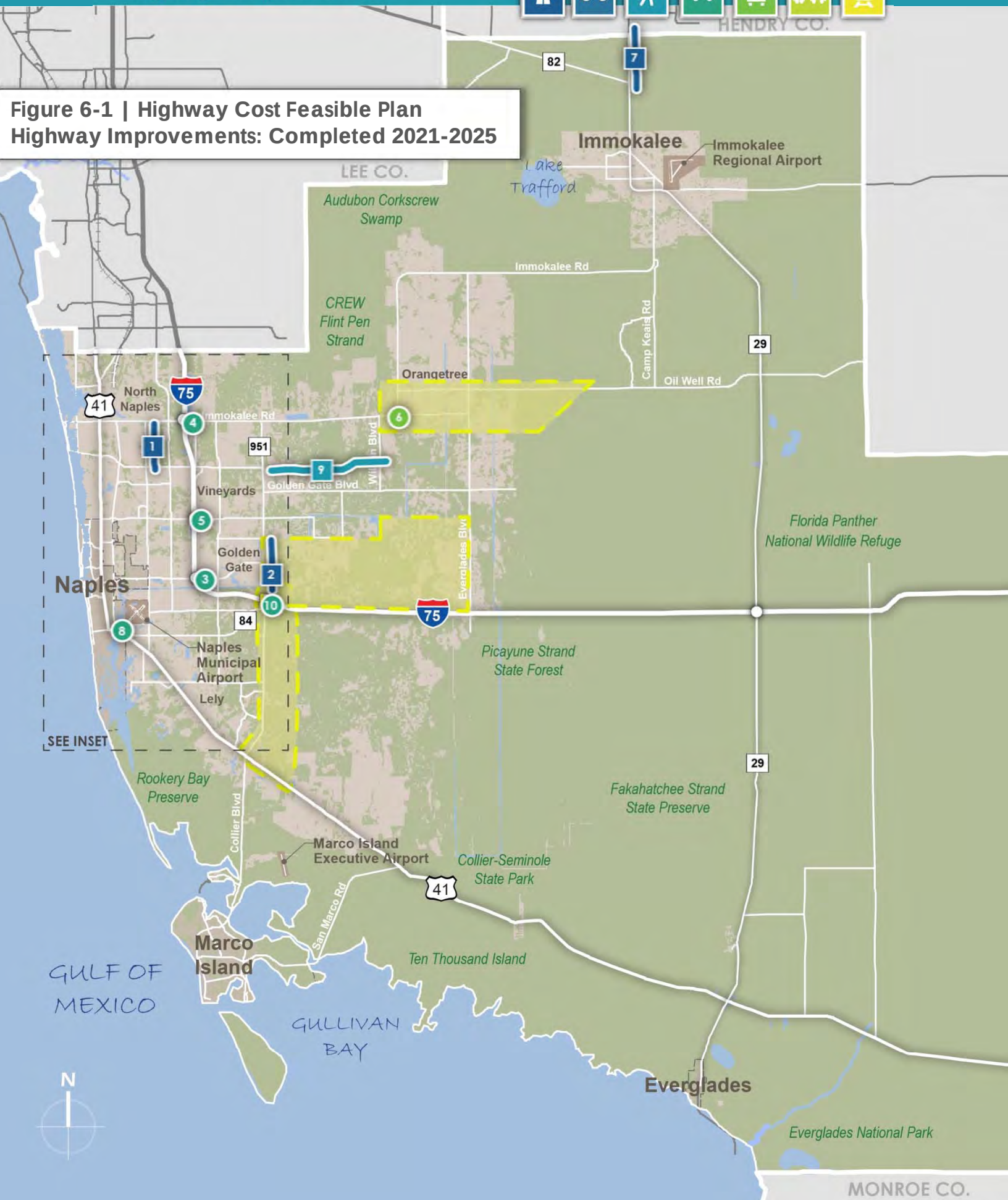
Map ID	Improvement	Funding Allocated in LRTP: 2021-2025			Funding Allocated in LRTP: 2026-2030			Funding Allocated in LRTP: 2031-2040			LRTP Funding (YOE $)	Funding Source
		PE	ROW	CST	PE	ROW	CST	PE	ROW	CST		
1	Airport Pulling Rd	$1.22		$6.35							**$7.57**	County
2	Collier Blvd/ CR 951	$3.66		$38.10							**$41.76**	OA
3	Golden Gate Parkway	$0.59		$2.54							**$3.13**	OA
4	Immokalee Rd			$4.00							**$4.00**	OA
5	Pine Ridge Rd	$0.80		$6.35							**$7.15**	OA
6	Randall Blvd at Immokalee Rd			$5.08							**$5.08**	OA
7	SR 29			$10.02							**$10.02**	SIS
8	US41 at Goodlette Rd	$0.37		$2.54							**$2.91**	OA
9	Vanderbilt Beach Road Ext		$12.86	$76.15							**$89.01**	County
10	I-75 at Collier Blvd			$55.87							**$55.87**	SIS
Not Shown on Map	Bridge Program Funds			$4.66							**$4.66**	TMA
Not Shown on Map	CMS/ITS Funds			$9.32							**$9.32**	TMA
Not Shown on Map	Pathway Program Funds			$9.32							**$9.32**	TMA

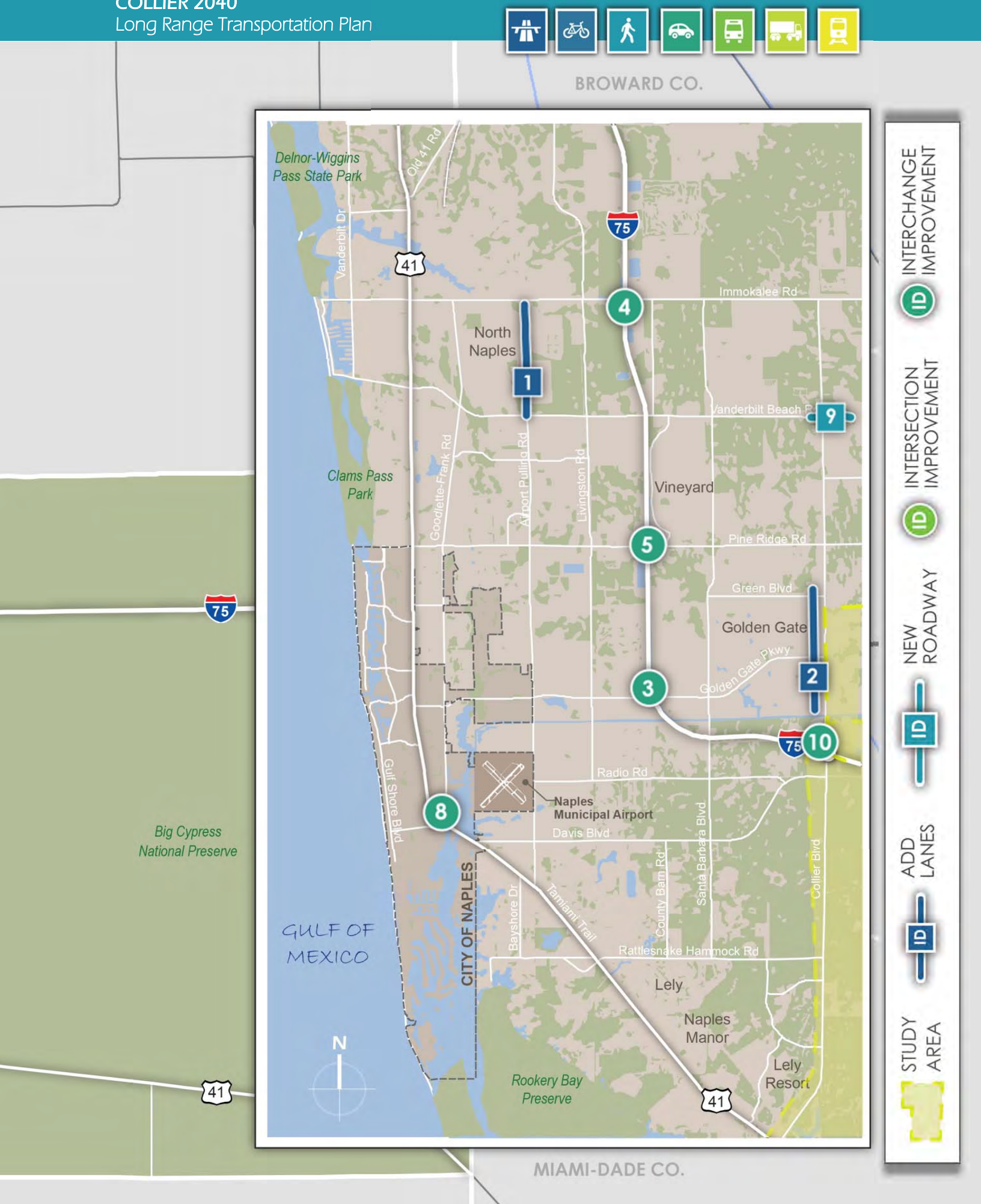




Note: Figures are in Millions of Dollars

Figure 6-1 | Highway Cost Feasible Plan
Highway Improvements: Completed 2021-2025




BROWARD CO.
Delnor-Wiggins Pass State Park
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Immokalee Rd
North Naples
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Vanderbilt Beach Rd
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Clams Pass Park
Goodlette-Frank Rd
Airport Pulling Rd
Livingston Rd
Vineyard
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Pine Ridge Rd
Green Blvd
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Radio Rd
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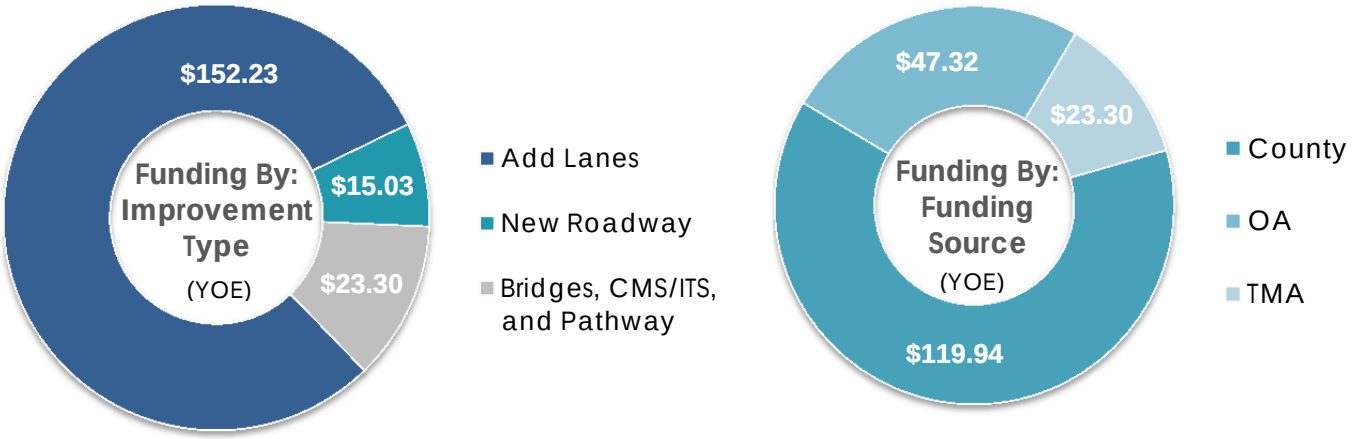
Naples Municipal Airport
Davis Blvd
Big Cypress National Preserve
GULF OF MEXICO
CITY OF NAPLES
Bayshore Dr
Tamiami Trail
County Barn Rd
Santa Barbara Blvd
Collier Blvd
Rattlesnake Hammock Rd
Lely
Naples Manor
Lely Resort
N
Rookery Bay Preserve
41
41
MIAMI-DADE CO.
INTERCHANGE IMPROVEMENT
INTERSECTION IMPROVEMENT
NEW ROADWAY
ADD LANES
STUDY AREA

Table 6-2 | Highway Cost Feasible Plan – Highway Improvements: Completed 2026-2030

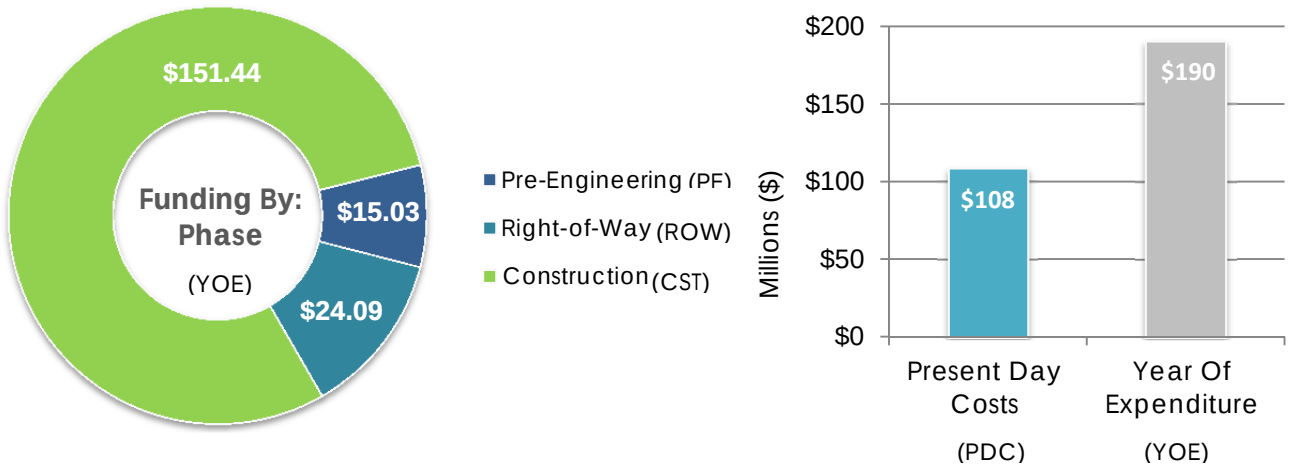
Map ID	Improvement	Limits From	Limits To	Improvement Description	Total Cost (PDC $)
1	Immokalee Rd	Camp Keais Rd	Carver St	2-Lane Roadway to 4 Lanes with Sidewalk, Bike Lane, and Curb & Gutter (Includes milling and resurfacing)	$25.04
2	Oil Well Rd/ CR 858	Everglades Blvd	Oil Well Grade Rd	2-Lane Roadway to 4 Lanes with Outside Shoulder Paved (Includes milling and resurfacing)	$20.00
3	Old 41 Rd	US 41/ Tamiami Trail	Lee/Collier County Line	2-Lane Roadway to 4 Lanes with Sidewalk, Bike Lane, and Curb & Gutter (Includes milling and resurfacing)	$15.03
4	Collier Blvd/ SR 951	South of Manatee Rd	North of Tower Rd	4-Lane Roadway to 6 Lanes with Sidewalk, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing)	$13.35
5	Vanderbilt Beach Rd	Airport Rd	US 41/ Tamiami Trail	4-Lane Roadway to 6 Lanes with Sidewalk, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing)	$4.00
6	Veterans Memorial Blvd	Livingston Rd	US 41/ Tamiami Trail	2-Lane Undivided Roadway with Sidewalk, Bike Lane and Curb & Gutter	$8.00
Not Shown on Map	Bridge Program Funds				$4.66
Not Shown on Map	CMS/ITS Funds				$9.32
Not Shown on Map	Pathway Program Funds				$9.32



Note: Figures are in Millions of Dollars

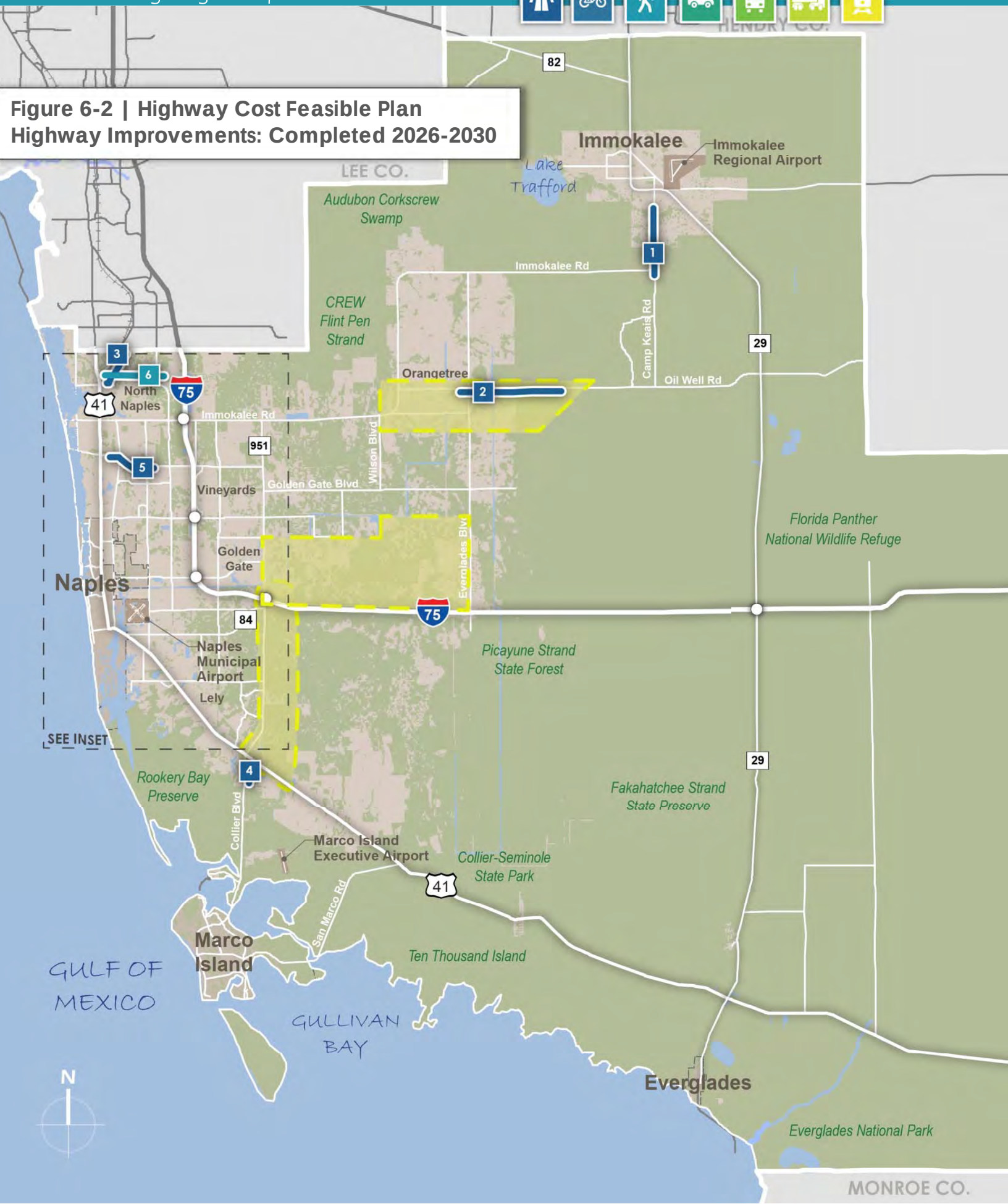
Table 6-2 | Highway Cost Feasible Plan – Highway Improvements: Completed 2026-2030 (continued)

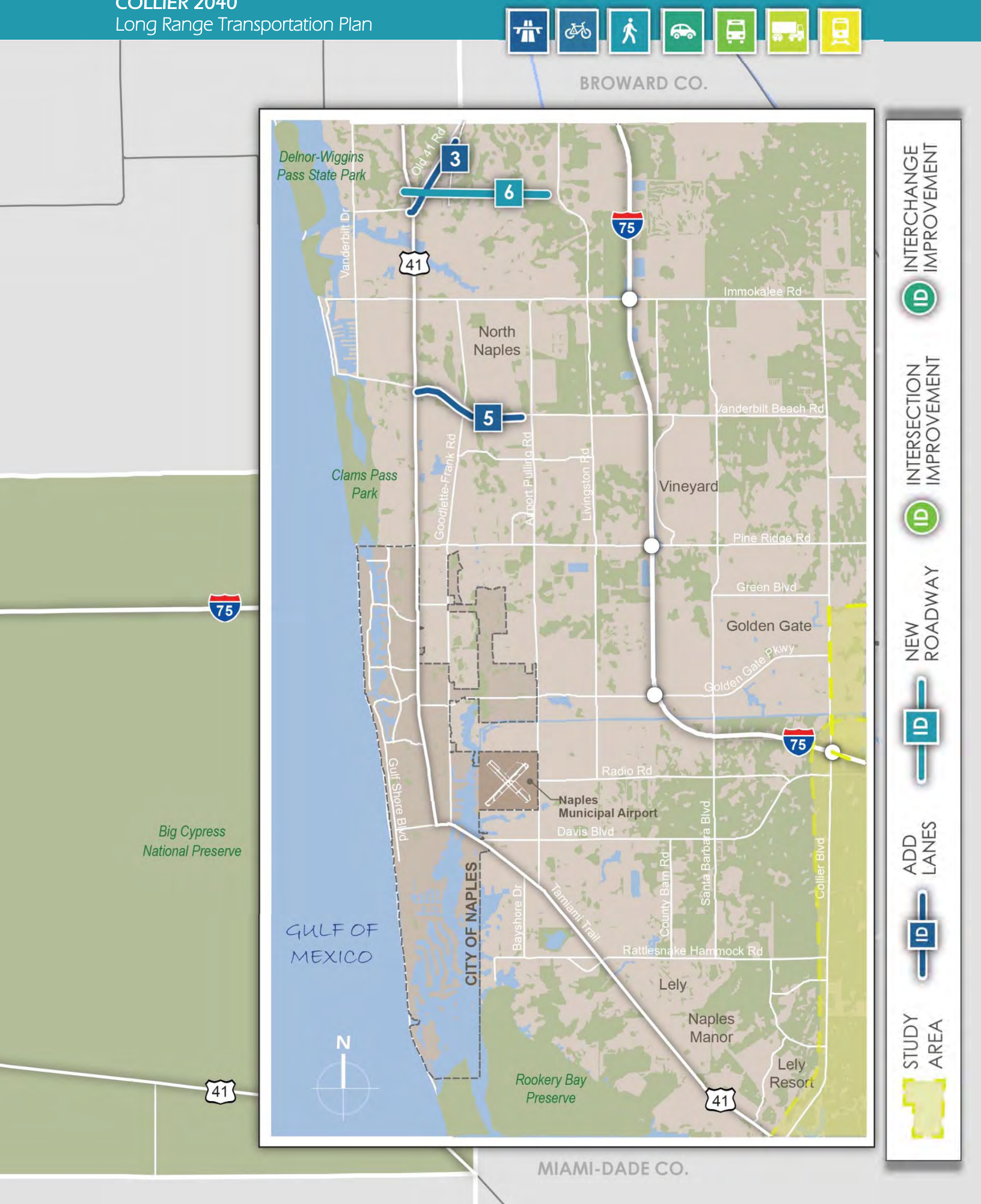
Map ID	Improvement	Funding Allocated in LRTP: 2021-2025			Funding Allocated in LRTP: 2026-2030			Funding Allocated in LRTP: 2031-2040			LRTP Funding (YOE $)	Funding Source
		PE	ROW	CST	PE	ROW	CST	PE	ROW	CST		
1	Immokalee Rd				$5.24	$23.01	$37.56				**$65.81**	County
2	Oil Well Rd/ CR 858						$30.00				**$30.00**	County
3	Old 41 Rd	$2.72					$22.55				**$25.27**	OA
4	Collier Blvd/ SR 951	$2.02					$20.03				**$22.05**	OA
5	Vanderbilt Beach Rd				$3.10		$6.00				**$9.10**	County
6	Veterans Memorial Blvd	$1.95	$1.08				$12.00				**$15.03**	County
Not Shown on Map	Bridge Program Funds						$4.66				**$4.66**	TMA
Not Shown on Map	CMS/ITS Funds						$9.32				**$9.32**	TMA
Not Shown on Map	Pathway Program Funds						$9.32				**$9.32**	TMA



Note: Figures are in Millions of Dollars

Figure 6-2 | Highway Cost Feasible Plan
Highway Improvements: Completed 2026-2030




BROWARD CO.
Delnor-Wiggins Pass State Park
Old 41 Rd
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Vanderbilt Dr
Immokalee Rd
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Vanderbilt Beach Rd
Goodlette-Frank Rd
Airport Pulling Rd
Livingston Rd
Clams Pass Park
Vineyard
Pine Ridge Rd
Green Blvd
Golden Gate
Golden Gate Pkwy
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Gulf Shore Blvd
Radio Rd
Naples Municipal Airport
Davis Blvd
Big Cypress National Preserve
CITY OF NAPLES
Bayshore Dr
Tamiami Trail
County Barn Rd
Santa Barbara Blvd
Collier Blvd
GULF OF MEXICO
Rattlesnake Hammock Rd
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Naples Manor
Lely Resort
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Rookery Bay Preserve
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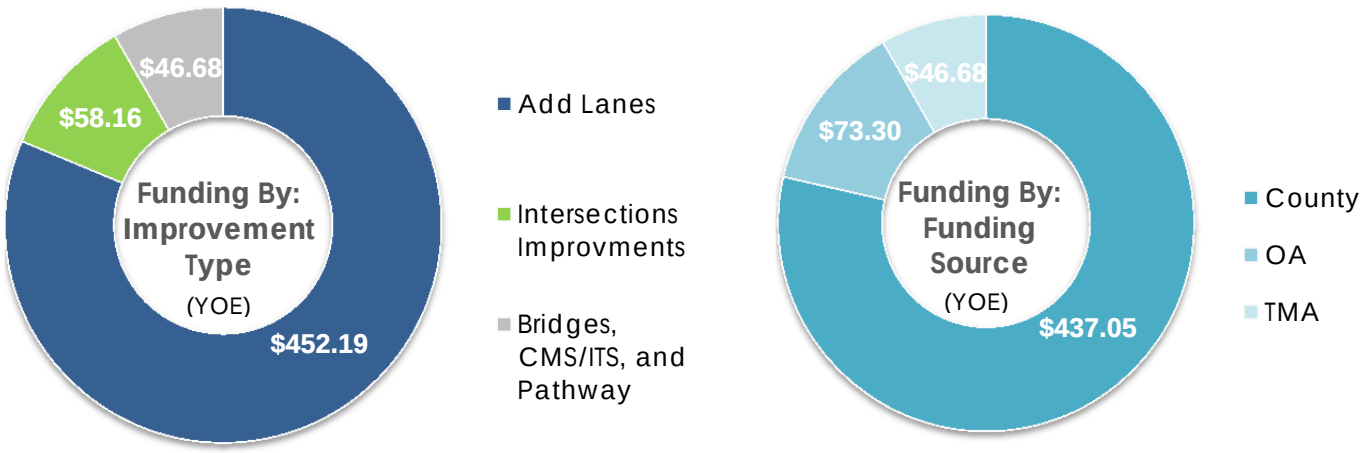
MIAMI-DADE CO.
INTERCHANGE IMPROVEMENT
INTERSECTION IMPROVEMENT
NEW ROADWAY
ADD LANES
STUDY AREA

Table 6-3 | Highway Cost Feasible Plan – Highway Improvements: Completed 2031-2040

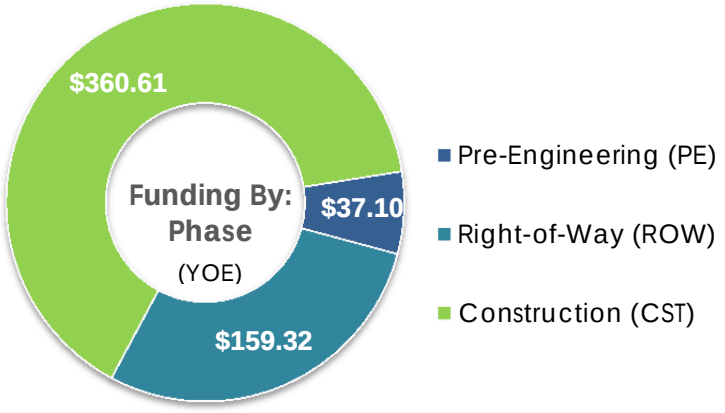
Map ID	Improvement	Limits From	Limits To	Improvement Description	Total Cost (PDC $)
1	Camp Keais Rd	Immokalee RD	Pope John Paul Blvd	2-Lane Roadway to 4 Lanes with Outside Shoulder Paved (Includes milling and resurfacing)	$10.00
2	Immokalee Rd/ CR 846	SR 29	Airpark Blvd	2-Lane Roadway to 4 Lanes with Sidewalk, Bike Lane, and Curb & Gutter (Includes milling and resurfacing)	$4.06
3	Little League Rd. Ext.	SR-82	Westclox St.	New 2-lane roadway	$28.02
4	Randall Blvd at Immokalee Rd			Ultimate Intersection Improvements	$31.00
5	US 41/ Tamiami Trail	Greenway Rd	6 L Farm Rd	2-Lane Roadway to 4 Lanes with Outside Shoulder Paved (Includes milling and resurfacing)	$21.83
6	Vanderbilt Beach Road Ext	Collier Blvd	8th Street NE	Add remaining 3 lanes	$39.97
7	Wilson Blvd	Golden Gate Blvd	Immokalee Rd	2-Lane Roadway to 4 Lanes	$23.36
Not Shown on Map	Bridge Program Funds				$9.34
6-Not Shown on Map	CMS/ITS Funds				$18.67
Not Shown on Map	Pathway Program Funds				$18.67
Not Shown on Map	Future County Highway Funds			Projects to be determined at a later date	$9.12

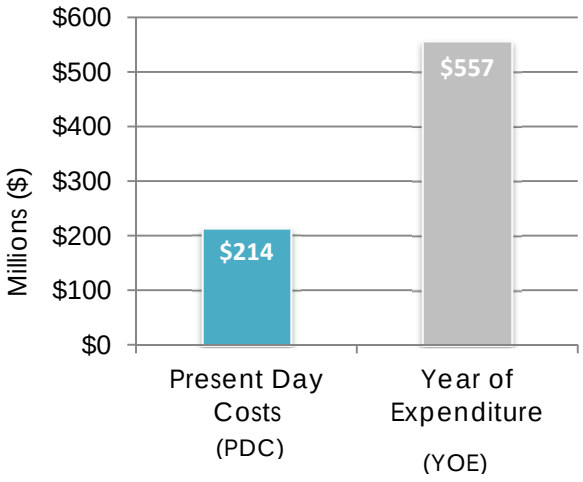


Note: Figures are in Millions of Dollars

Table 6-3 | Highway Cost Feasible Plan – Highway Improvements: Completed 2031-2040 (continued)

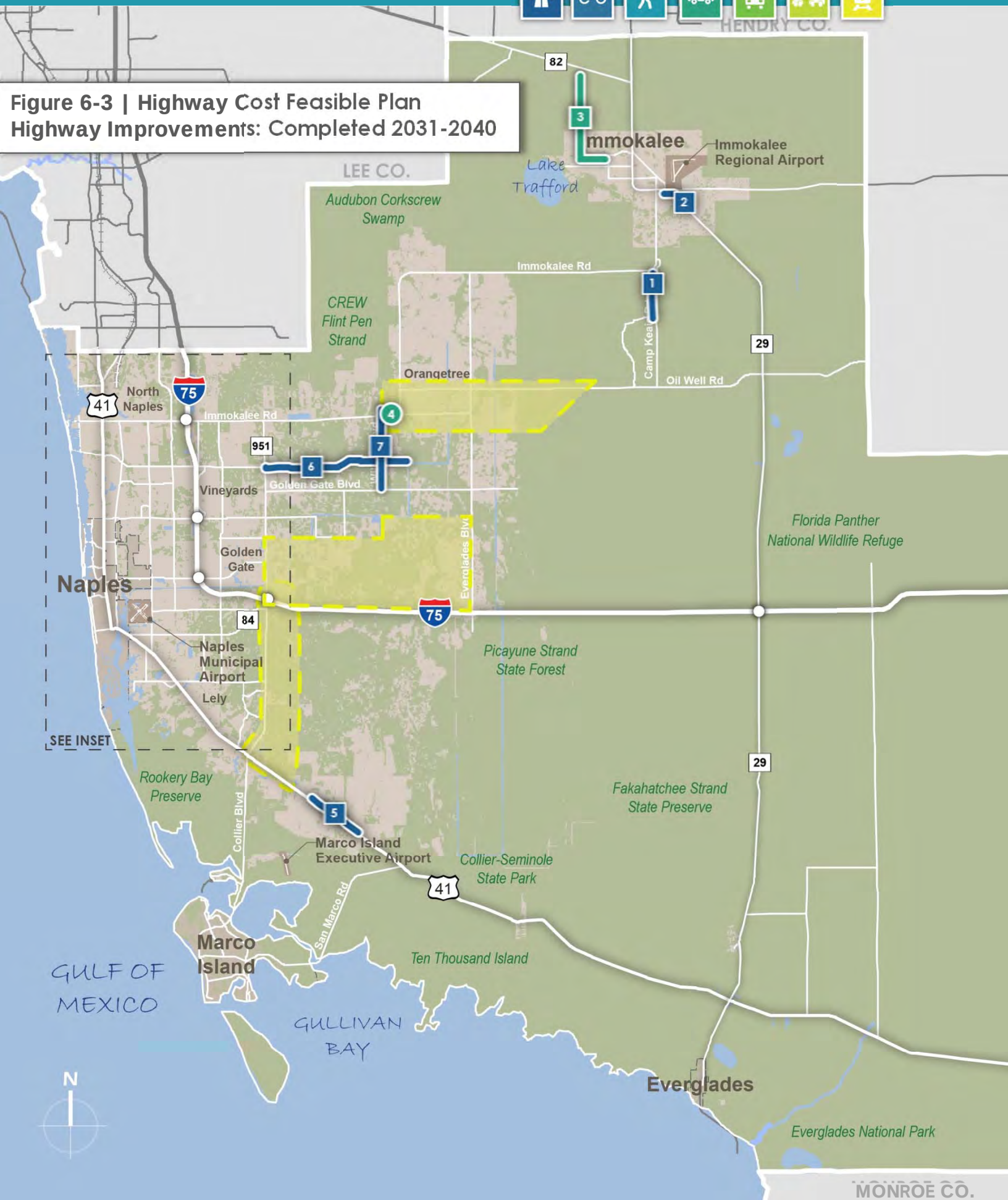
Map ID	Improvement	Funding Allocated in LRTP: 2021-2025			Funding Allocated in LRTP: 2026-2030			Funding Allocated in LRTP: 2031-2040			LRTP Funding (YOE $)	Funding Source
		PE	ROW	CST	PE	ROW	CST	PE	ROW	CST		
1	Camp Keais Rd				$2.76					$19.10	**$21.86**	County
2	Immokalee Rd/ CR 846				$3.10				$4.69	$7.75	**$15.54**	County
3	Little League Rd. Ext.	$2.85				$21.47				$44.63	**$68.94**	County
4	Randall Blvd at Immokalee Rd							$4.68		$53.48	**$58.16**	County
5	US 41/ Tamiami Trail				$6.01				$25.59	$41.70	**$73.30**	OA
6	Vanderbilt Beach Road Ext									$76.34	**$76.34**	County
7	Wilson Blvd				$3.86				$17.05	$53.52	**$74.42**	County
Not Shown on Map	Bridge Program Funds									$9.34	**$9.34**	TMA
Not Shown on Map	CMS/ITS Funds									$18.67	**$18.67**	TMA
Not Shown on Map	Pathway Program Funds									$18.67	**$18.67**	TMA
Not Shown on Map	Future County Highway Funds	$3.37			$10.47	$26.35			$64.17	$17.42	**$121.78**	County

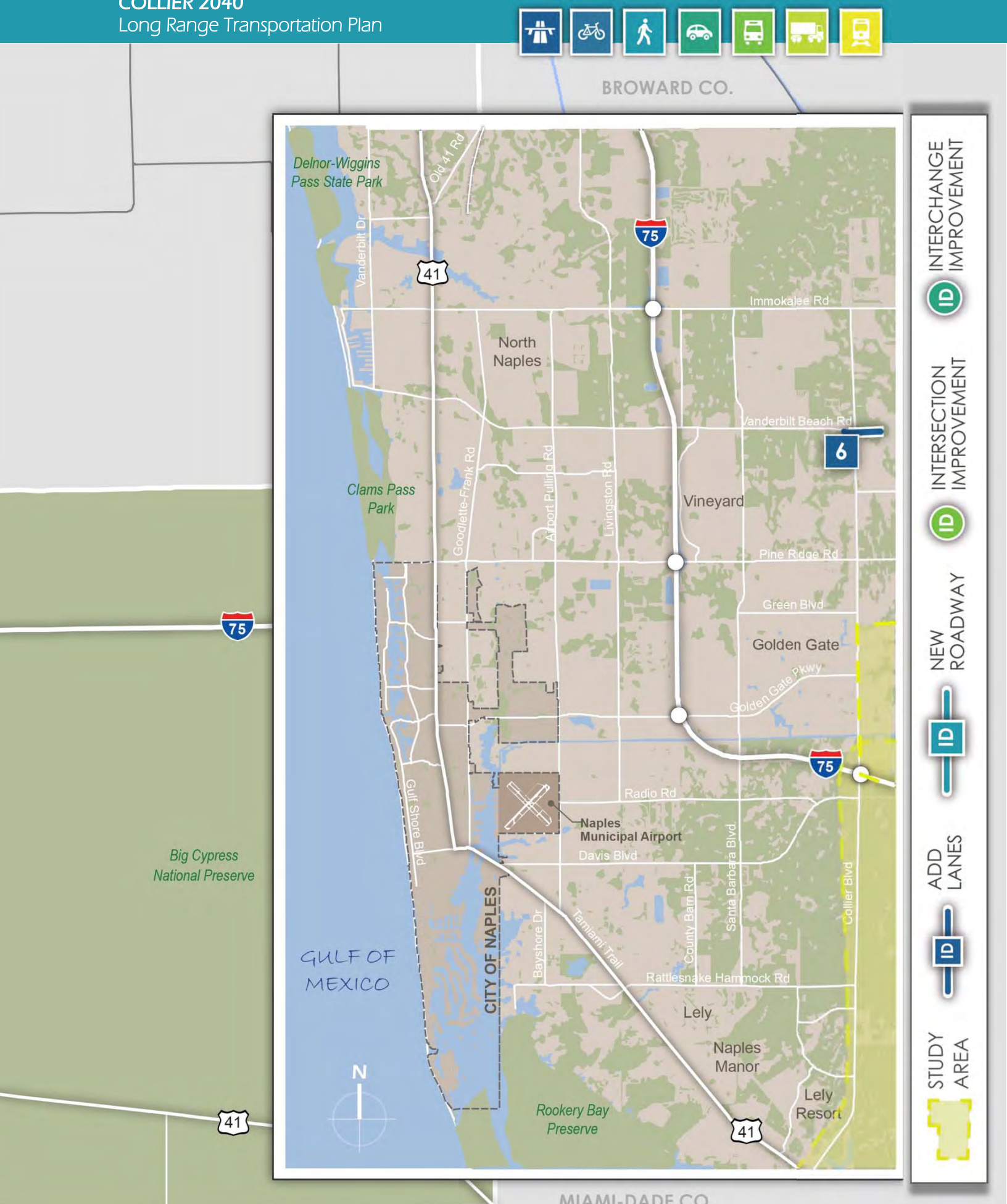




Note: Figures are in Millions of Dollars

Figure 6-3 | Highway Cost Feasible Plan
Highway Improvements: Completed 2031-2040




BROWARD CO.
Delnor-Wiggins Pass State Park
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Clams Pass Park
Goodlette-Frank Rd
Airport Pulling Rd
Livingston Rd
Vineyard
Pine Ridge Rd
Green Blvd
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Gulf Shore Blvd
Radio Rd
Naples Municipal Airport
Davis Blvd
Big Cypress National Preserve
GULF OF MEXICO
CITY OF NAPLES
Bayshore Dr
Tamiami Trail
County Barn Rd
Santa Barbara Blvd
Collier Blvd
Rattlesnake Hammock Rd
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Naples Manor
Lely Resort
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Rookery Bay Preserve
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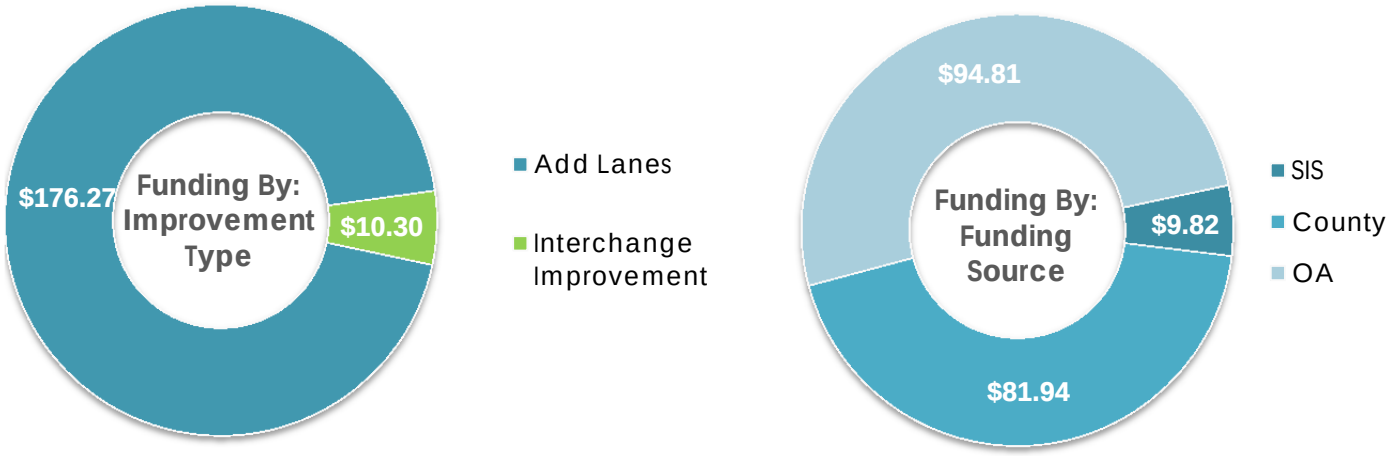
MIAMI-DADE CO.
INTERCHANGE IMPROVEMENT
INTERSECTION IMPROVEMENT
NEW ROADWAY
ADD LANES
STUDY AREA

Table 6-4 | Highway Cost Feasible Plan –Highway Improvements: Partially Funded

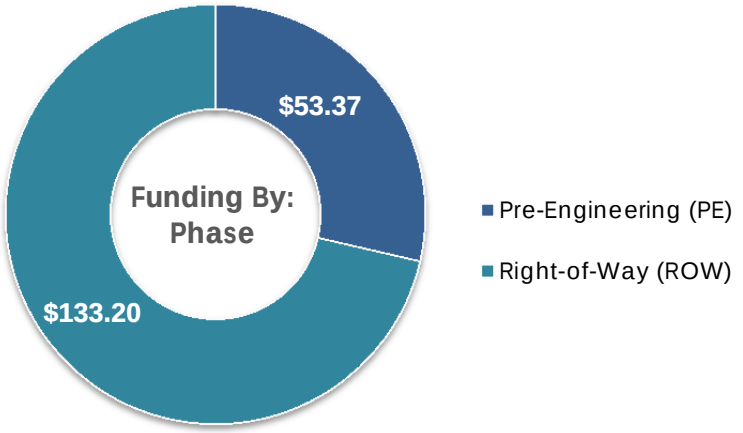
Map ID	Improvement	Limits From	Limits To	Improvement Description	Total Cost (PDC $)
1	Benfield Rd	City Gate Blvd North	Lords Way	2 lane roadway in a 4 lane footprint	$56.47
2	SR 84/ Davis Blvd	Airport Pulling Rd	Santa Barbara Blvd	4-Lane Roadway to 6 Lanes with Sidewalk, Bike Lane , and Curb & Gutter with Inside Shoulder Paved (Includes milling and resurfacing)	$33.11
3	US 41 (Tamiami Trail) at Collier Blvd			Single Point Urban Interchange (SPUI) - Mainline Over Crossroad	$44.14
4	Wilson Blvd/ Black Burn Rd	Wilson Blvd	End of Haul Rd	2 lane roadway in a 4 lane footprint	$29.31
5	SR 29	I-75 (SR 93)	Oil Well Rd	2-Lane Roadway to 4 Lanes with Outside Shoulder Paved (Includes milling and resurfacing)	$5.11

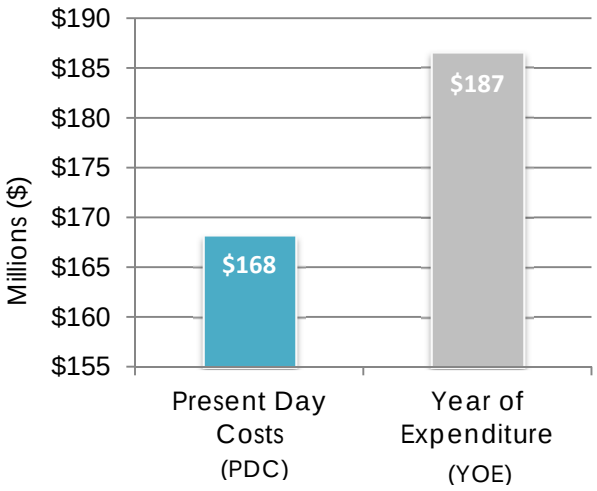


Note: Figures are in Millions of Dollars

Table 6-4 | Highway Cost Feasible Plan – Highway Improvements: Partially Funded

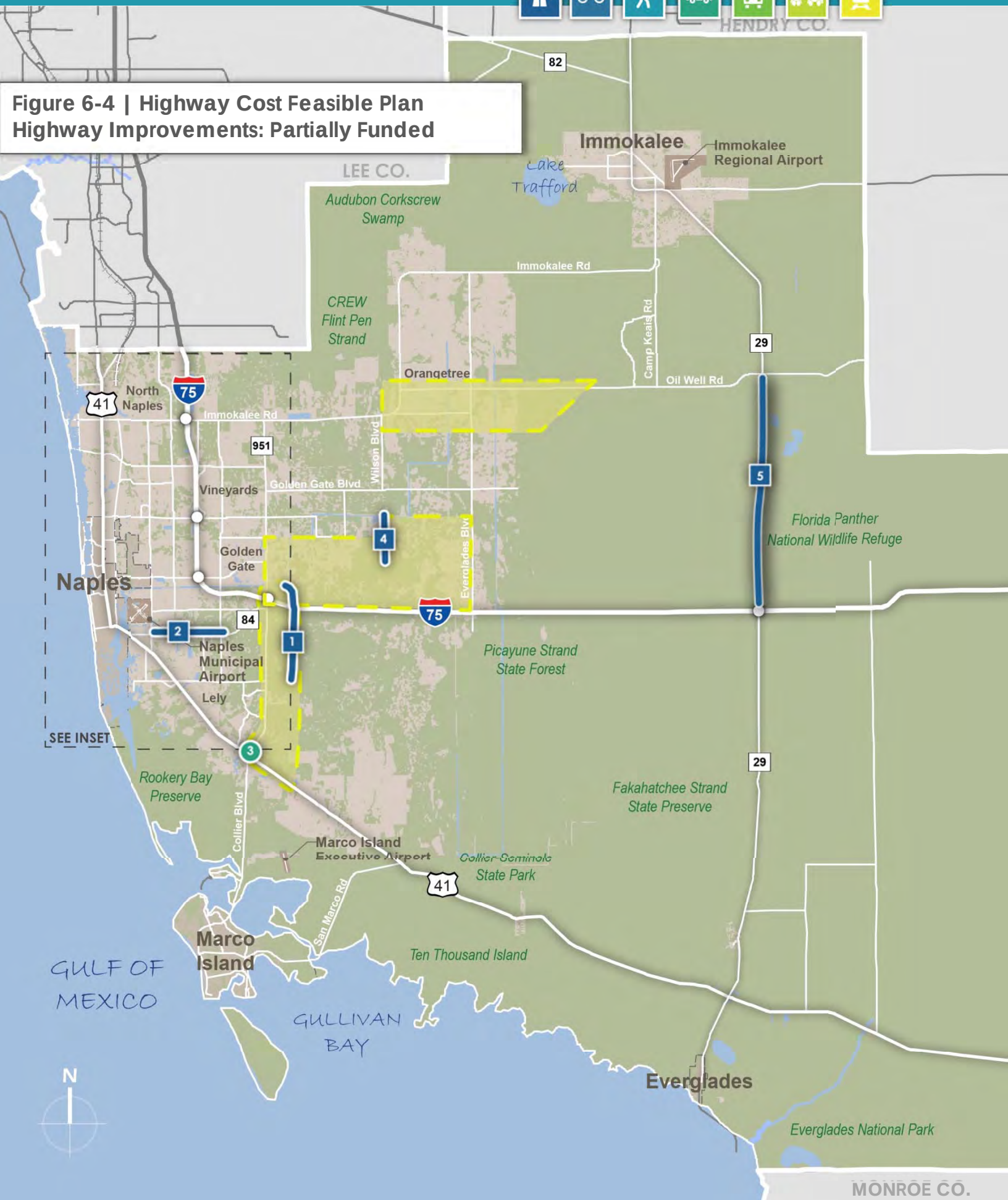
Map ID	Improvement	Funding Allocated in LRTP: 2021-2025			Funding Allocated in LRTP: 2026-2030			Funding Allocated in LRTP: 2031-2040			LRTP Funding (YOE $)	Un-Funded Phase Costs (2041-2050 $)	Funding Source
		PE	ROW	CST	PE	ROW	CST	PE	ROW	CST			
1	Benfield Rd	$1.83			$20.69				$21.21		**$43.73**	$141.16	County
2	SR 84/ Davis Blvd				$6.85				$77.66		**$84.51**	$82.78	OA
3	US 41 (Tamiami Trail) at Collier Blvd							$10.30			**$10.30**	$110.35	OA
4	Wilson Blvd/ Black Burn Rd	$0.61			$6.90				$30.70		**$38.21**	$73.28	County
5	SR 29							$6.19	$3.63		**$9.82**	N/A	SIS

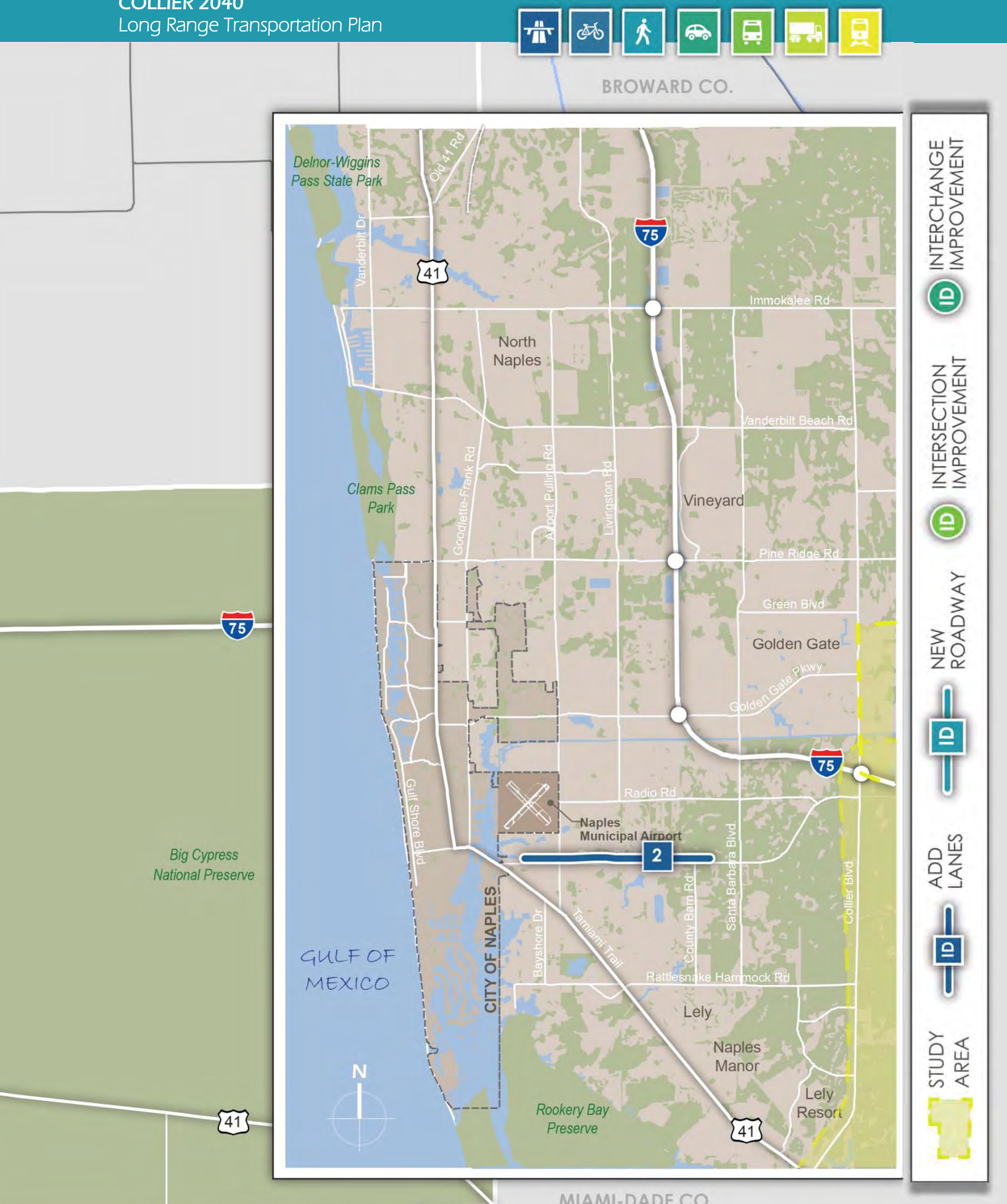




Note: Figures are in Millions of Dollars

Figure 6-4 | Highway Cost Feasible Plan
Highway Improvements: Partially Funded




BROWARD CO.
Delnor-Wiggins Pass State Park
Old 41 Rd
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Goodlette-Frank Rd
Airport Pulling Rd
Livingston Rd
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Pine Ridge Rd
Green Blvd
Golden Gate
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Gulf Shore Blvd
Radio Rd
Naples Municipal Airport
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Big Cypress National Preserve
GULF OF MEXICO
CITY OF NAPLES
Bayshore Dr
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County Barn Rd
Santa Barbara Blvd
Collier Blvd
Rattlesnake Hammock Rd
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Lely Resort
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Rookery Bay Preserve
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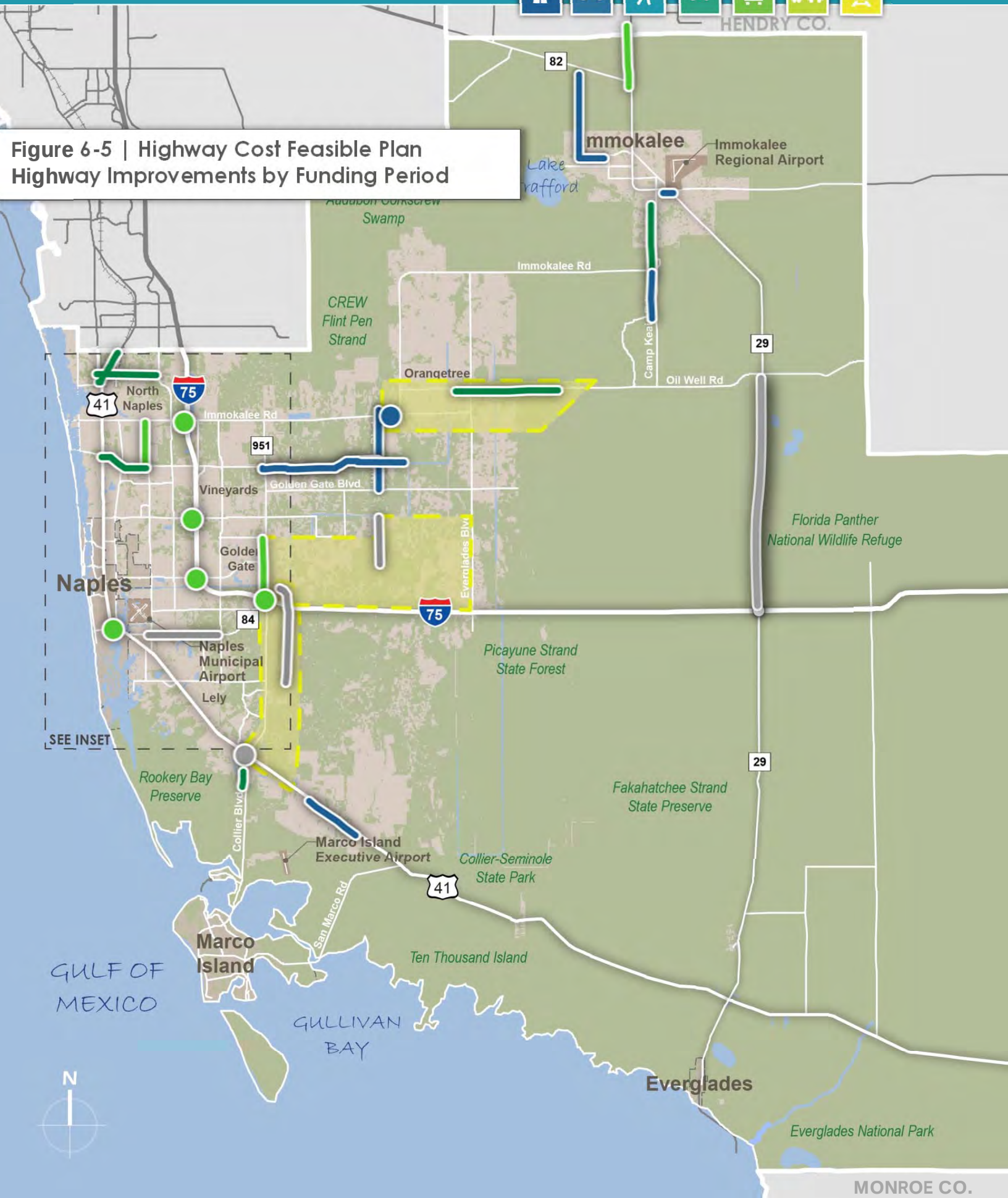
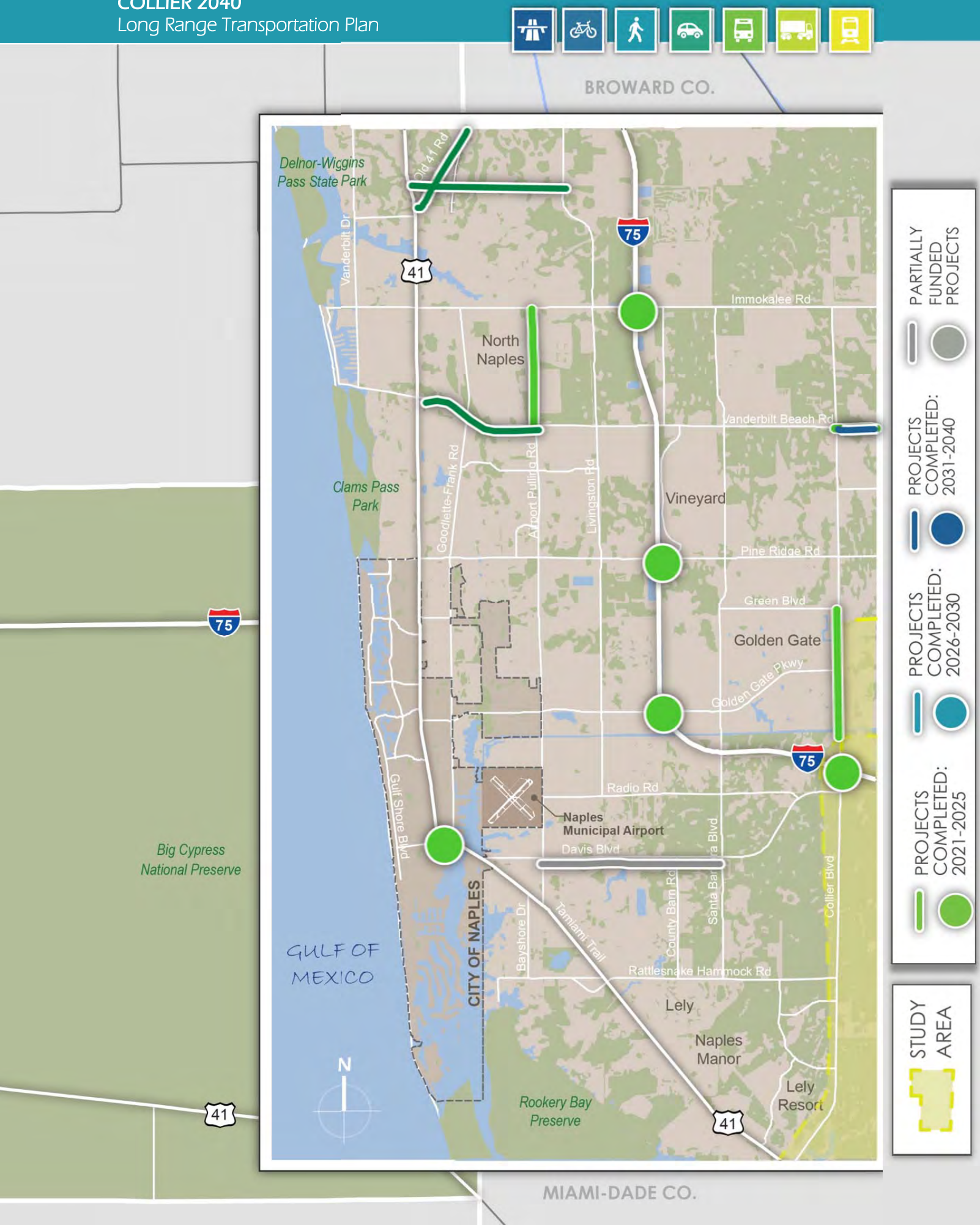
MIAMI-DADE CO.
INTERCHANGE IMPROVEMENT
INTERSECTION IMPROVEMENT
NEW ROADWAY
ADD LANES
STUDY AREA

Figure 6-5 | Highway Cost Feasible Plan
Highway Improvements by Funding Period




BROWARD CO.
Delnor-Wiggins Pass State Park
Old 41 Rd
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North Naples
Vanderbilt Beach Rd
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Vineyard
Pine Ridge Rd
Green Blvd
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Golden Gate Pkwy
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Radio Rd
Naples Municipal Airport
Davis Blvd
Gulf Shore Blvd
Big Cypress National Preserve
GULF OF MEXICO
CITY OF NAPLES
Baysshore Dr
Tamiami Trail
County Barn Rd
Santa Barbara Blvd
Collier Blvd
Rattlesnake Hammock Rd
Lely
Naples Manor
Lely Resort
Rookery Bay Preserve
41
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MIAMI-DADE CO.
PARTIALLY FUNDED PROJECTS
PROJECTS COMPLETED: 2031-2040
PROJECTS COMPLETED: 2026-2030
PROJECTS COMPLETED: 2021-2025
STUDY AREA

Ability of the Cost Feasible Plan to Address Highway Needs

The projects included in the Highway Cost Feasible Plan, which are illustrated in **Figure 6-5**, will address many of the congestion, safety, and capacity issues forecasted for 2040 and will provide significant relief to many of the adjacent facilities not included in the Cost Feasible Plan. Nonetheless, because financial resources are limited, there are numerous unfunded projects in the 2040 System Needs that are not able to be addressed in the Highway Cost Feasible Plan**. Table 6-5** summarizes projects included in the System Needs that have not been fully funded.

Table 6-5 | Unfunded Highway Needs

Needs Rank	Improvement	Limits From	Limits To	Improvement Description
6	SR 29	Immokalee Dr.	New Market Road North	Expand from 2-Lane Undivided with center turn lane to 4-Lane Divided Arterial
8	SR 29 By-Pass	SR 29 (north of New Market Rd)	SR-29/CR-846 Intersection	New 4-lane Divided Arterial
9	Critical Needs Intersection	US41 (SR-90) (Tamiami Trail East) and Collier Boulevard (CR 951)		Single point urban interchange
11	SR 29	New Market Road North	North of SR-82	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
13	Vanderbilt Beach Road Ext	8th St NE	Desoto Blvd	New 4 lane divided arterial
16	Randall Blvd	8th St NE	Oil Well Rd./Everglades Blvd	Expand from 2-Lane to 6-lanes
17	Green Boulevard Ext / 16th Ave SW	23rd St SW	Wilson Blvd Ext	New 2-Lane Collector
18	SR 84 (Davis Boulevard)	Airport Pulling Rd	Santa Barbara Boulevard	Expand from 4 divided to 6-Lane Divided Arterial
22	Critical Needs Intersection	I-75 (SR-93) and Everglades Blvd		New Interchange
23	Green Boulevard Ext / 16th Ave SW	Collier Blvd/ CR 951	23rd Street SW	New 4-Lane Divided Collector
26	Everglades Boulevard	Golden Gate Blvd	Vanderbilt Bch Rd Ext	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
27	CR 951 Extension	Heritage Bay Entrance	Lee/Collier County Line	New 2-lane Arterial to Bonita Beach Road
28	SR 29	9th St	Immokalee Dr.	Expand from 2-Lane Undivided with center turn lane to 4-Lane Divided Arterial

Table 6-5 | Unfunded Highway Needs (continued)

Needs Rank	Improvement	Limits From	Limits To	Improvement Description
29	Wilson Boulevard Ext / Black Burn Rd	Wilson Blvd	End of Haul Road (Corridor Study)	New 2-Lanes of a Future Multi-lane Facility
30	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
31	Goodlette-Frank Road	Orange Blossom Drive	Vanderbilt Beach Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial
35	SR 82	SR 29	Collier/Hendry County Line	Expand from 2-Lane Undivided to 6-Lane Divided Arterial
37	Goodlette-Frank Road	Vanderbilt Beach Road	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
38	Logan Boulevard	Green Boulevard	Pine Ridge Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial
39	Green Boulevard Ext / 16th Ave SW	Wilson Blvd Ext	Everglades Boulevard	New 2-Lane Collector
42	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Expand from 4-Lane Divided to 6-Lane Divided Arterial
44	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector
45	Everglades Boulevard	I-75 (SR-93)	Golden Gate Blvd	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
46	SR 29	Oil Well Road	Immokalee Road (CR 846)	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
47	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector
48	Green Boulevard	Santa Barbara/ Logan Boulevard	Sunshine Boulevard	Expand from 2-Lane Undivided to 4-Lane Divided Collector
49	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road	Expand from 2-Lane Undivided to 6-Lane Divided Arterial
50	Everglades Boulevard	Vanderbilt Bch Rd Ext	South of Oil Well Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
52	Everglades Boulevard	Oil Well Road	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
53	Orange Blossom Drive	Airport Pulling Road	Livingston Road	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector

Table 6-5 | Unfunded Highway Needs (continued)

Needs Rank	Improvement	Limits From	Limits To	Improvement Description
54	Westclox Street Extension	Little League Road	West of Carson Road	New 2-Lane Road
55	Benfield Road	US 41 (SR-90)	Rattlesnake-Hammock Ext	New 2-Lanes of a Future Multi-lane Arterial
56	Benfield Road	Lord's Way	City Gate Blvd North	New 2-lanes of a Future Multi-lane Arterial + I-75 Overpass
57	I-75 (SR 93)	Collier Blvd (CR 951)	SR-29	Expand from 4 to 6-Lane Freeway
58	Camp Keais Road	Oil Well Road	Pope John Paul Blvd	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
60	SR 29	I-75 (SR-93)	Oil Well Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
64	CR-92A	CR-92	Angler Drive (200 ft. east of City of Marco city limits	2-Lane Reconstruction
65	Randall Boulevard	New N/S Ext (at Canal)	Desoto Boulevard	Expand from 2-Lane Undivided to 4-lane Divided Arterial
66	Keane Avenue	23rd Street SW	Inez Rd	No increase in capacity, but a major capital investment in upgrading existing local street to collector standards
68	Golden Gate Boulevard	Everglades Blvd.	Desoto Boulevard	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
70	Keane Avenue	Inez Rd	Wilson Blvd. Ext.	New 2-Lane Undivided Collector - name change at Inez to Brantley for short way
72	White Boulevard	Collier Blvd (CR 951)	31st St SW	Expand from 2-Lane Undivided to 2-Lane Divided Collector

CMS/ITS Projects

Because CMS/ITS projects are generally short term and immediate action projects, their role in the LRTP process is modest and are more thoroughly addressed in the congestion management process. In the Collier 2040 LRTP, a block of funds has been set aside by the MPO to address CMS/ITS projects. The current TIP includes several improvements to the traffic management center, arterial monitoring cameras, and other traffic equipment improvements, which are not tied to specific facilities. Currently included for construction in the 2015-2020 TIP are the physical improvement CMS projects listed below:

- Golden Gate Parkways/Livingston Road turn lanes
- Pine Ridge Road Turn Lanes (various locations)
- Immokalee Road at CR 850 (Corkscrew Road) turn lanes

Future CMS/ITS projects will be drawn from the Needs Assessment as described previously, and by established MPO practice will be funded through the 40% set-aside of TMA funds in the CFP. During the 2021-2040 planning period, $37.3 M has been set-aside for CMS/ITS projects.

New Bridge Program

As mentioned previously, the New Bridge Program is funded largely by a 20% set-aside of TMA fund totaling $18.7M for the 2021-2040 planning period. While not sufficient to fund all the new bridge needs, as in highways, transit and pathways, the MPO will continue to pursue other funding options that may come available.

Bicycle and Pedestrian Projects

Based on the priorities created by the Pathways Advisory Committee, bicycle and pedestrian improvements will be addressed by a 40% set-aside of TMA "boxed funds" amounting to $37.3 M in YOE dollars from 2021-2040. The Pathways Advisory Committee updates their priorities on an annual basis, and the top priorities are scheduled for funding in the Transportation Improvement Program. For the period of 2015/16 to 2019/20, a total of 24 pathways projects are scheduled for funding. The vast majority of these are sidewalk projects, with several bike path projects included. It is anticipated that this process will be continued throughout the period of the long-range transportation plan, with an annual updating of priorities for inclusion in the Transportation Improvement Program by the Pathways Advisory Committee.

Transit Cost Feasible Plan

The Transit Cost Feasible Plan identifies those priority improvements that can be implemented within the constraints of revenues anticipated to be available. As part of the Transit Needs Assessment process, projects were prioritized using a multi-criteria evaluation process that included public preferences, transit market feasibility, and route productivity. Based on the funding availability and prioritized results, a summary of service improvement alternatives included in the Cost Feasible Plan is provided below:

Improvements to Existing Services

There are a number of improvements to existing services in the Cost Feasible Plan, including:

- Improving weekday/Saturday service frequency to 30 minutes on Routes 13 and 14.
- Improving weekday/Saturday service frequency to 45 minutes on Routes 11, 12, 15, 16, 17, 18, 22, 23, 24, 25, 26, 27, and to 50 minutes on Route 21.
- Improving weekday/Saturday service frequency to 75 minutes on Route 19.
- Improving weekday/Saturday service span to 10:00 PM for all existing routes.
- Splitting Route 20 into Routes 28 and 29 with a service frequency of 45 minutes.
- Adding Sunday service to Routes 16, 18, and 23.

New Service Expansion

The following new transit services are included in the 2040 Cost Feasible Plan:

- **New Fixed-Route Services** –Mercato/5th Avenue (Thursday-Saturday Only)
- **New Circulator Services** – Beach to Seagate via Goodlette-FrankRoad, and a Seasonal Beach Access Route
- **New Express Services** – Collier County Government Center to Florida Southwestern State College-Lee Campus; and Collier-Lee County Park and Ride Connector

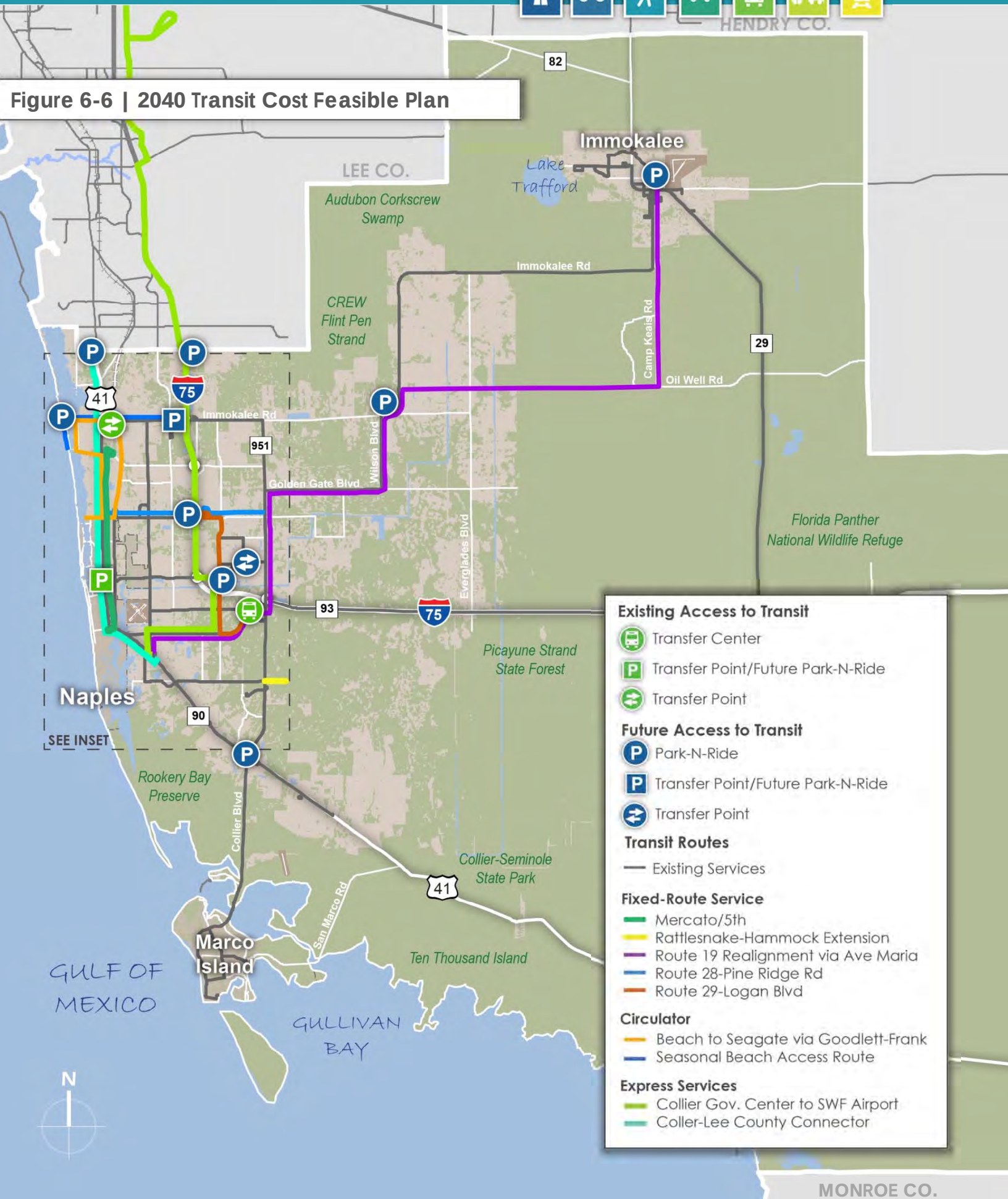
The transit service improvements and associated operating characteristics included in the 2040 Transit Cost Feasible Plan are summarized in **Table 6-6** and illustrated in **Figure 6-6**.

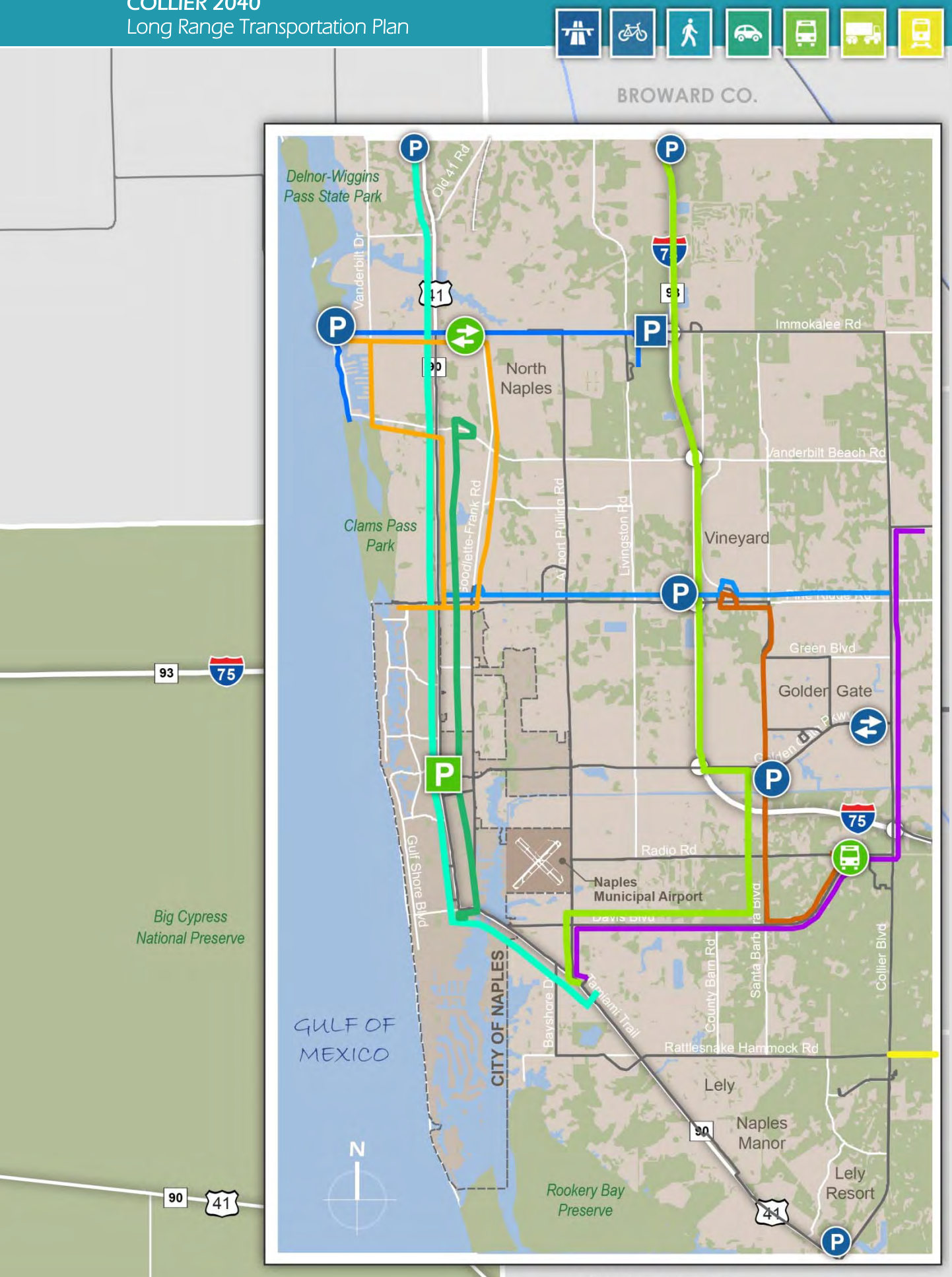
Table 6-6 | Transit Cost Feasible Plan – Service Schedule

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.				


ROUTE 17
ROUTE 18
BAY 4
COLLIER AREA

Figure 6-6 | 2040 Transit Cost Feasible Plan




BROWARD CO.
Delnor-Wiggins Pass State Park
Old 41 Rd
Vanderbilt Dr
41
75
93
Immokalee Rd
North Naples
Vanderbilt Beach Rd
Goodlette-Frank Rd
Airport Pulling Rd
Livingston Rd
Clams Pass Park
Vineyard
Green Blvd
Golden Gate
Radio Rd
Naples Municipal Airport
Gulf Shore Blvd
Big Cypress National Preserve
GULF OF MEXICO
CITY OF NAPLES
Bayshore Dr
Tamiami Trail
County Barn Rd
Santa Barbara Blvd
Collier Blvd
Rattlesnake Hammock Rd
Lely
Naples Manor
Lely Resort
Rookery Bay Preserve
90
N
MIAMI-DADE CO.

Operating and Capital Costs Summary

Table 6-7 presents the total operating and capital costs for the transit component of the 2040 Transit Cost Feasible Plan by project between 2021 and 2040.

Capital improvements required to support the transit service expansion included in the Cost Feasible Plan are summarized below:

- Vehicles Replacements
- Shared-Use Park-and-Ride Facilities
- Transfer Points
- Other Capital Infrastructure, including stop amenities (e.g., stop signs, benches, and shelters), ITS improvements (APC, AVL, and etc.), ADA compliance improvements, seasonal beach access route infrastructure, and miscellaneous capital components.

There are numerous capital and operational costs which transit funds are allocated towards. **Figure 6-7** illustrates some of the costs.

Figure 6-7 | Operating and Capital Costs Summary Diagram

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

2040 Transit Financial Plan

A financial plan was developed for the transit component of the Cost Feasible Plan. This financial plan reflects transit revenues that are expected to be available from 2021–2040 from federal, state, and local sources, and the total transit operating and capital costs for all the service improvements identified in the Collier 2040 LRTP. Many of the revenues streams expected to be available to maintain existing levels of service and to support transit service enhancement/expansion are discretionary and often competitive. The CFP's balanced financial assessment is dependent upon the local agency's ability to capture those discretionary/competitive funds.

Table 6-8 and **Table 6-9** show the costs and revenues for transit operating and for fleet purchases and infrastructure, respectively. As shown in **Table 6-10**, between 2021 and 2040 total operating and capital costs equal $402.5 million while total operating and capital revenues equal $402.6 million.

Figures 6-8 illustrates the comparison between total costs, revenue by funding source, and operating vs. capital revenues during each YOE band.

Figure 6-8| Transit Cost Feasible Plan Comparison (YOE-$)

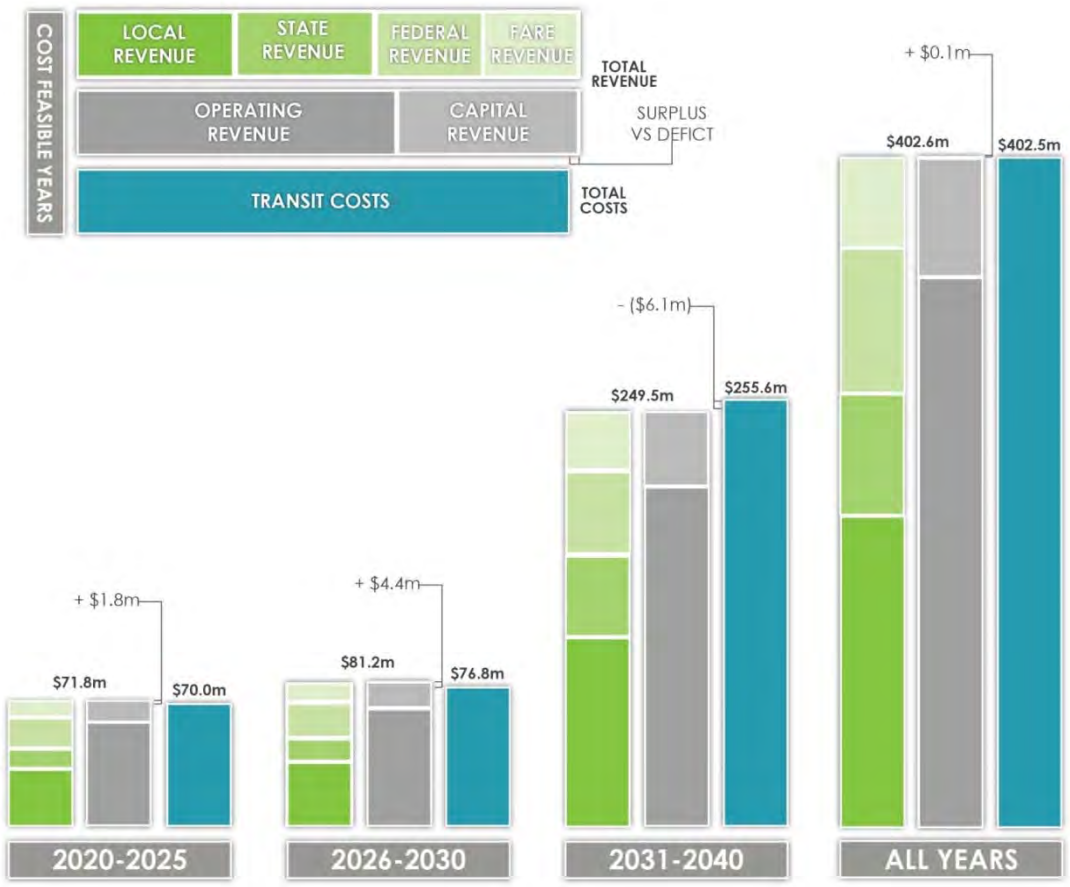


Table 6-8| Transit Cost Feasible Plan Costs and Revenues – Operating (YOE-$)

	2021-2025	2026-2030	2031-2040	Total
Costs	**$59,601,788**	**$66,782,269**	**$205,447,982**	**$331,832,039**
Revenues	**$59,702,418**	**$67,196,151**	**$205,034,100**	**$331,932,669**
Fares	$9,474,204	$10,615,022	$35,063,296	**$55,152,522**
Federal	$10,378,202	$11,595,979	$29,026,944	**$51,001,125**
State	$11,070,267	$12,833,474	$48,765,177	**$72,668,918**
Local	$28,779,744	$32,151,676	$92,178,682	**$153,110,103**

Table 6-9| Transit Cost Feasible Plan Costs and Revenues – Capital Costs (YOE-$)

	2021-2025	2026-2030	2031-2040	Total
Costs	**$10,410,391**	**$10,071,578**	**$50,194,087**	**$70,676,057**
Revenues	**$12,122,574**	**$14,053,385**	**$44,500,099**	**$70,676,057**
Federal	$7,117,407	$8,251,025	$20,653,887	**$36,022,318**
State	$0	$0	$0	**$0**
Local	$5,005,167	$5,802,360	$23,846,212	**$34,653,739**

Table 6-10| Transit Cost Feasible Plan Costs and Revenues – Total Costs and Revenues (YOE-$)

	2021-2025	2026-2030	2031-2040	Total
Costs	**$70,012,179**	**$76,853,847**	**$255,642,069**	**$402,508,096**
Revenues	**$71,824,991**	**$81,249,536**	**$249,534,199**	**$402,608,726**
Fares	**$9,474,204**	**$10,615,022**	**$35,063,296**	**$55,152,522**
Federal	**$17,495,608**	**$19,847,004**	**$49,680,831**	**$87,023,443**
State	**$11,070,267**	**$12,833,474**	**$48,765,177**	**$72,668,918**
Local	**$33,784,911**	**$37,954,036**	**$116,024,894**	**$187,763,842**
Balance	**$1,812,812**	**$4,395,689**	**-$6,107,870**	**$100,630**

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Implementation

7-1 | Moving Forward

Moving Forward

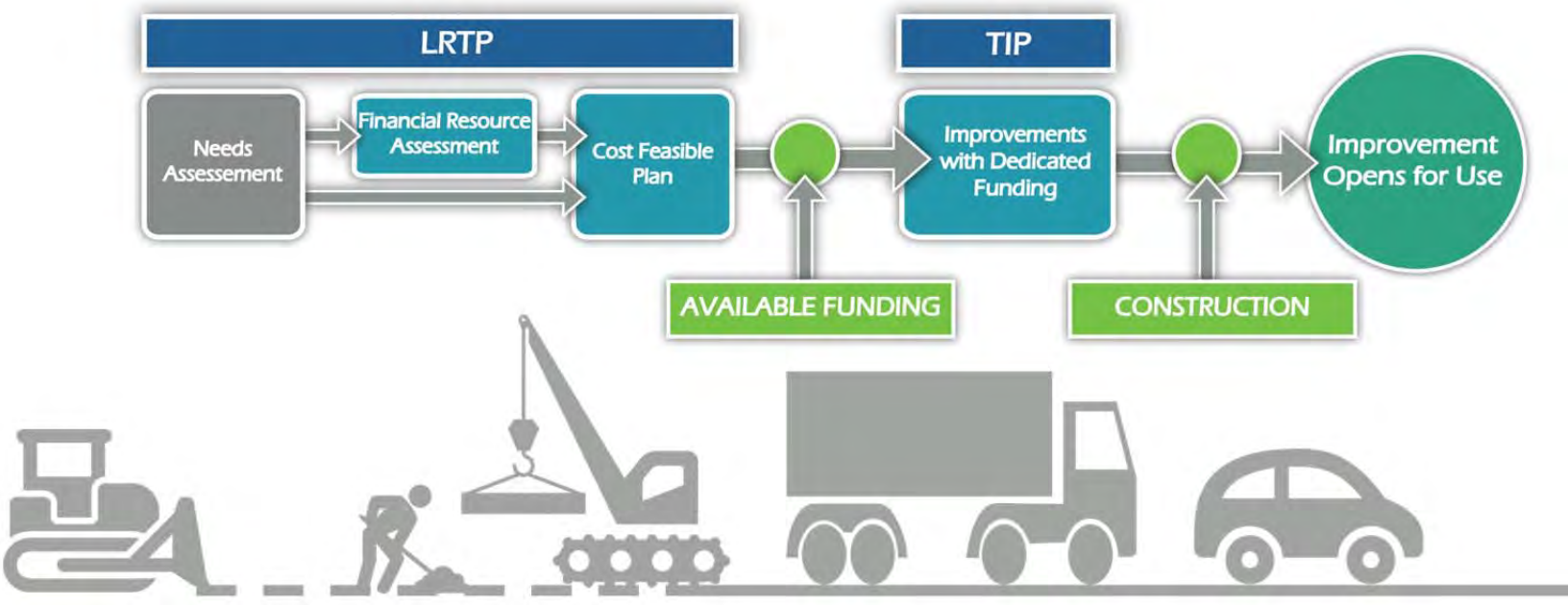
The Collier MPO is committed to planning for the best possible multi-modal transportation system for its residents, businesses and visitors. This Collier 2040 LRTP is the next step in the MPO's efforts. Moving forward, the MPO will be selecting projects as prioritized recommendations for federal and state funding consideration. Successfully funded/programmed projects will then be included in the MPO's annual Transportation Improvement Program (TIP) which will largely reflect the staged implementation depicted in the Cost Feasible Plan documentation. **Figure 7-1** illustrates how the MPO process moves projects from planning through to implementation.

Recognizing that the MPO planning process is a continuing process, as other local and state plans and programs evolve over time, amendments to the Collier 2040 LRTP may be necessary in order to ensure consistency with local and state planning and programming efforts. As the State's update to the Strategic Intermodal System Plan unfolds, amendments to the Collier 2040 LRTP may be needed to ensure plan consistency. In the event that any local land use decisions materially impact the land use forecast upon which this Collier 2040 LRTP was predicated, the MPO should consider updating the land use forecast and reevaluating the Needs Assessment and CFP. Additionally, three project-specific study areas have been identified in this plan and the final outcome of those studies would likely lead to formal amendments to the Needs Assessment and/or the CFP components of the Collier 2040 LRTP.

As the federal rules on performance measure planning are rolled out, the MPO will move to incorporate those applicable planning processes into the MPO's LRTP process as appropriate, either as amendments or during the next update.

Most importantly, the MPO values citizen input and will continue to encourage interested citizens and organizations to participate in the planning process and to offer input for consideration by the MPO.

Figure 7-1 | From LRTP to Improvement Completion



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Appendix A

Appendix for the Metropolitan Long Range Plan 2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

APPENDIX FOR THE METROPOLITAN LONG RANGE PLAN
2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

Overview

This appendix documents the Florida Department of Transportation (FDOT) revenue forecast through 2040. Estimates for major state programs for this metropolitan area and Florida are included. The forecast encompasses state and federal funds that "flow through" the FDOT work program. This information is used for updates of metropolitan long range transportation plans, the Florida Transportation Plan and the Strategic Intermodal System (SIS) Cost Feasible Plan.

Background

Evolving state and federal legislation, FDOT policies, and leadership by the Metropolitan Planning Organization Advisory Council have provided the impetus to enhance the cooperative relationship between FDOT and metropolitan planning organizations (MPOs) in planning for and providing transportation facilities and services. The Florida Transportation Plan (FTP), developed with the assistance of Florida's 26 MPOs and other transportation partners, established long range goals and program emphases for the expenditure of state and federal funds expected from current revenue sources.

The Department developed a long range revenue forecast through 2040. The forecast was based upon recent legislation (e.g., MAP-21[1]), changes in factors affecting state revenue sources (e.g., population growth rates) and current policies. This 2040 forecast incorporates (1) amounts contained in the Department's Work Program for 2014 through 2018, (2) the impact of the Department's objectives and investment policies, and (3) the current Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds. All estimates are expressed in year of expenditure dollars.

Purpose

This appendix provides the public and interested parties with clear documentation of the state and federal financial issues related to each MPO plan and facilitates reconciliation of statewide and metropolitan plans. This appendix does not address financial issues related to funds that do not "flow through" the state work program. Information on financial issues related to local and regional revenue sources – what those resources are and how the metropolitan areas plan to spend them – is contained in other documentation of the metropolitan plan.

This appendix describes how the statewide 2040 Revenue Forecast was developed. Also, metropolitan estimates are identified for certain major FDOT programs that expand the capacity of existing transportation systems, and are referred to as "capacity programs." "Metropolitan estimates" are the estimated share of certain state capacity programs for this metropolitan area. They can be used to fund planned improvements to major elements of the transportation system. This appendix also includes estimates of funds required for other FDOT programs designed to support, operate, and maintain the state transportation system. The FDOT has set aside sufficient funds in the 2040 Revenue Forecast for these programs, referred to as "non-capacity programs" in this document, to meet statewide objectives and program needs in all metropolitan and non-metropolitan areas. Funding for these programs is not included in the metropolitan estimates.

[1] Moving Ahead for Progress in the 21st Century Act, Public Law 112-141, July 6, 2012.

2040 Revenue Forecast (State and Federal Funds)

The 2040 Revenue Forecast is the result of a three-step process:

1. State and federal revenues from current sources were estimated.
2. Those revenues were distributed among statewide capacity and non-capacity programs consistent with statewide priorities.
3. Estimates for certain capacity programs were developed for each of Florida's 26 metropolitan areas.

Forecast of State and Federal Revenues

The 2040 Revenue Forecast includes program estimates for the expenditure of state and federal funds expected from current revenue sources (i.e., new revenue sources were not added). The forecast estimated revenues from federal, state, and Turnpike sources included in the Department's 5-Year Work Program. The forecast did not estimate revenue from other sources (i.e., local government/authority taxes, fees, and bond proceeds; private sector participation; and innovative finance sources). Estimates of state revenue sources were based on estimates prepared by the State Revenue Estimating Conference in August 2012 for state fiscal years 2014 through 2021. Estimates of federal revenue sources were based on the Department's Federal Aid Forecast for the same fiscal years. Assumptions about revenue growth were as follows:

Revenue Sources	Years	Assumptions
State Fuel Taxes	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 2.54% increase in 2022, gradually decreasing to 0.55% in 2040
State Tourism-Driven Sources (Rental Car Surcharge, Aviation Fuel Tax)	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 3.04% increase in 2022, gradually decreasing to 2.86% in 2040
State Vehicle-Related Taxes (Vehicle License, Initial Registration, and Incremental Title fees)	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 2.28% increase in 2022, gradually decreasing to 1.71% in 2040
Documentary Stamps Taxes	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	$348.5 million annually
Federal Distributions (Total Obligating Authority)	2014-2021	FDOT Federal Aid Forecast
	2022-2040	Annual 0.0% increase through 2040
Turnpike	2014-2022	Existing and programmed projects, cap on outstanding debt, and planned toll increases on expansion projects

A summary of the forecast of state, federal and Turnpike revenues is shown in Table 1. The *2040 Revenue Forecast Handbook* contains inflation factors that can be used to adjust project costs expressed in "present day cost" to "year of expenditure" dollars.

Table 1
Forecast of Revenues
2040 Revenue Forecast (Millions of Dollars)

Major Revenue Sources	Time Period 2014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	27-Year Total[2] 2014-2040
Federal	5,113	9,542	9,687	9,719	19,328	53,389
	31%	27%	26%	24%	22%	25%
State	9,711	22,243	25,084	27,616	60,776	145,430
	59%	64%	67%	69%	70%	67%
Turnpike	1,680	3,044	2,745	2,931	6,610	17,011
	10%	9%	7%	7%	8%	8%
Total[2]	**16,505**	**34,829**	**37,516**	**40,266**	**86,715**	**215,830**

[1] Based on the FDOT Tentative Work Program for 2014 through 2018.
[2] Columns and rows sometimes do not equal the totals due to rounding.

Estimates for State Programs

Long range revenue forecasts assist in determining which needed transportation improvements are financially feasible and in identifying funding priorities. As directed by FDOT policy, the Department places primary emphasis on safety and preservation by first providing adequate funding in the Revenue Forecast to meet established goals and objectives in these important areas. Remaining funding has been planned for new or expanded statewide, metropolitan/regional, and local facilities and services (i.e., capacity programs). As Florida moves toward the middle of the 21st Century, safety and preservation continue to be emphasized.

The 2040 Revenue Forecast includes the program funding levels contained in the July 1, 2013 Adopted Work Program for 2014 through 2018. The forecast of funding levels for FDOT programs for 2019-2040 was developed based on the Program and Resource Plan (PRP) for fiscal years 2013-2022. The remainder of this Appendix provides forecast information for "Capacity," "Non-Capacity," and "Other" state programs. The information is consistent with "Financial Guidelines for MPO Long Range Plans" adopted by the Metropolitan Planning Organization Advisory Council in January 2013.

Capacity Programs

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (e.g., highways, transit). Table 2 includes a brief description of each major capacity program and the linkage to the program categories used in the PRP.

TABLE 2
Major Capacity Programs Included in the 2040 Revenue Forecast
and Corresponding Program Categories in the Program and Resource Plan (PRP)

2040 Revenue Forecast Programs	PRP Program Categories
SIS Highways Construction & ROW - Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).	Interstate Construction Turnpike Construction Other SIS Construction SIS Traffic Operations SIS Right of Way SIS Advance Corridor Acquisition
Other Arterial Construction/ROW - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for the Economic Development Program, the County Incentive Grant Program, the Small County Road Assistance Program, and the Small County Outreach Program.	Arterial Traffic Operations Construction County Transportation Programs Economic Development Other Arterial & Bridge Right of Way Other Arterial Advance Corridor Acquisition
Aviation - Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.	Airport Improvement Land Acquisition Planning Discretionary Capacity Improvements
Transit - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.	Transit Systems Transportation Disadvantaged – Department Transportation Disadvantaged – Commission Other; Block Grants; New Starts Transit
Rail - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.	High Speed Rail Passenger Service Rail/Highway Crossings Rail Capacity Improvement/Rehabilitation
Intermodal Access - Improving access to intermodal facilities, airports and seaports; associated rights of way acquisition.	Intermodal Access
Seaport Development - Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.	Seaport Development
Documentary Stamps Funds – Improving intermodal facilities and acquisition of associated rights of way.	Documentary Stamps Funds not in Adopted Work Programs by July 1, 2013.

Statewide Forecast for Capacity Programs

Table 3 identifies the statewide estimates for capacity programs in the 2040 Revenue Forecast. About $216 billion is forecast for the entire state transportation program from 2014 through 2040; about $103 billion (48%) is forecast for capacity programs.

Table 3
Statewide Capacity Program Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Major Programs	5-Year Period (Fiscal Years)					27-Year Total[2]
	2014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	2014-2040
SIS Highways Construction & ROW	4,879	7,747	7,738	8,509	17,726	46,599
Other Arterials Construction & ROW	2,264	4,371	4,264	4,076	8,766	23,740
Aviation	333	853	819	911	1,981	4,896
Transit	855	1,883	1,942	2,041	4,280	11,001
Rail	500	865	729	807	1,745	4,647
Intermodal Access	83	153	182	199	430	1,043
Seaports	383	395	496	553	1,205	3,031
Documentary Stamps Funds[3]	0	639	1,791	1,791	3,582	7,803
Total Capacity Programs	**9,297**	**16,905**	**17,961**	**18,888**	**39,715**	**102,761**
Statewide Total Forecast	**16,505**	**34,829**	**37,516**	**40,266**	**86,715**	**215,830**

[1] Based on the FDOT Tentative Work Program for 2014 through 2018.
[2] Columns and rows sometimes do not equal the totals due to rounding.
[3] Documentary Stamps funds not programmed in FDOT Work Programs as of July 1, 2013.

Metropolitan Forecast for Capacity Programs

As the first step in preparing metropolitan estimates, the Department prepared district and metropolitan estimates for the capacity programs from the statewide forecast consistent with provisions in state and federal law. Pursuant to federal law, transportation management area (TMA) funds and certain Transportation Alternatives (TALU) funds were distributed based on 2010 population. District estimates for certain Transportation Alternatives (TA) funds and the following programs were developed using the current statutory formula[2]: other arterials construction/right-of-way (net of TMA and TA funds); ; and the transit program.

Estimates for SIS Construction and ROW were based on the SIS Long Range Cost Feasible Plan, 2013 Edition. Because of the evolving nature of the SIS, estimates for the Rail, Aviation, Seaports and Intermodal Access programs will not be available until a SIS Cost Feasible Plan for all SIS modes is completed.

[2] The statutory formula is based on 50% population and 50% motor fuel tax collections.

FDOT districts developed metropolitan estimates consistent with district shares of the statewide forecast, adjusted as needed to account for issues such as metropolitan area boundaries (e.g., differences between metropolitan area boundaries and county boundaries). The estimates for this metropolitan area are included in Table 4. Table 4a contains estimates of TMA funds.

Table 4
Metropolitan Area Capacity Program Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Estimates for Collier County Metropolitan Area

Capacity Programs*	5-Year Period (Fiscal Years)				22-Year Total
	2019-2020	2021-25	2026-30	2031-40	2019-2040
SIS Highways Construction & ROW	N/A	N/A	N/A	N/A	N/A
Other Arterials Construction & ROW	$24.9	$55.6	$52.6	$115.1	$248.2
Transit	$12.1	$31.3	$32.9	$68.9	$145.2
Aviation	N/A	N/A	N/A	N/A	N/A
Rail	N/A	N/A	N/A	N/A	N/A
Seaports	N/A	N/A	N/A	N/A	N/A
Intermodal Access	N/A	N/A	N/A	N/A	N/A
Total Capacity Programs	**$37.0**	**$86.9**	**$85.5**	**$184.0**	**$393.4**

* Notes:

- Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
- No metropolitan estimates for Aviation, Rail, Seaport Development and Intermodal Access programs for years beyond 2018 have been developed.
- Sources for SIS Highways Construction & ROW: SIS Approved 2nd 5-Year Plan, 2040 SIS Cost Feasible Plan. http://www.dot.state.fl.us/planning/revenueforecast/ (copy and paste in browser)

Table 4a
Transportation Management Area (TMA) Funds Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Collier County Metropolitan Area	5-Year Period (Fiscal Years)				22-Year Total[2]
	2019-20[1]	2021-25	2026-30	2031-40	2019-2040
TMA Funds	**$8.4**	**$20.9**	**$20.9**	**$41.9**	**$92.1**

[1] Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
[2] Rows sometimes do not equal the totals due to rounding.

Annually, up to $541.75 million may be appropriated from proceeds from the Documentary Stamp Tax[3] for several major state transportation programs. These funds are distributed – according to formulas defined in state law – to the SIS, the Transportation Regional Incentive Program (TRIP), the New Starts Transit Program, and the Small County Outreach Program. The

[3] Documentary Stamp Tax proceeds for transportation declined substantially with the collapse of the housing market and have since gradually increased. The 2040 Revenue Forecast assumes that proceeds for transportation programs will gradually increase and level off at approximately $350 million each year.

2040 Revenue Forecast contains estimates of Documentary Stamp Tax funds not included in the 2014-2018 Adopted Work Program. Because some MPOs may desire to include projects partially funded by the TRIP and/or New Starts programs in their long range plans as "illustrative projects," the Department provided separate estimates of these funds. Estimates of TRIP funds are in Table 5. Statewide estimates of New Starts Funds are in Table 6.

Table 5
Districtwide Transportation Regional Incentive Program Estimates
State Funds from the 2040 Revenue Forecast (Millions of Dollars)

FDOT District	5-Year Period (Fiscal Years)				22-Year Total[2]
	2019-20[1]	2021-25	2026-30	2031-40	2019-2040
District 1	0.9	6.7	6.7	13.4	27.8
District 2	0.7	5.4	5.4	10.8	22.4
District 3	0.5	3.7	3.7	7.4	15.3
District 4	1.2	9.1	9.1	18.1	37.5
District 5	1.4	10.0	10.0	20.1	41.5
District 6	0.8	6.2	6.2	12.5	25.8
District 7	1.0	7.3	7.3	14.6	30.3
Statewide Total Forecast	**6.6**	**48.5**	**48.5**	**97.0**	**200.6**

[1] Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
[2] Columns and rows sometimes do not equal the totals due to rounding.

Table 6
Statewide New Starts Program Estimates
State Funds from the 2040 Revenue Forecast (Millions of Dollars)

Statewide Program	5-Year Period (Fiscal Years)				22-Year Total[2]
	2019-20[1]	2021-25	2026-30	2031-40	2019-2040
Statewide Total Forecast	**63.3**	**174.3**	**174.3**	**348.5**	**760.3**

[1] Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
[2] Rows sometimes do not equal the totals due to rounding.

MAP-21 created funding for Transportation Alternatives projects and established allocations for certain 2010 Census population categories. Categories impacting MPOs include (1) funds for Transportation Management Areas (TALU funds); (2) funds for areas with populations greater than 5,000 up to 200,000 (TALL funds), and (3) funds for any area of the state (TALT funds). Estimates of Transportation Alternatives Funds are shown in Table 7.

Table 7
Transportation Alternatives Funds[1] Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Collier County Metropolitan Area	5-Year Period (Fiscal Years)				22-Year Total[3]
	2019-20[1]	2021-25	2026-30	2031-40	2019-2040
TALU (Urban); Funds for TMA[2]	$0.8	$2.1	$2.1	$4.2	$9.2
TALL (<200,000 Population)[2]; Districtwide Funds	N/A	N/A	N/A	N/A	N/A
TALT (Any Area); Districtwide Funds	$6.9	$17.3	$17.3	$34.6	$76.1

[1] Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
[2] "TALU" funds are for projects in Transportation Management Areas; "TALL" funds are for projects that are not in Transportation Management Areas.
[3] Rows sometimes do not equal the totals due to rounding.

Non-Capacity Programs

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. Table 8 includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

Metropolitan estimates have not been developed for these programs. Instead, the FDOT has included sufficient funding in the 2040 Revenue Forecast to meet the following statewide objectives and policies:

- **Resurfacing program:** Ensure that 80% of state highway system pavement meets Department standards;
- **Bridge program:** Ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe;
- **Operations and maintenance program:** Achieve 100% of acceptable maintenance condition standard on the state highway system;
- **Product Support:** Reserve funds for Product Support required to construct improvements (funded with the forecast's capacity funds) in each district and metropolitan area; and
- **Administration:** Administer the state transportation program.

The Department has reserved funds in the 2040 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each district and metropolitan area. Table 9 identifies the statewide estimates for non-capacity programs. About $106 billion (49% of total revenues) is forecast for the non-capacity programs.

Table 10 contains districtwide estimates for State Highway System Operations and Maintenance expenditures for information purposes. These estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration Division Office regarding the reporting of estimates of Operations and Maintenance costs for the State Highway System at the district level in MPO long range plans.

TABLE 8
Major Non-Capacity Programs Included in the 2040 Revenue Forecast and Corresponding Program Categories in the Program and Resource Plan (PRP)

2040 Revenue Forecast Programs	PRP Program Categories
Safety - Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.	Highway Safety Grants
Resurfacing - Resurfacing of pavements on the State Highway System and local roads as provided by state law.	Interstate Arterial and Freeway Off-System Turnpike
Bridge - Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).	Repair - On System Replace - On System Local Bridge Replacement Turnpike
Product Support - Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).	Preliminary Engineering Construction Engineering Inspection Right of Way Support Environmental Mitigation Materials & Research Planning & Environment Public Transportation Operations
Operations & Maintenance - Activities to support and maintain transportation infrastructure once it is constructed and in place.	Operations & Maintenance Traffic Engineering & Operations Toll Operations Motor Carrier Compliance
Administration - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards).	Administration Fixed Capital Outlay Office Information Systems

Table 9
Statewide Non-Capacity Program Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Major Programs	5-Year Period (Fiscal Years)					27-Year Total[2]
	20014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	2014-2040
Safety	245	631	625	626	1,252	3,378
Resurfacing	1,211	3,593	3,649	3,900	8,071	20,425
Bridge	529	1,593	1,373	1,452	3,044	7,991
Product Support	2,527	4,913	5,932	6,479	14,239	34,089
Operations and Maintenance	2,033	5,228	5,607	6,295	14,470	33,633
Administration	299	855	1,037	1,153	2,672	6,016
Total Non-Capacity Programs	**6,844**	**16,813**	**18,224**	**19,904**	**43,748**	**105,532**
Other[3]	364	1,111	1,330	1,474	3,252	7,531
Statewide Total Forecast	**16,505**	**34,829**	**37,516**	**40,266**	**86,715**	**215,830**

[1] Based on the FDOT Adopted Work Program for 2014 through 2018.
[2] Columns and rows sometimes do not equal the totals due to rounding.
[3] "Other" is primarily for debt service.

Table 10
State Highway System Operations and Maintenance Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Major Programs	5-Year Period (Fiscal Years)					27-Year Total[2]
	20014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	2014-2040
District 1	543	1,499	1,530	1,676	3,683	8,931
District 2	718	1,982	2,023	2,216	4,869	11,807
District 3	582	1,607	1,640	1,798	3,949	9,576
District 4	556	1,534	1,566	1,716	3,769	9,141
District 5	720	1,987	2,029	2,223	4,883	11,841
District 6	263	725	740	811	1,781	4,318
District 7	391	1,080	1,102	1,208	2,653	6,434
Statewide Total Forecast	**3,773**	**10,414**	**10,630**	**11,647**	**25,586**	**62,049**

Note: Includes Resurfacing, Bridge, and Operations & Maintenance Programs.

[1] Based on the FDOT Adopted Work Program for 2014 through 2018.
[2] Columns and rows sometimes do not equal the totals due to rounding.

Other

The Department is responsible for certain expenditures not included in major programs discussed above. Primarily, these expenditures are for debt service and, where appropriate, reimbursements to local governments. Approximately $7.5 billion (3.5% of total revenues) is forecast for these expenditures. These funds are not available for statewide or metropolitan system plans.

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Appendix B

2040 Needs Assessment with Cost Feasible Plan Selection Criteria

2040 Needs Assessment with Project Selection Criteria

														1.0		1.0		2.0		1.0		1.0		0.5	Benefit Points			
	Facility	Limit From	Limit To	Final Proposed Improvement - 2035 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	Evacuation Route	Weighted Value	Previous Score	Reduce Congestion	Weighted Value	Wetland Impact	Weighted Value	Species Impact	Weighted Value	Freight Route	Weighted Value	Un-Weighted	Weighted	$M/lane-mile	BP/$/lane-mile
2	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	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	Critical Needs Intersection	I-75 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	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	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	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	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	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	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	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
13	Vanderbilt Beach Road	8th Street	Desoto Boulevard	New 4 lane Divided Arterial from 8st Street to Desoto Blvd	4.7	CST	X	$35,000,000	$63,497,675		$24,088,675	$4,409,000	5	5		5	5		5	10	-3	-3	-3	-3	0	0	9	14	$3.38	4.15
14	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 8th Street	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	US41 (SR-90) (Tamiami Trail East)	Greenway Road	6 L 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	Randall Boulevard /Oil Well Road Study Area	Future Study Area	Future Study Area	Future Study Area	3.4								2	2		5	5		5	10	-1	-1	-3	-3	0	0	8	13	$0.00	#DIV/0!
17	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	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	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	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	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	Critical Needs Intersection	I-75 (SR-93) and 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	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	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	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	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	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	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
30	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	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	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	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	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
35	SR 82	SR 29	Collier/Hendry County Line	Expand from 2-Lane Undivided to 6-Lane Divided Arterial	7.0					$63,214,837	$0	$1,145,000	0	0		5	5		1	2	0	0	-3	-3	5	3	8	7	$2.80	2.32
36	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	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	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	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	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	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	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
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	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	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	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	-5	-5	5	3	5	3	$6.15	0.41
47	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector	2.1				$20,288,180		$1,219,680	$641,000	0	0		5	5		0	0	-3	-3	0	0	0	0	2	2	$4.83	0.41
48	Green Boulevard	Santa Barbara/ Logan Boulevard	Sunshine Boulevard	Expand from 2-Lane Undivided to 4-Lane Divided Collector	1.0				$9,355,800		$580,800	$0	2	2		0	0		0	0	0	0	0	0	0	0	2	2	$4.68	0.43
49	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

														1.0		1.0		2.0		1.0		1.0		0.5	Benefit Points			
	Facility	Limit From	Limit To	Final Proposed Improvement - 2035 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	Evacuation Route	Weighted Value	Previous Score	Reduce Congestion	Weighted Value	Wetland Impact	Weighted Value	Species Impact	Weighted Value	Freight Route	Weighted Value	Un-Weighted	Weighted	$M/lane-mile	BP/$/lane-mile
50	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	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	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	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	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	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	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
57	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	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	SR 29	I-75 (SR-93)	Oil Well Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	10.2					$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
64	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	Randall Boulevard /Oil Well Road Study Area	Future Study Area	Future Study Area	Future Study Area	3.1								0	0		0	0		0	0	-2	-2	-3	-3	0	0	-5	-5	$0.00	#DIV/0!
66	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	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	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	-1.519775
72	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
73	Little League Road Extension	SR-82	Westclox Street	New 2-Lane Road	3.7				$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
	CMS/ITS, Bridge Program Improvements, and Pathways Priorities																												
80	US 41 at Immokalee Road			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-Pulling Road at Pine Ridge Road			CMS - Intersection Improvements				$1,000,000	$1,000,000																				
83	Livingston Road at Immokalee Road			CMS - Intersection Improvements				$1,000,000	$1,000,000																				
84	Livingston Road at Pine Ridge Road			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 Imprvements from Comprehensive Pathwyas Plan				$41,248,000	$41,248,000																				
NA	Pedestrian Priorities			Pathways Imprvements from Comprehensive Pathwyas Plan				$65,818,000	$65,818,000																				
NA	Bridges			Golden Gate Estates (9 new Bridges per East of 951 Bridge Study)				$27,000,000	$27,000,000																				
								$565,659,418	**$1,625,282,641**	**$757,608,280**																			

Indicates Projects Recommended for the Cost Feasible Plan

$565,659,418	**$788,489,907**

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

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Appendix C

Year of Expenditure (YOE) Detail Costing Summary

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Amended September 9, 2016 by MPO Board per FDOT request

Proposed Amendment to LRTP - Cost Feasible Plan

Added Project Shown in Red

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	
	SR 82	**Gator Slough Lane**	**SR 29**			**2-Lane Roadway to 4 Lanes**				**$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	
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	
16	Randall Boulevard	8th Street	Oil Well Road/Everglades	2	6	4 lane divided to 6 lane divided (includes corridor study to determine preferred alignment)	$25.50										$0.00	$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
13	Vanderbilt Beach Road Ext	8th Street	Desoto	0	4.7	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	
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	$264.32	$68.97	$70.83	$151.43	$21.17	$244.70	$360.62	$1,183.93	$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	**$100.42**	$100.42	$0.00	**$0.00**	$0.00	$0.00	**$9.82**	$9.82	$0.00	**$0.00**	**$110.24**
County	**$106.82**	$108.26	-$1.44	**$201.66**	$212.50	-$10.84	**$430.84**	$414.74	$16.10	**$3.83**	**$739.32**
											$1,166.14

Notes: Design phases funded by OA not included in totals

#56 and #29 are only partial ROW & Mitigation costs

Florida Department of Transportation

RICK SCOTT
GOVERNOR

801 N Broadway Ave
Bartow FL 33830

JIM BOXHOLD
SECRETARY

August 10, 2016

Ms. Anne McLaughlin, Executive Director
Collier County Metropolitan Planning Organization
2885 South Horseshoe Dr.
Naples, FL 34104

RE: Request for Amendment to the Collier MPO's 2040 Long Range Transportation Plan

Dear Ms. McLaughlin:

This letter is to formally request the Collier MPO amend its 2040 Long Range Transportation Plan to address the following:

FPN 430849-1: SR 82 from Gator Slough Lane to SR 29- Construction.

- In order for the Department to produce this project and receive LDCA through FHWA, the Collier MPO will need to add the project to their 2040 LRTP Cost Feasible Plan. The cost estimates and proposed fiscal year funding listed below are based on the Second Five Year 2016 SIS Plans (see attachment).

Project Description	Phase Group	Amount	Fiscal Year	Funding Source
SR 82 from Gator Slough Lane to SR 29	CST	$ 27,794,000	2023	SIS
	CST	$ 500,000	2023	LOC

- This project also needs to be included in the LRTP's existing and committed table, Table 4-1 on page 4-2. The ROW funding for this project is programmed for 2017 and 2018, as reflected in the MPO's FY 2016-2017 to 2020-2021 TIP.

- Although this project will widen this segment of SR 82 from two to four lanes, the project will be built to accommodate six lanes in the future. The LRTP should still reflect the four to six lane improvement as a future need.

- This project is shown in the LRTP's needs assessment section as SR 82 from SR 29 to Collier/Hendry County Line. Please update the project description/limits in the LRTP to SR 82 from Gator Slough Lane to SR 29.

- The LRTP thresholds provided by Policy Planning/FHWA set the minimum requirements for achieving NEPA approval as follows:

    A. The project must be described within the LRTP. The description, at a minimum, must include roadway identification, termini, implementation time frame and full project cost.
    B. Ideally, all phases of the project will be funded in the LRTP CFP.
    C. At least one subsequent phase of the entire project must be in the LRTP CFP. If the next phase for the entire project is not in the CFP, then at least one segment of the project must be fully funded in the CFP through construction.
    D. The information that is then displayed in the TIP/STIP would depend on the timing of the programming for the next phase of the project implementation.

Please let me know if you need additional information.

Sincerely,

Bessie Reina
Community Liaison

BHR:br
Attachments (1)

cc: Chris Smith, FDOT
Laura Lockwood, FDOT
Marlon Bizerra, FDOT

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Appendix D

2040 LRTP Update Map Series

Collier 2040 LRTP Map Series

HIGHWAY AND TRANSIT MAPS

- EXISTING PLUS COMMITTED (E+C) NETWORK
- 2040 DRAFT NEEDS ASSESSMENT
- 2040 DRAFT NEEDS ASSESSMENT – WETLANDS
- 2040 DRAFT NEEDS ASSESSMENT / PANTHER HABITAT
- 2040 NEEDS NETWORK NUMBER OF LANES
- 2040 DRAFT COST FEASIBLE NETWORK
- 2040 TRANSIT NEEDS PLAN ALTERNATIVES
- 2040 TRANSIT COST AFFORDABLE PLAN
- REGIONAL TRANSPORTATION NETWORK
- REGIONAL TRANSPORTATION NETWORK – PATHWAYS COMPONENT
- FREIGHT NETWORK
- ANNUAL AVERAGE DAILY TRUCK TRAFFIC (PERCENT)
- ANNUAL AVERAGE DAILY TRUCK TRAFFIC (VOLUME)
- HURRICANE EVACUATION ROUTES
- BYCYCLE PRIORITY NEEDS
- PEDESTRIAN PRIORITY NEEDS

CRASH MAPS

- TOTAL PEDESTRIAN CRASHES 2013 + 2014
- TOTAL BICYCLE CRASHES 2013 + 2014
- TOTAL FATAL CRASHES 2013 + 2014
- TOTAL CRASHES 2013 + 2014

SOCIOECONOMIC MAPS

- ATTRACTIVENESS – MPO BOARD VISION [EMPLOYMENT]
- ATTRACTIVENESS – MPO BOARD VISION [RESIDENTIAL]
- 2040 – ADDITIONAL DWELLING UNITS
- 2040 – ADDITIONAL DWELLING
- 2010 - TOTAL EMPLOYMENT
- 2040 - TOTAL EMPLOYMENT
- 2010 - TOTAL POPULATION
- 2040 - TOTAL POPULATION
- 2040 – ADDITIONAL SCHOOL ENROLLMENT
- 2040 – ADDITIONAL HOTEL/MOTEL UNITS

E+C NUMBER OF LANES

COLLIER COUNTY LRTP 2040

2040 LONG RANGE TRANSPORTATION PLAN
COLLIER MPO

SEE INSET

SEE INSET

IMMOKALEE INSET

NAPLES INSET

Bridge
Intersection Improvement

Number of lanes

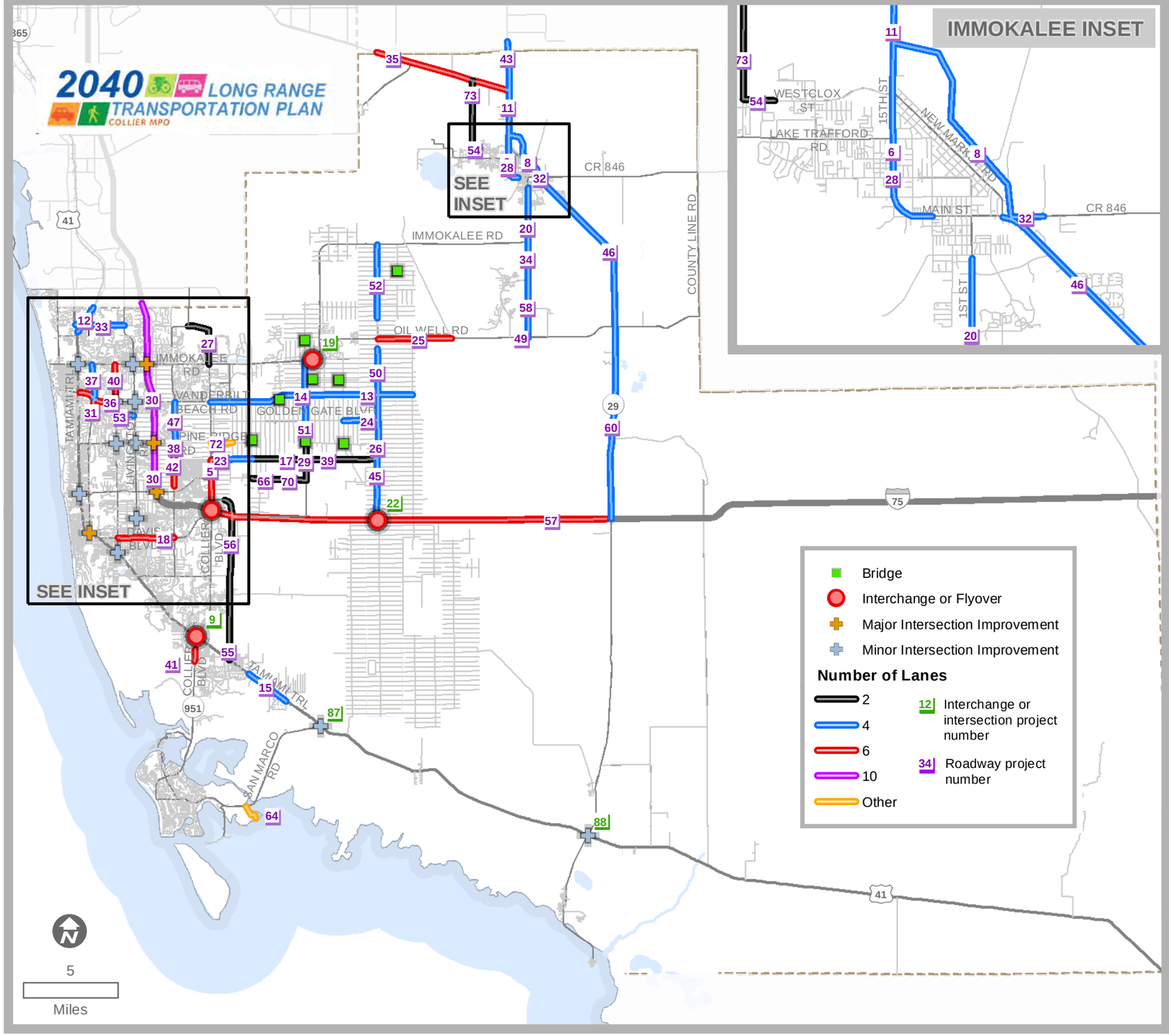
2
4
6
8
Committed

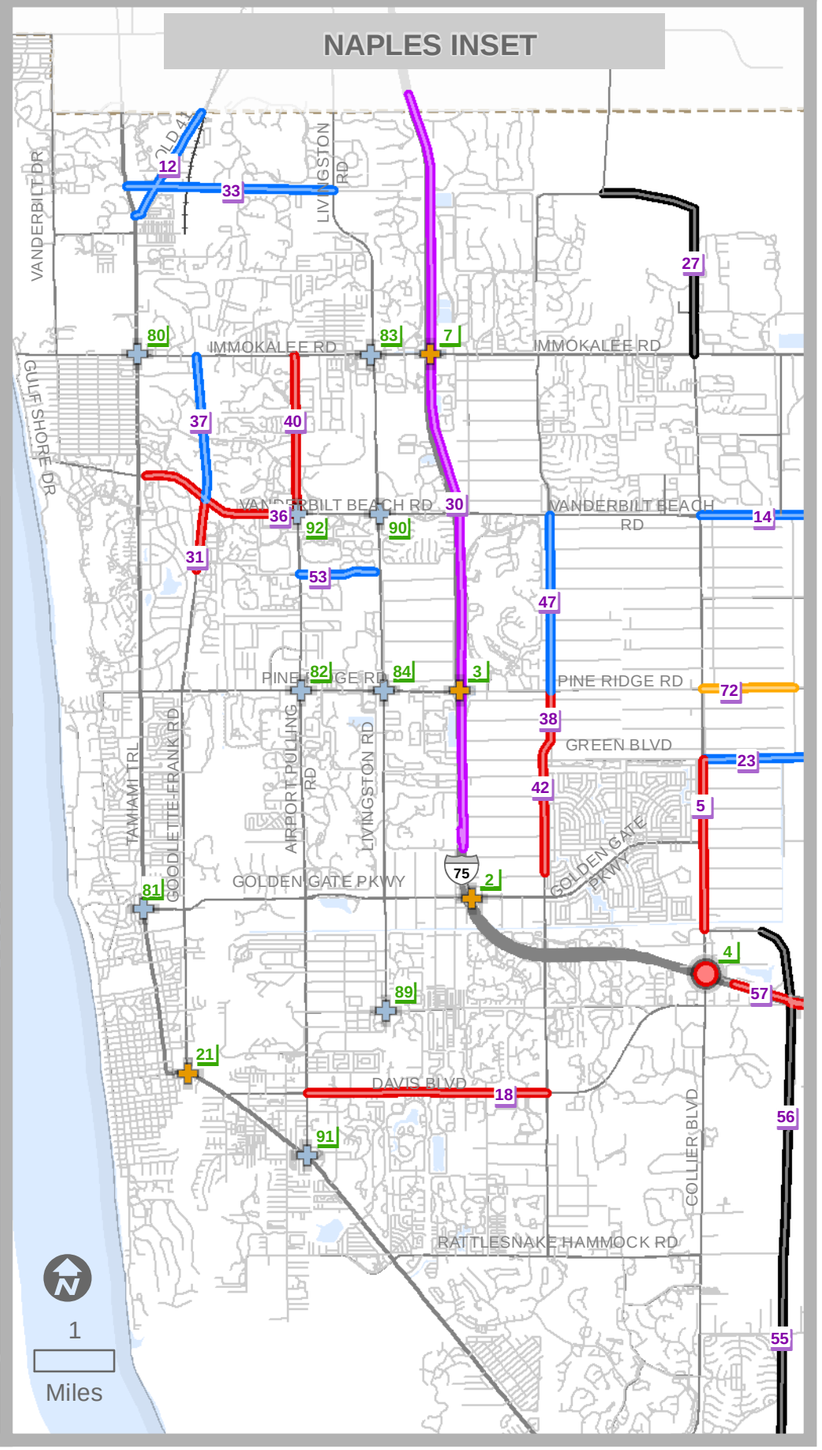
5
Miles

1
Miles

2040 DRAFT NEEDS ASSESSMENT PROJECTS

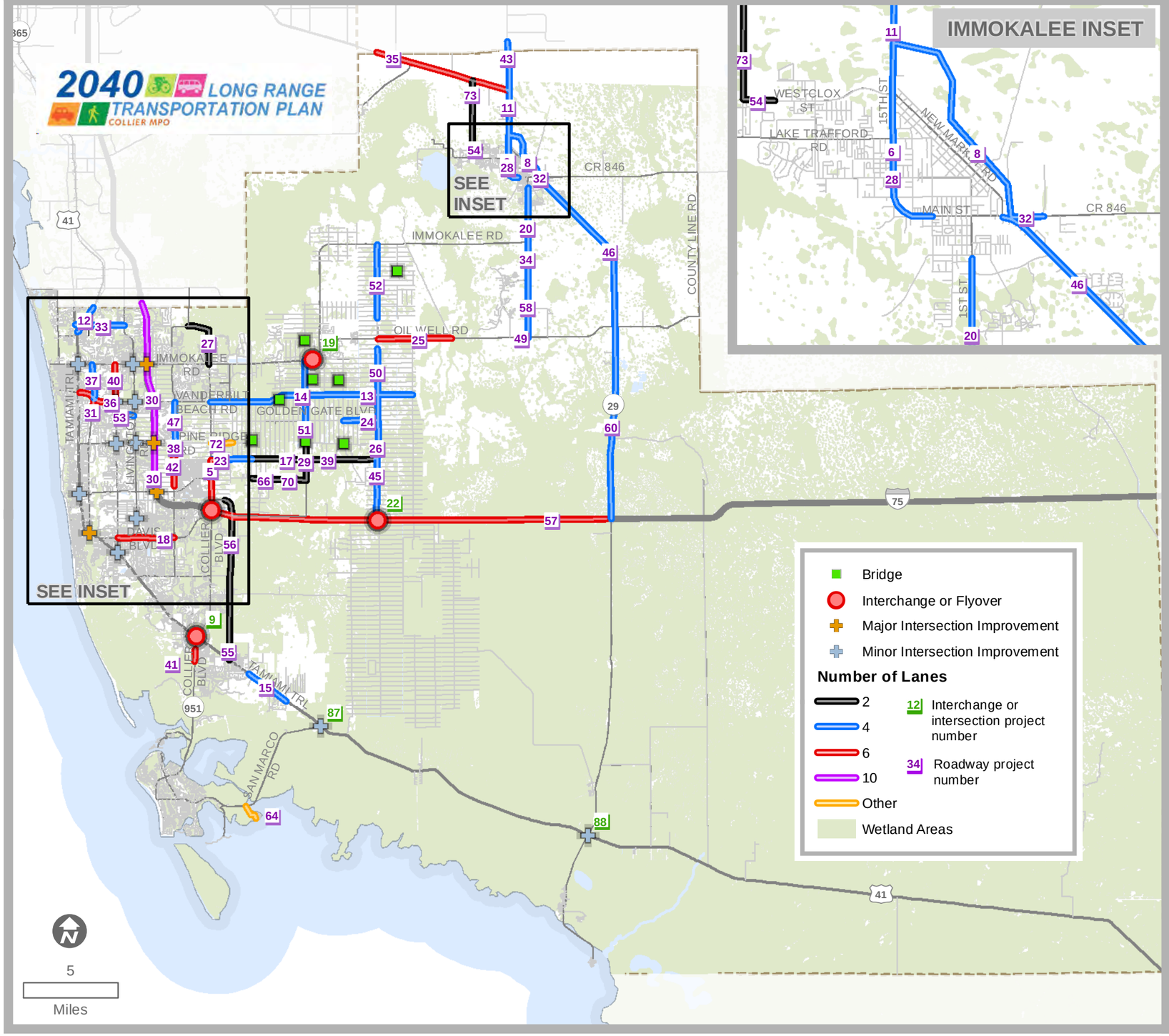
COLLIER COUNTY LRTP 2040

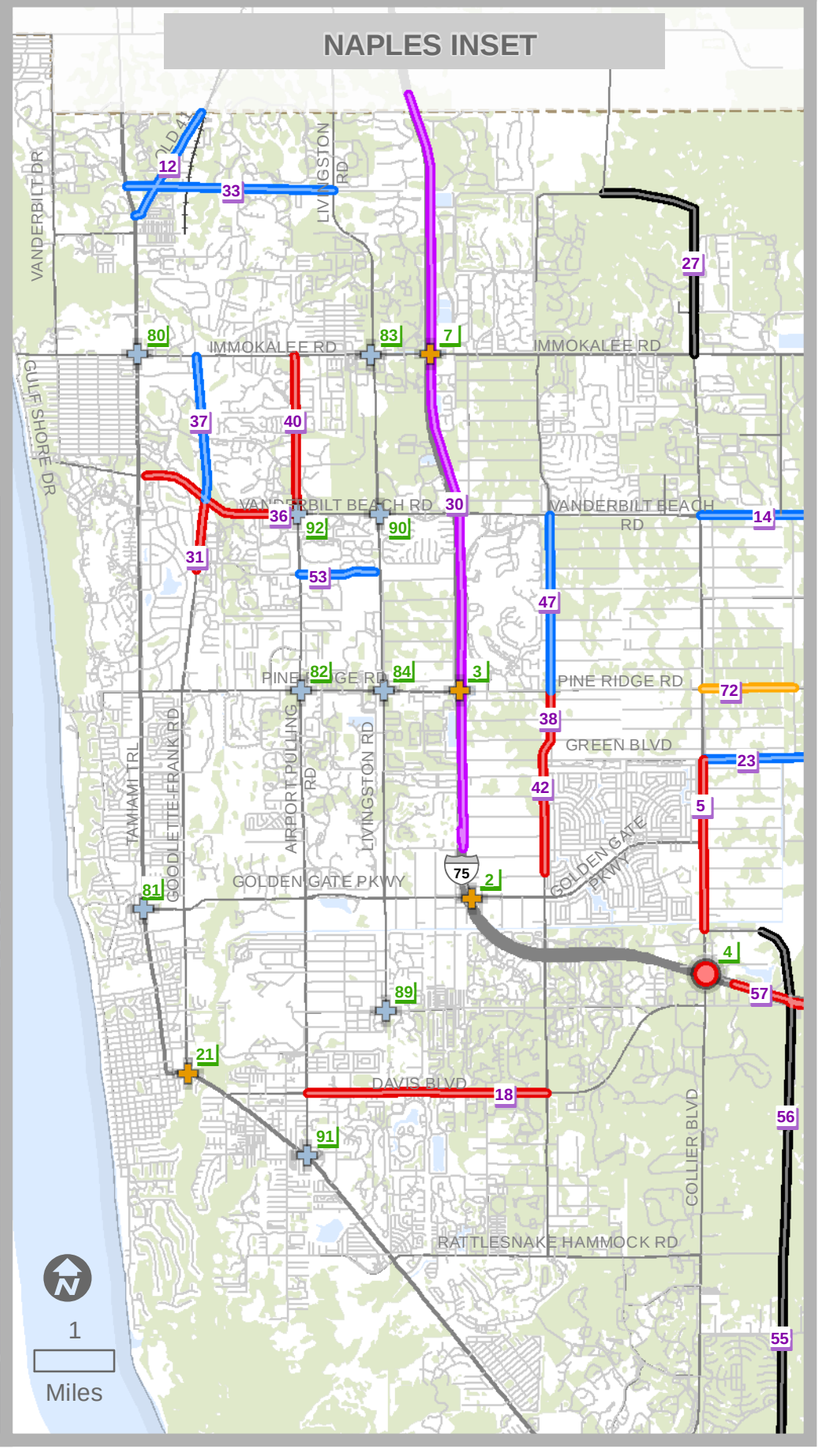




2040 DRAFT NEEDS Assessment PROJECTS

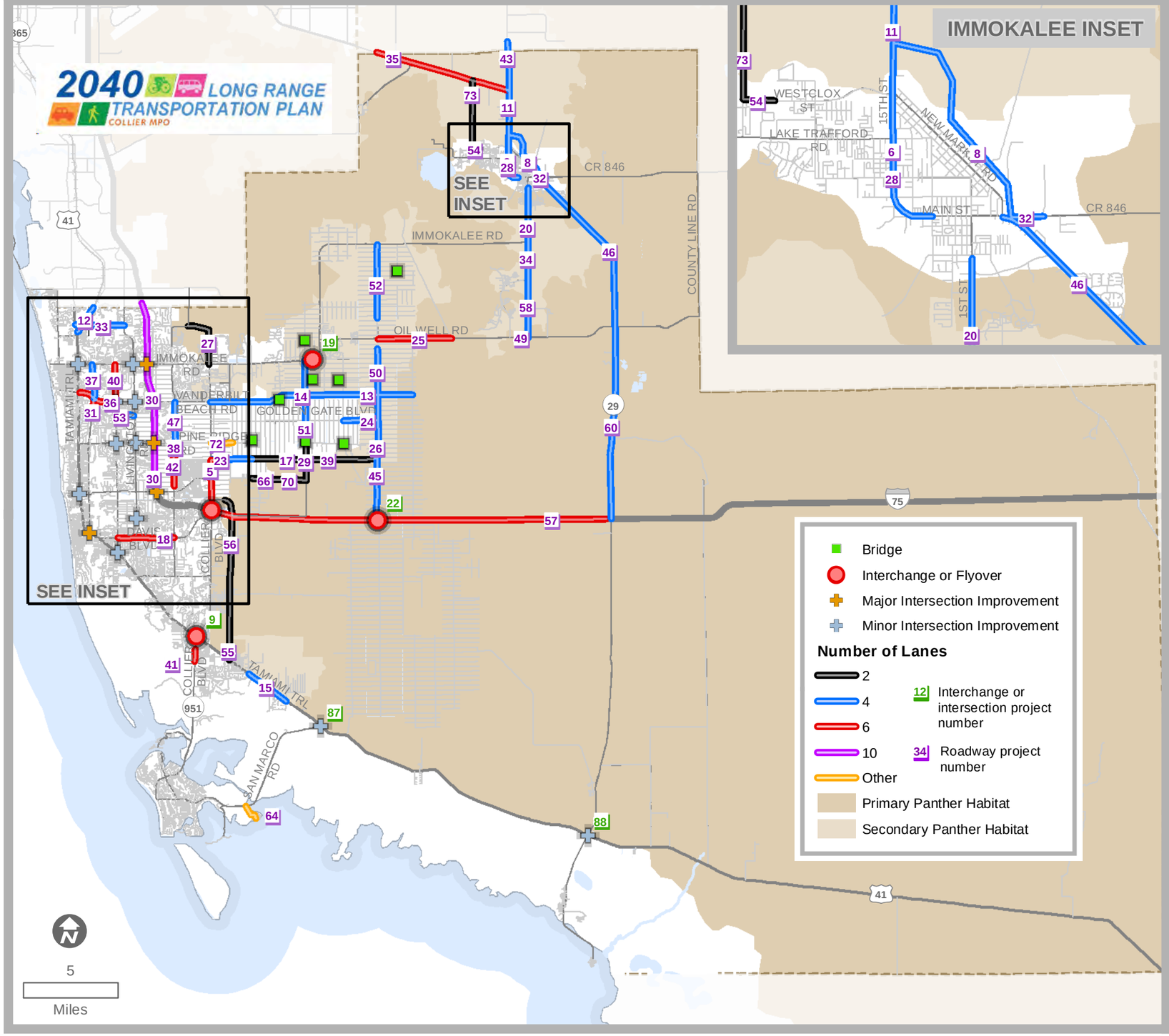
COLLIER COUNTY LRTP 2040

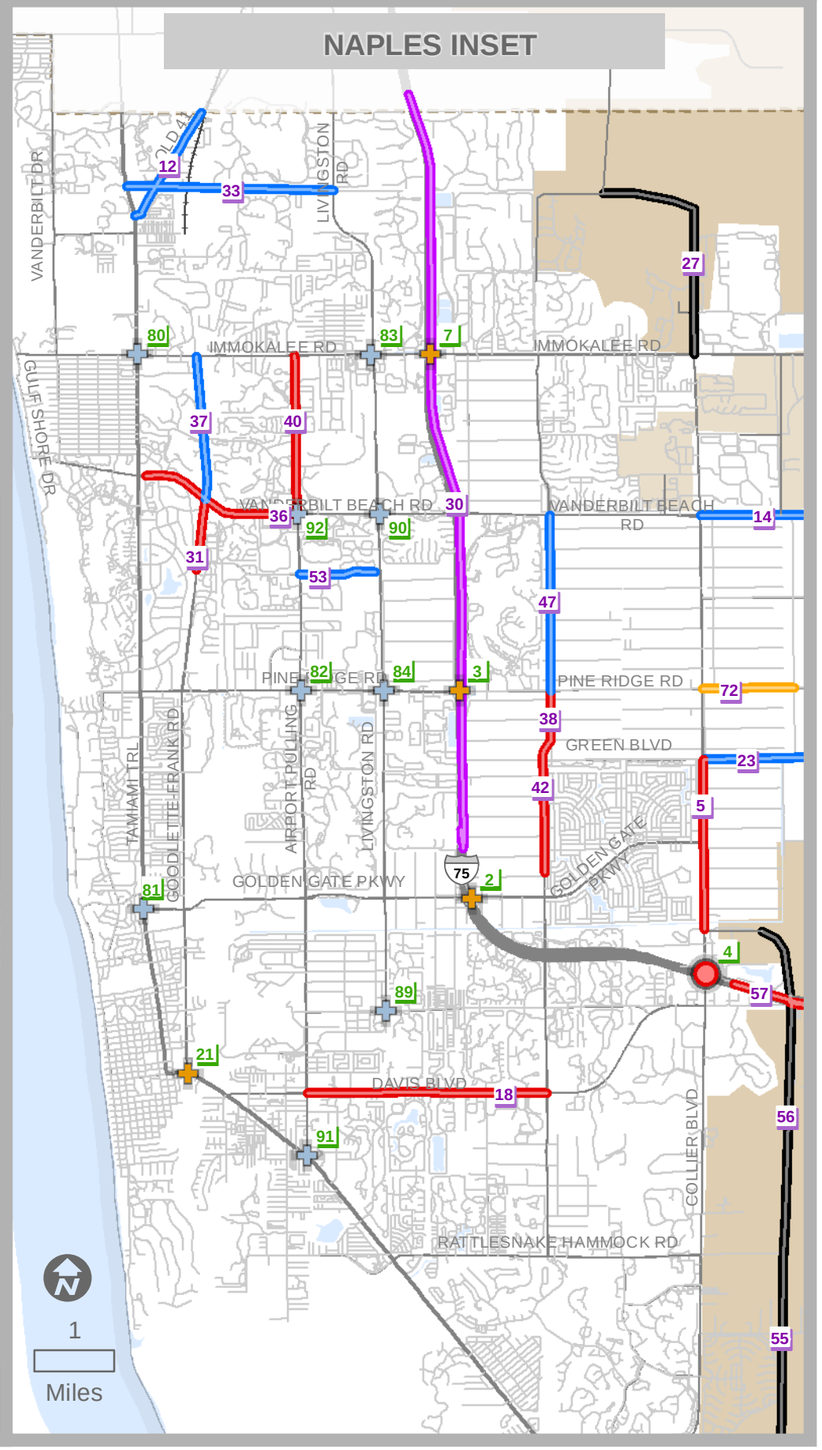




2040 DRAFT NEEDS ASSESSMENT PROJECTS

COLLIER COUNTY LRTP 2040





2040 NEEDS NETWORK NUMBER OF LANES

COLLIER COUNTY LRTP 2040

2040 LONG RANGE TRANSPORTATION PLAN
COLLIER MPO

SEE INSET

SEE INSET

IMMOKALEE INSET

NAPLES INSET

Number of Lanes
- Ramp
- 2
- 3
- 4
- 6
- 8
- 10

5
Miles

1
Miles

2040 COST FEASIBLE NETWORK

COLLIER COUNTY LRTP 2040

2040 LONG RANGE TRANSPORTATION PLAN
COLLIER MPO

SEE INSET

SEE INSET

IMMOKALEE INSET

NAPLES INSET

CR 846
IMMOKALEE RD
OIL WELL RD
COUNTY LINE RD
IMMOKALEE RD
VANDERBILT BEACH RD
GOLDEN GATE BLVD
PINE RIDGE RD
LIVINGSTON RD
TAMIAMI TRL
DAVIS BLVD
COLLIER BLVD
SAN MARCO RD
WESTCLOX ST
LAKE TRAFFORD RD
15TH ST
NEW MARKET RD
MAIN ST
1ST ST
VANDERBILT DR
OLD 41
GULF SHORE DR
GREEN BLVD
AIRPORT PULLING RD
GOODLETTE-FRANK RD
GOLDEN GATE PKWY
RATTLESNAKE HAMMOCK RD

Study Area

Improvement Type

- Bridge
- Interchange or Flyover
- Major Intersection Improvement
- Minor Intersection Improvement

Imrovements

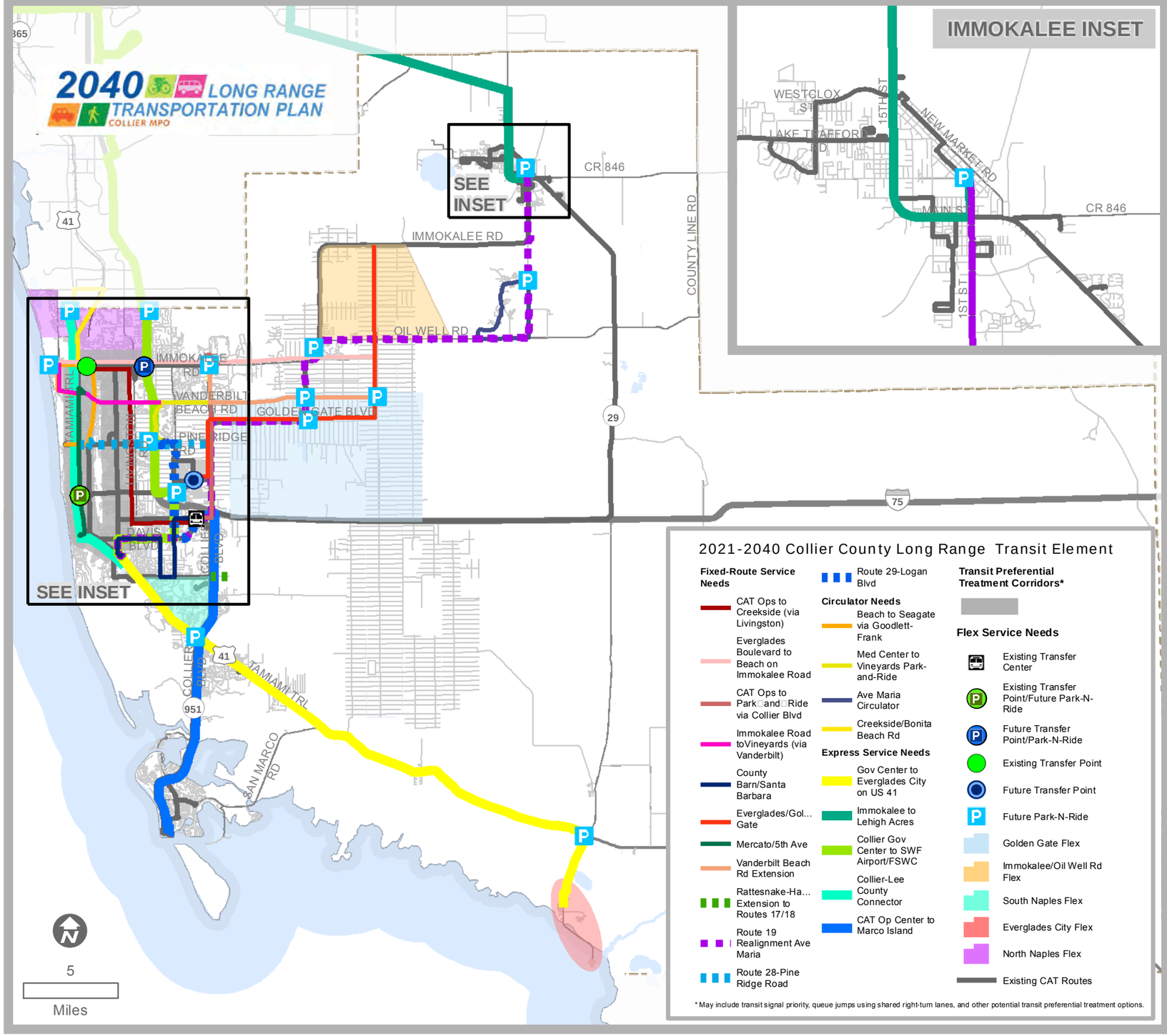
- Fully Funded Through Construction
- Not Fully Funded Through Construction
- Needs project

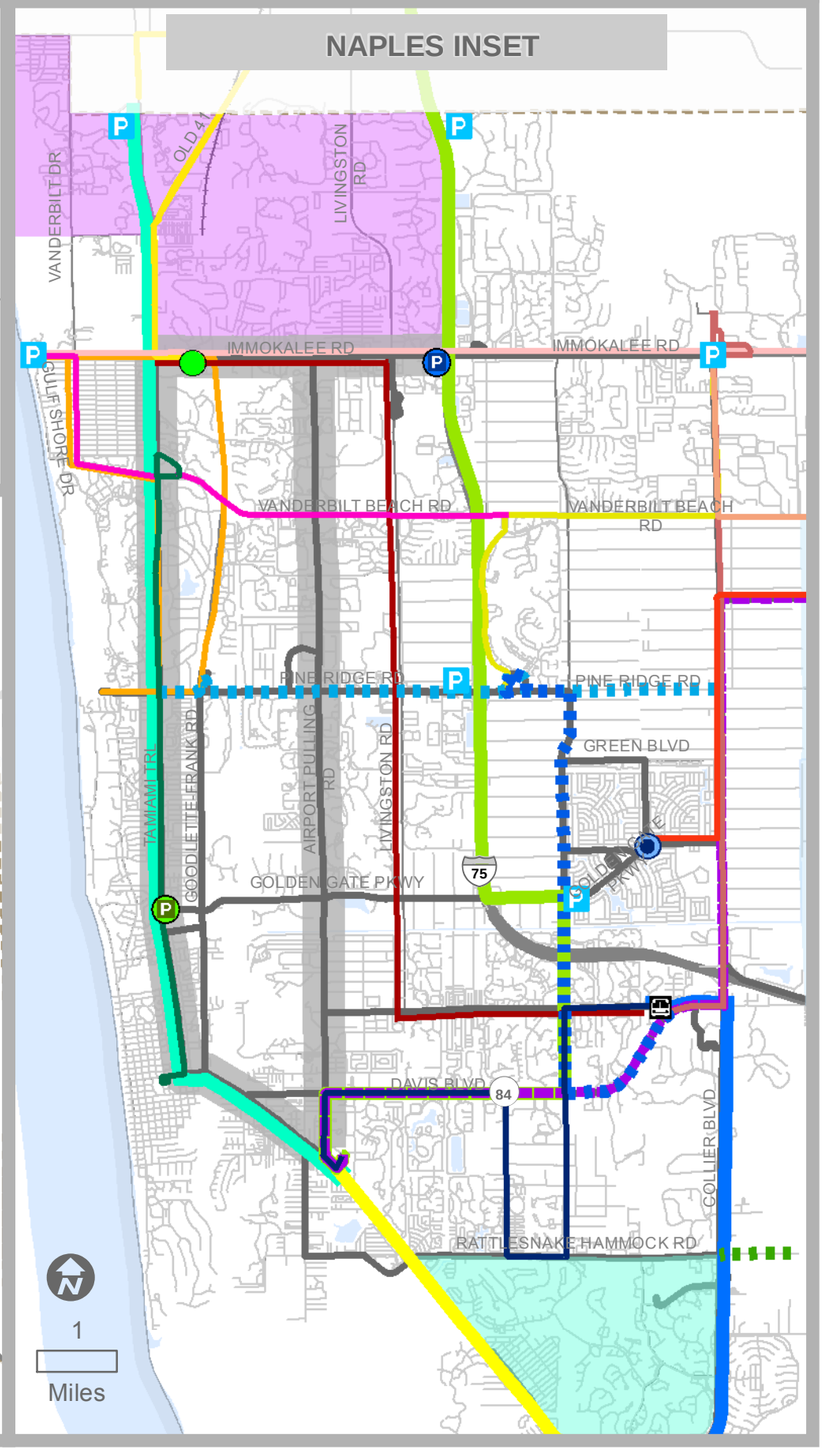
5
Miles

1
Miles

2040 TRANSIT NEEDS PLAN ALTERNATIVES

COLLIER COUNTY LRTP 2040





2021-2040 Collier County Long Range Transit Element

Fixed-Route Service Needs

- CAT Ops to Creekside (via Livingston)
- Everglades Boulevard to Beach on Immokalee Road
- CAT Ops to Park□and□Ride via Collier Blvd
- Immokalee Road toVineyards (via Vanderbilt)
- County Barn/Santa Barbara
- Everglades/Gol... Gate
- Mercato/5th Ave
- Vanderbilt Beach Rd Extension
- Rattesnake-Ha... Extension to Routes 17/18
- Route 19 Realignment Ave Maria
- Route 28-Pine Ridge Road
- Route 29-Logan Blvd

Circulator Needs

- Beach to Seagate via Goodlett-Frank
- Med Center to Vineyards Park-and-Ride
- Ave Maria Circulator
- Creekside/Bonita Beach Rd

Express Service Needs

- Gov Center to Everglades City on US 41
- Immokalee to Lehigh Acres
- Collier Gov Center to SWF Airport/FSWC
- Collier-Lee County Connector
- CAT Op Center to Marco Island

Transit Preferential Treatment Corridors*

Flex Service Needs

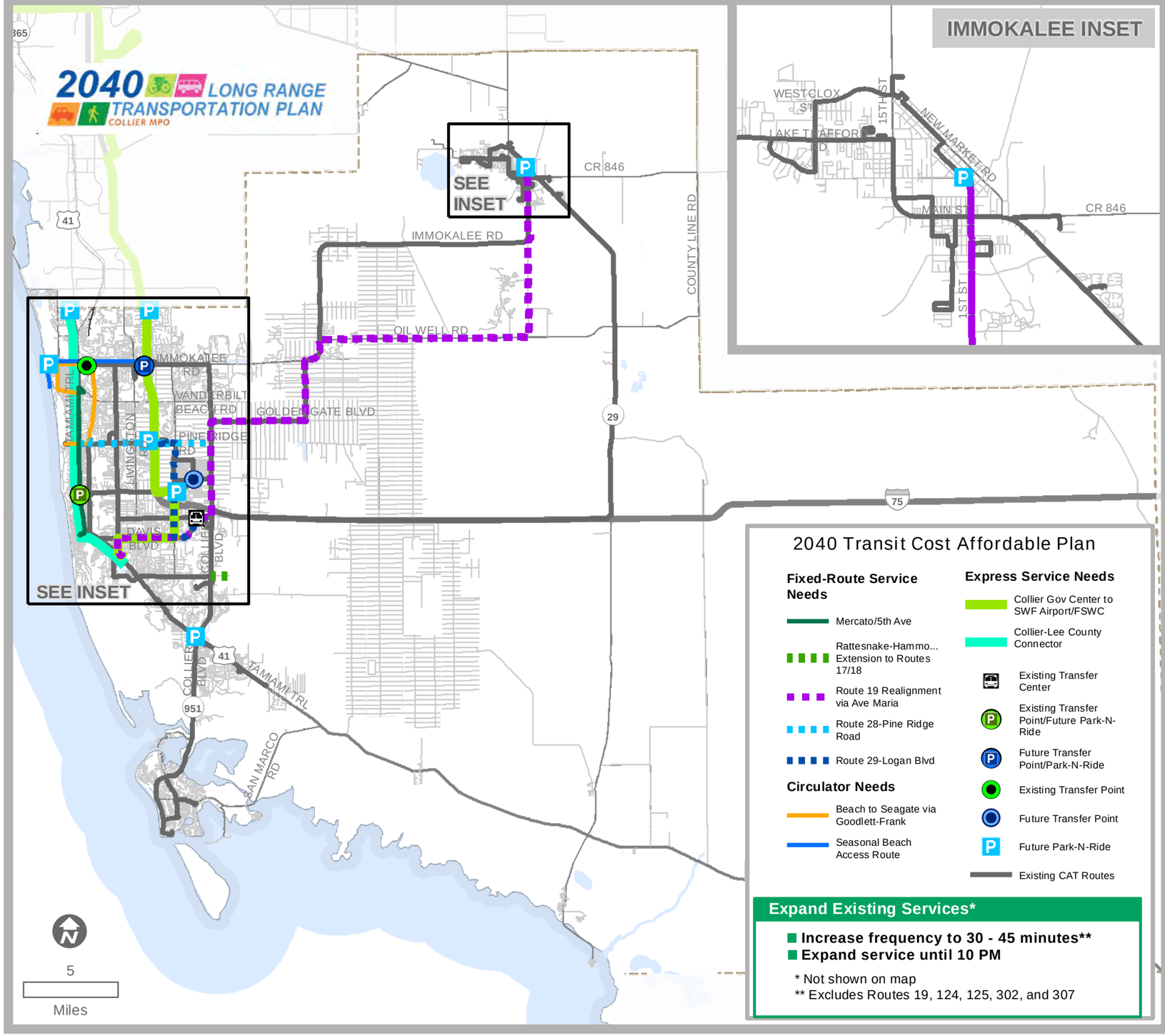
- Existing Transfer Center
- Existing Transfer Point/Future Park-N-Ride
- Future Transfer Point/Park-N-Ride
- Existing Transfer Point
- Future Transfer Point
- Future Park-N-Ride
- Golden Gate Flex
- Immokalee/Oil Well Rd Flex
- South Naples Flex
- Everglades City Flex
- North Naples Flex
- Existing CAT Routes

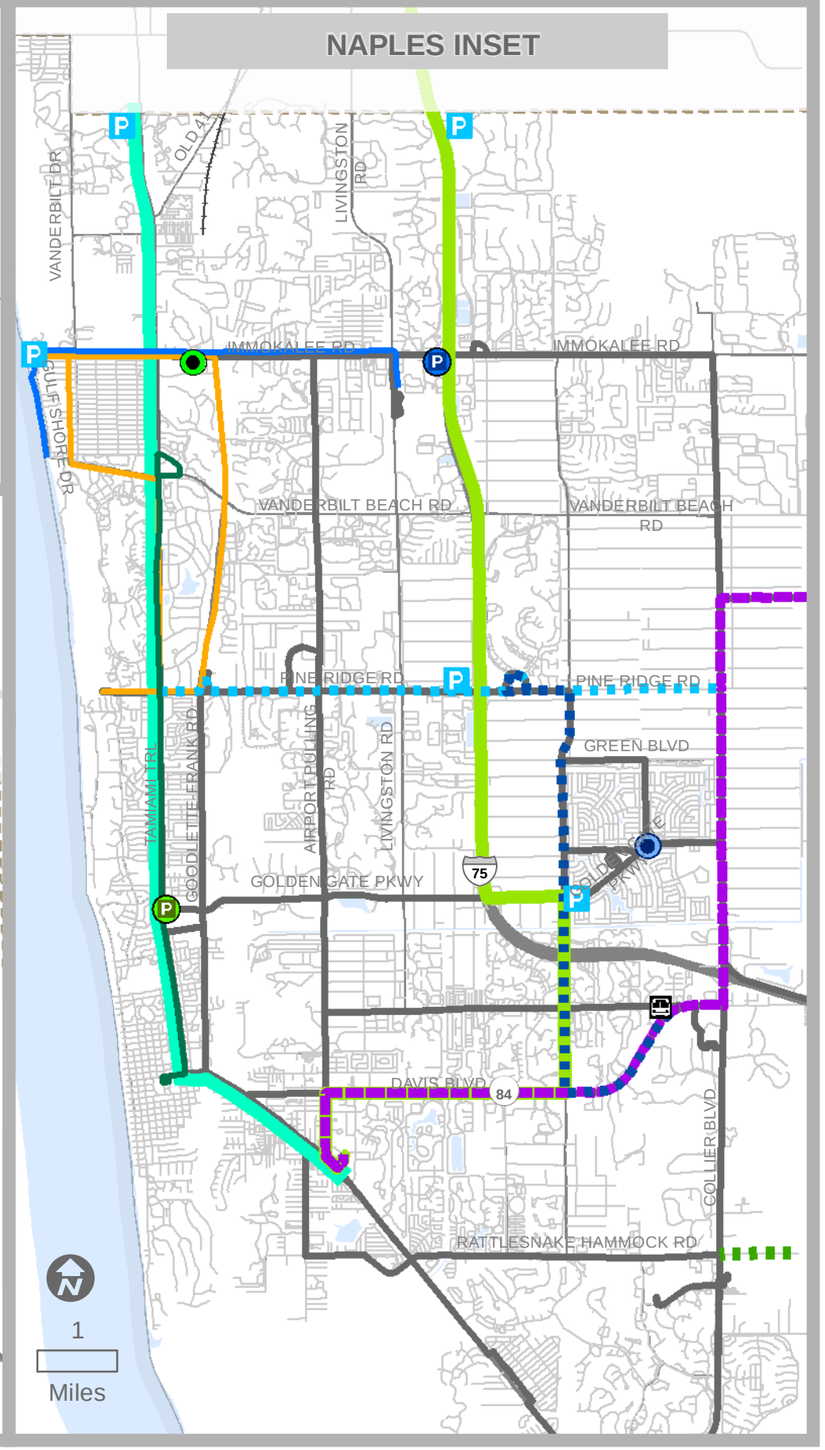
*May include transit signal priority, queue jumps using shared right-turn lanes, and other potential transit preferential treatment options.

- Beach Trolley
- Downtown

2040 TRANSIT COST AFFORDABLE PLAN

COLLIER COUNTY LRTP 2040





2040 Transit Cost Affordable Plan

Fixed-Route Service Needs

- Mercato/5th Ave
- Rattesnake-Hammo... Extension to Routes 17/18
- Route 19 Realignment via Ave Maria
- Route 28-Pine Ridge Road
- Route 29-Logan Blvd

Circulator Needs

- Beach to Seagate via Goodlett-Frank
- Seasonal Beach Access Route

Express Service Needs

- Collier Gov Center to SWF Airport/FSWC
- Collier-Lee County Connector

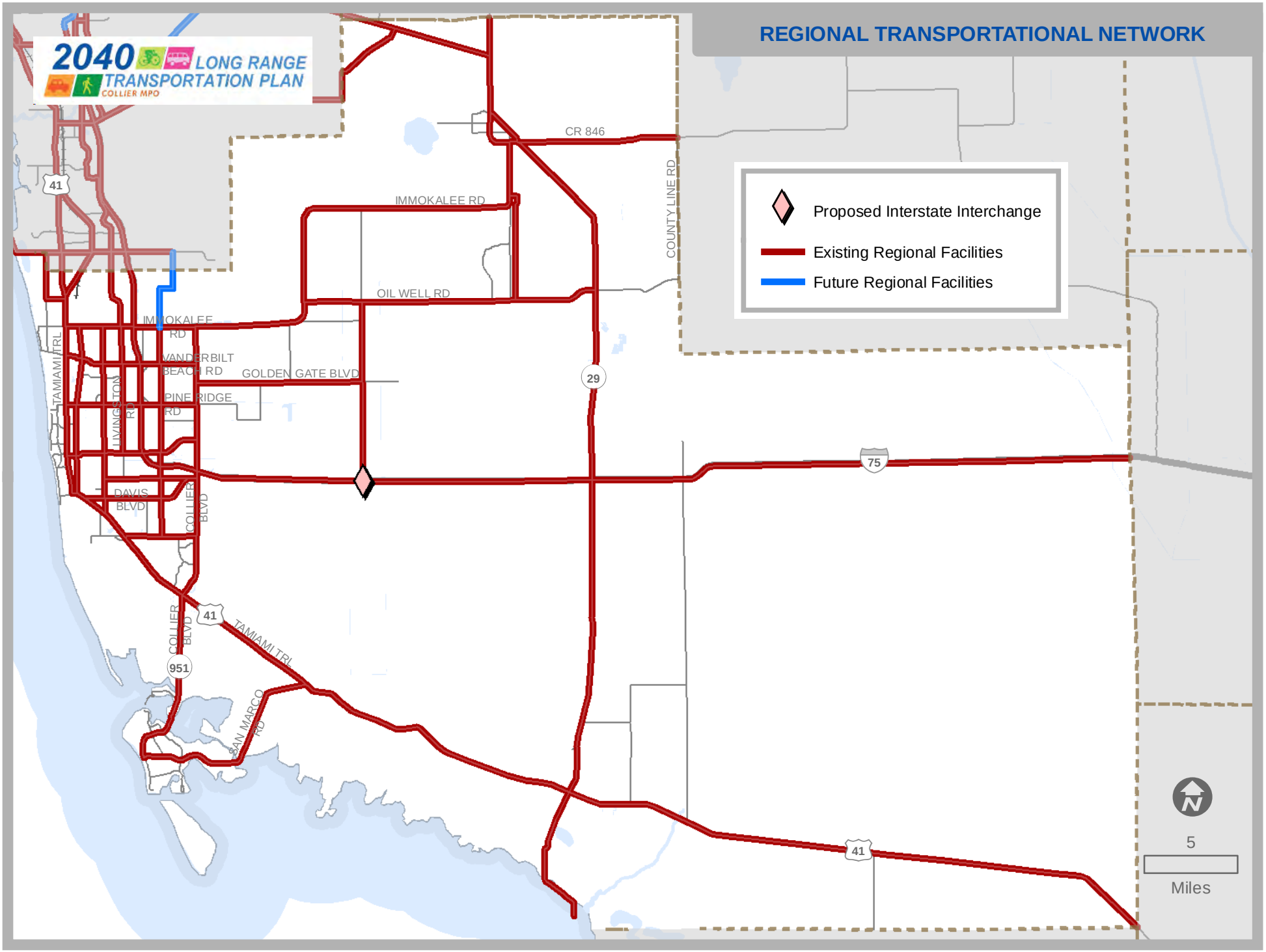
- Existing Transfer Center
- Existing Transfer Point/Future Park-N-Ride
- Future Transfer Point/Park-N-Ride
- Existing Transfer Point
- Future Transfer Point
- Future Park-N-Ride
- Existing CAT Routes

Expand Existing Services*

- **Increase frequency to 30 - 45 minutes****
- **Expand service until 10 PM**

* Not shown on map

** Excludes Routes 19, 124, 125, 302, and 307


2040 LONG RANGE TRANSPORTATION PLAN
COLLIER MPO
REGIONAL TRANSPORTATIONAL NETWORK
Proposed Interstate Interchange
Existing Regional Facilities
Future Regional Facilities
CR 846
IMMOKALEE RD
OIL WELL RD
COUNTY LINE RD
GOLDEN GATE BLVD
VANDERBILT BEACH RD
PINE RIDGE RD
LIVINGSTON RD
TAMIAMI TRL
DAVIS BLVD
COLLIER BLVD
SAN MARCO RD
41
29
75
951
5
Miles

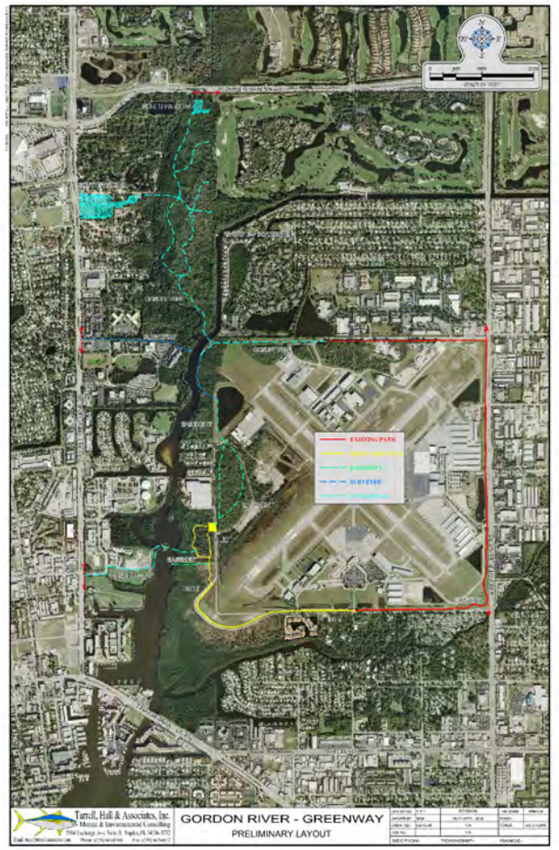
COLLIER-LEE BI-COUNTY REGIONAL TRANSPORTATION NETWORK -PATHWAYS COMPONENT-

ADOPTED MARCH 21, 2014

COLLIER Metropolitan Planning Organization

LEE COUNTY MPO METROPOLITAN PLANNING ORGANIZATION

INSET



N

Legend

Paths

- Existing Pathways
- Programmed Pathways
- Planned Pathways
- Major Roads

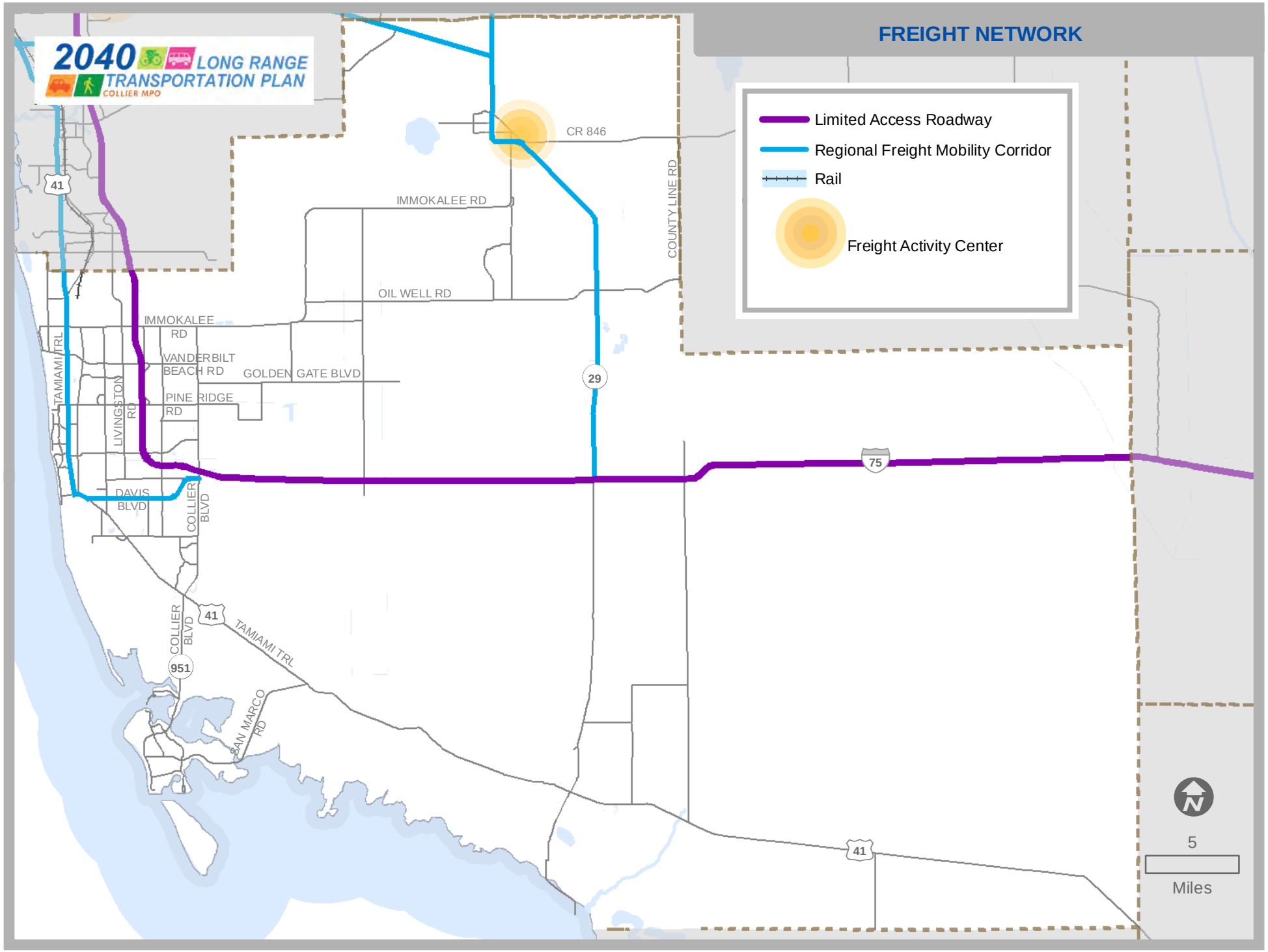
0 2.5 5 10 15 20 Miles

Created: Brian V. Raimondo
Lee MPO - GIS Specialist
2.26.14

NOTE: THIS MAP DOES NOT CONTAIN REGIONALLY SIGNIFICANT TRANSIT ROUTES

Document Path: J:\GIS\Regional Planning\(GIS) Bi-County Regional Pathways\RegPathsFacExt_Prog_Plan2014.mxd

Continues to Krome Ave in Dade County


2040 LONG RANGE TRANSPORTATION PLAN
COLLIER MPO
FREIGHT NETWORK
Limited Access Roadway
Regional Freight Mobility Corridor
Rail
Freight Activity Center
CR 846
IMMOKALEE RD
COUNTY LINE RD
OIL WELL RD
IMMOKALEE RD
VANDERBILT BEACH RD
GOLDEN GATE BLVD
PINE RIDGE RD
TAMIAMI TRL
LIVINGSTON RD
DAVIS BLVD
COLLIER BLVD
COLLIER BLVD
TAMIAMI TRL
SAN MARCO RD
41
29
75
951
5
Miles

ANNUAL AVERAGE DAILY TRUCK TRAFFIC (PERCENT)

COLLIER COUNTY LRTP 2040

2040 LONG RANGE TRANSPORTATION PLAN
COLLIER MPO

SEE INSET

SEE INSET

IMMOKALEE INSET

NAPLES INSET

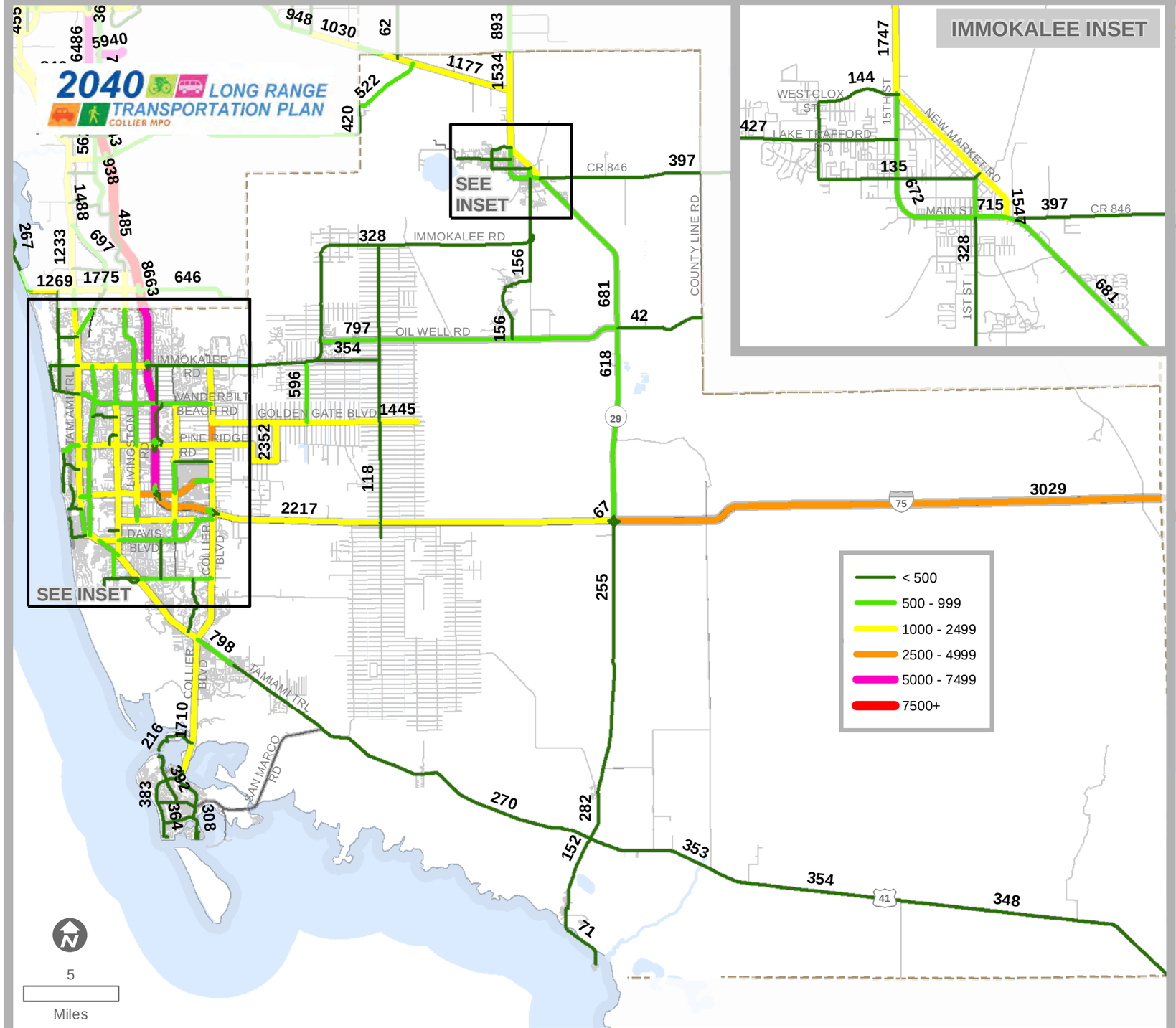
< 5%
5 - 9.99%
10 - 14.99%
15 - 19.99%
20 - 24.99%
25% +

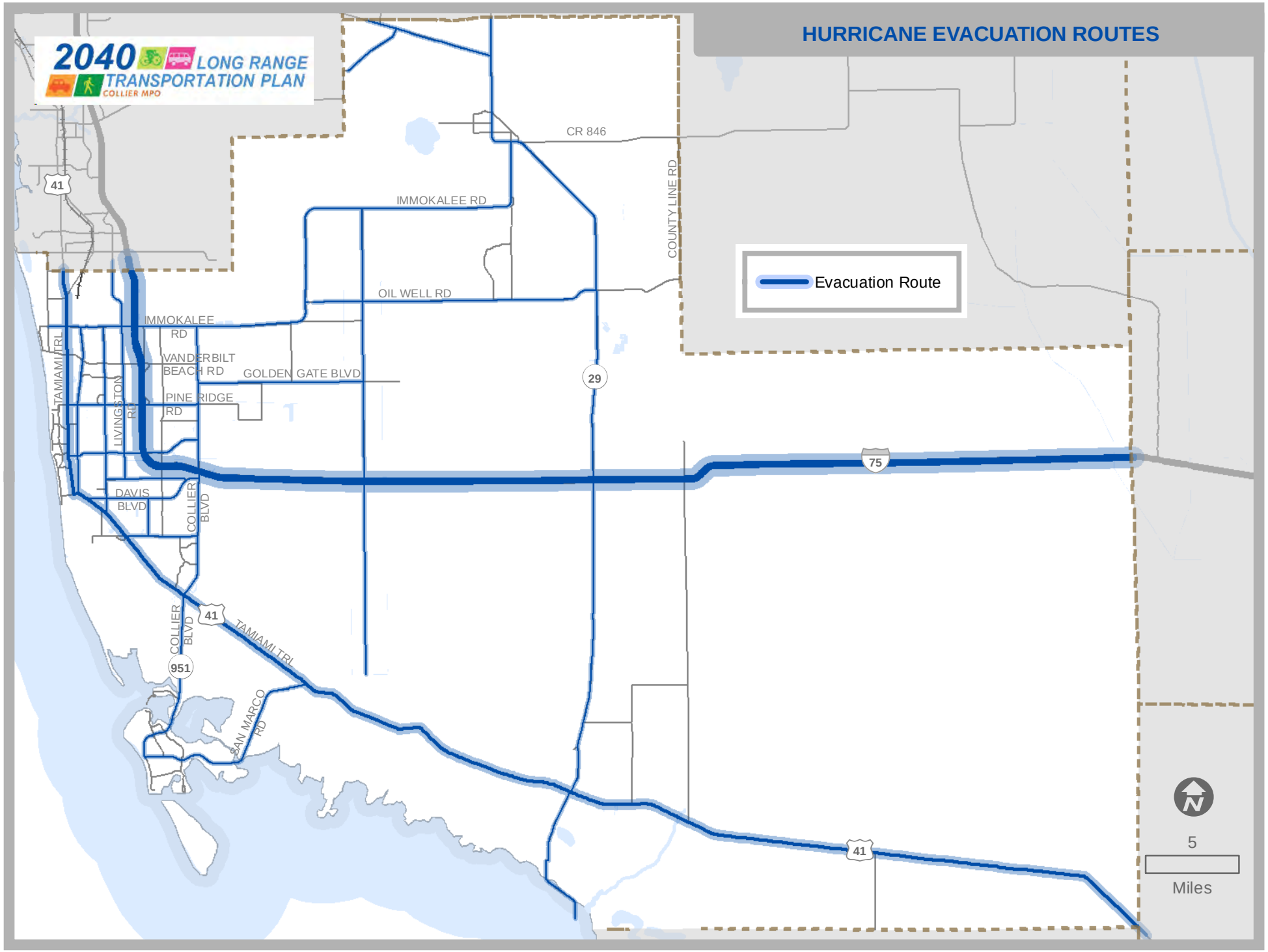
5
Miles

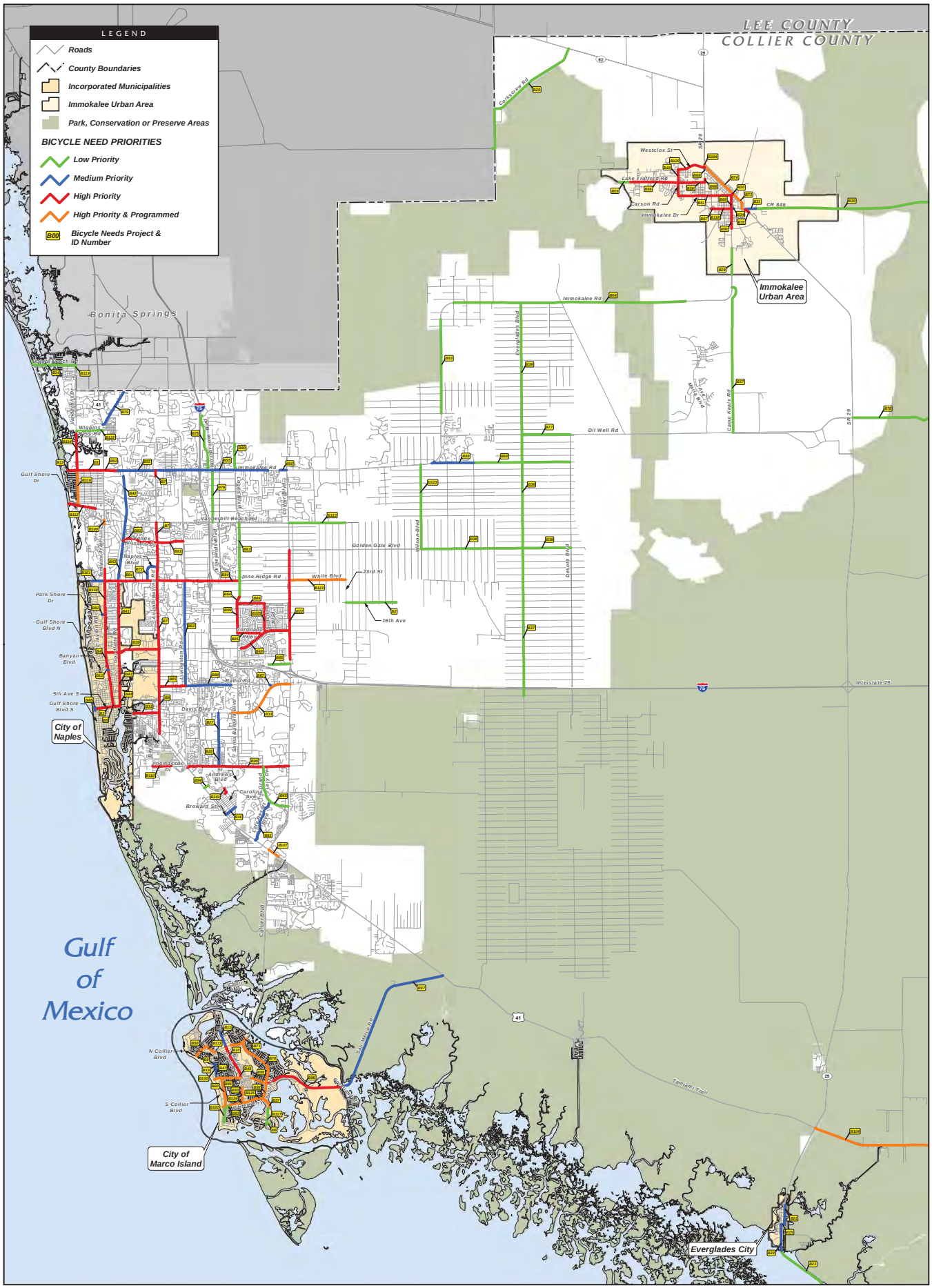
1
Miles

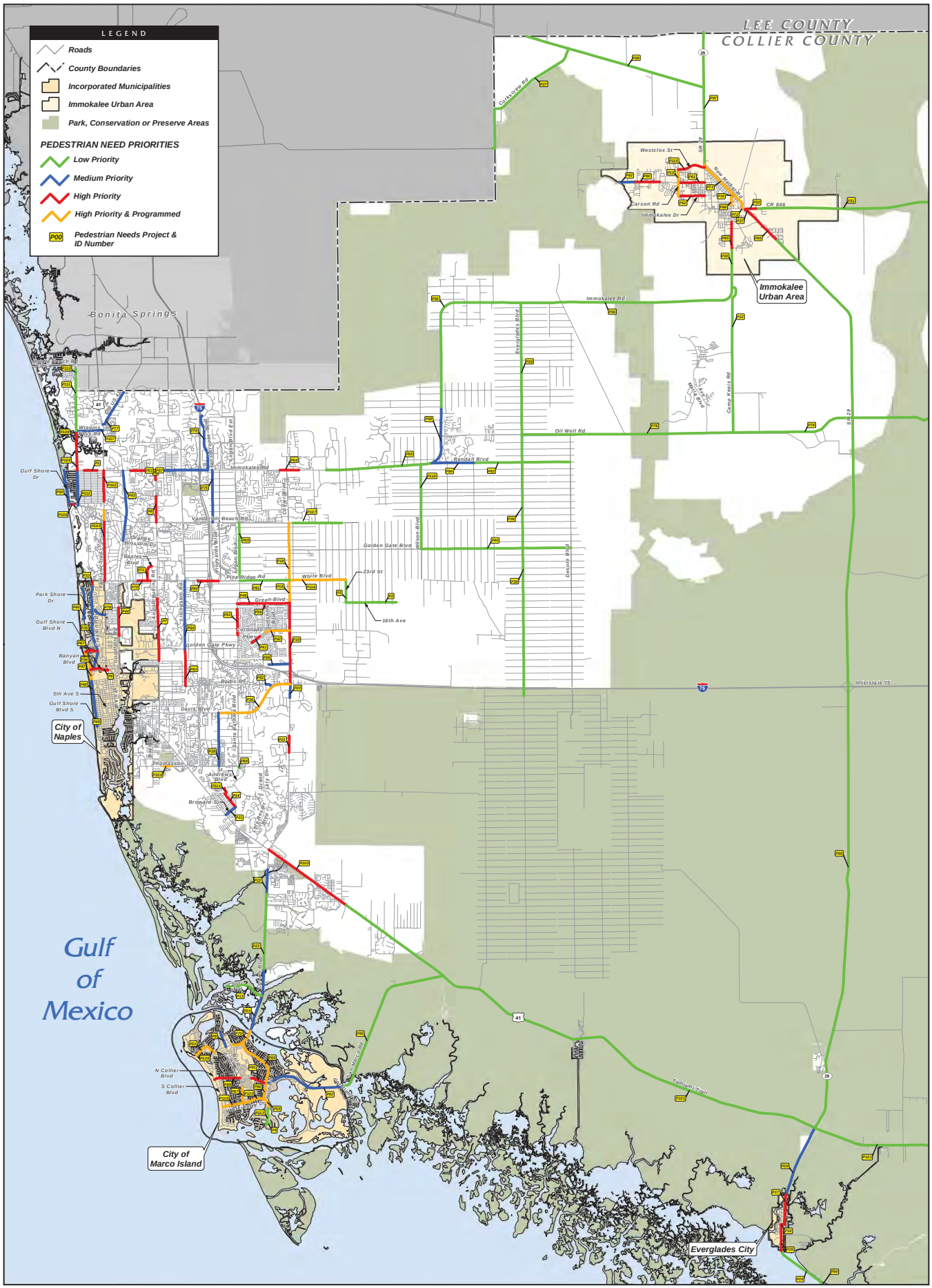
ANNUAL AVERAGE DAILY TRUCK TRAFFIC (VOLUME)

COLLIER COUNTY LRTP 2040




2040 LONG RANGE TRANSPORTATION PLAN
COLLIER MPO
HURRICANE EVACUATION ROUTES
Evacuation Route
CR 846
IMMOKALEE RD
COUNTY LINE RD
OIL WELL RD
IMMOKALEE RD
VANDERBILT BEACH RD
GOLDEN GATE BLVD
PINE RIDGE RD
TAMIAMI TRL
LIVINGSTON RD
DAVIS BLVD
COLLIER BLVD
COLLIER BLVD
TAMIAMI TRL
SAN MARCO RD
41
29
75
951
5
Miles


LEGEND
Roads
County Boundaries
Incorporated Municipalities
Immokalee Urban Area
Park, Conservation or Preserve Areas
BICYCLE NEED PRIORITIES
Low Priority
Medium Priority
High Priority
High Priority & Programmed
B00 Bicycle Needs Project & ID Number
LEE COUNTY
COLLIER COUNTY
Bonita Springs
Immokalee Urban Area
City of Naples
City of Marco Island
Everglades City
Gulf of Mexico
Not to Scale
BICYCLE PRIORITY NEEDS
2012 Comprehensive Pathways Plan
Prepared By:
Prepared For:


LEGEND
Roads
County Boundaries
Incorporated Municipalities
Immokalee Urban Area
Park, Conservation or Preserve Areas
PEDESTRIAN NEED PRIORITIES
Low Priority
Medium Priority
High Priority
High Priority & Programmed
P00 Pedestrian Needs Project & ID Number
LEE COUNTY
COLLIER COUNTY
Bonita Springs
Immokalee Urban Area
City of Naples
City of Marco Island
Everglades City
Gulf of Mexico
Immokalee Rd
Oil Well Rd
Randall Blvd
Golden Gate Blvd
Golden Gate Pkwy
Davis Blvd
Pine Ridge Rd
White Blvd
23rd St
16th Ave
Gulf Shore Dr
Park Shore Dr
Gulf Shore Blvd N
Gulf Shore Blvd S
5th Ave S
Vanderbilt Beach Rd
Wiggins Pass Rd
Airport-Pulling Rd
Collier Blvd
Santa Barbara Blvd
Logan Blvd
Desoto Blvd
Camp Keais Rd
Carson Rd
Immokalee Dr
Westclox St
CR 846
Corkscrew Rd
SR 29
Interstate 75
Tamiami Trail
N Collier Blvd
S Collier Blvd
Not to Scale
PEDESTRIAN PRIORITY NEEDS
2012 Comprehensive Pathways Plan
Prepared By:
Prepared For:

TOTAL PEDESTRIAN CRASHES 2013 + 2014

COLLIER COUNTY LRTP 2040

2040 LONG RANGE TRANSPORTATION PLAN
COLLIER MPO

IMMOKALEE INSET

NAPLES INSET

SEE INSET

SEE INSET

Total Pedestrian Crashes 2013 + 2014
- 1
- 2
- 3
- 4

5 Miles

1 Miles

TOTAL BICYCLE CRASHES 2013 + 2014

COLLIER COUNTY LRTP 2040

2040 LONG RANGE TRANSPORTATION PLAN
COLLIER MPO

SEE INSET

SEE INSET

IMMOKALEE INSET

NAPLES INSET

Total Bicycle Crashes 2013 + 2014

- 1
- 2
- 3

5
Miles

1
Miles

TOTAL FATAL CRASHES 2013 + 2014

COLLIER COUNTY LRTP 2040

2040 LONG RANGE TRANSPORTATION PLAN
COLLIER MPO

SEE INSET

SEE INSET

IMMOKALEE INSET

NAPLES INSET

Total Fatal Crashes 2013 + 2014

- 1
- 2
- 3

5 Miles

1 Miles

TOTAL CRASHES 2013 + 2014

COLLIER COUNTY LRTP 2040

2040 LONG RANGE TRANSPORTATION PLAN
COLLIER MPO

SEE INSET

SEE INSET

IMMOKALEE INSET

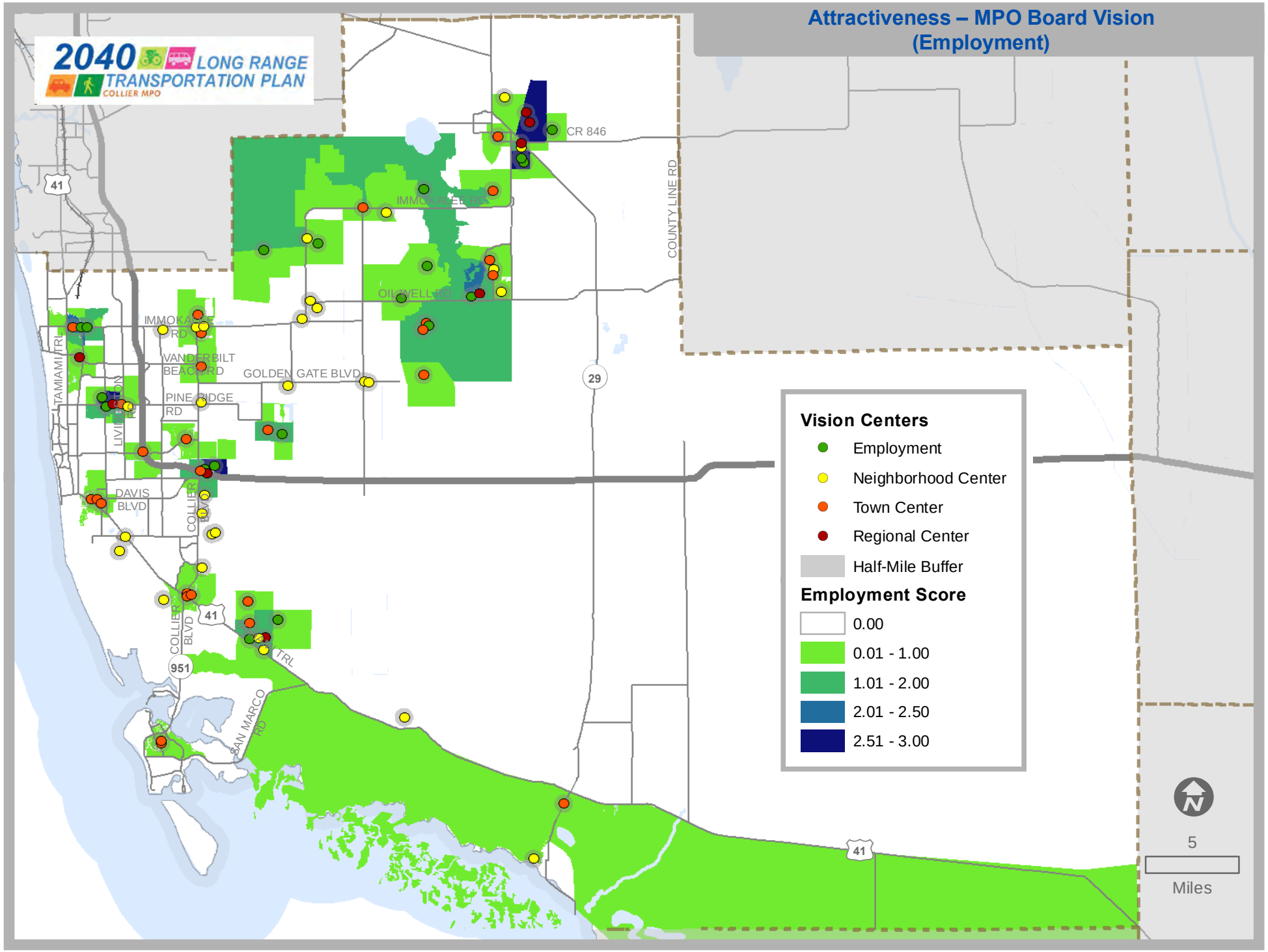
NAPLES INSET

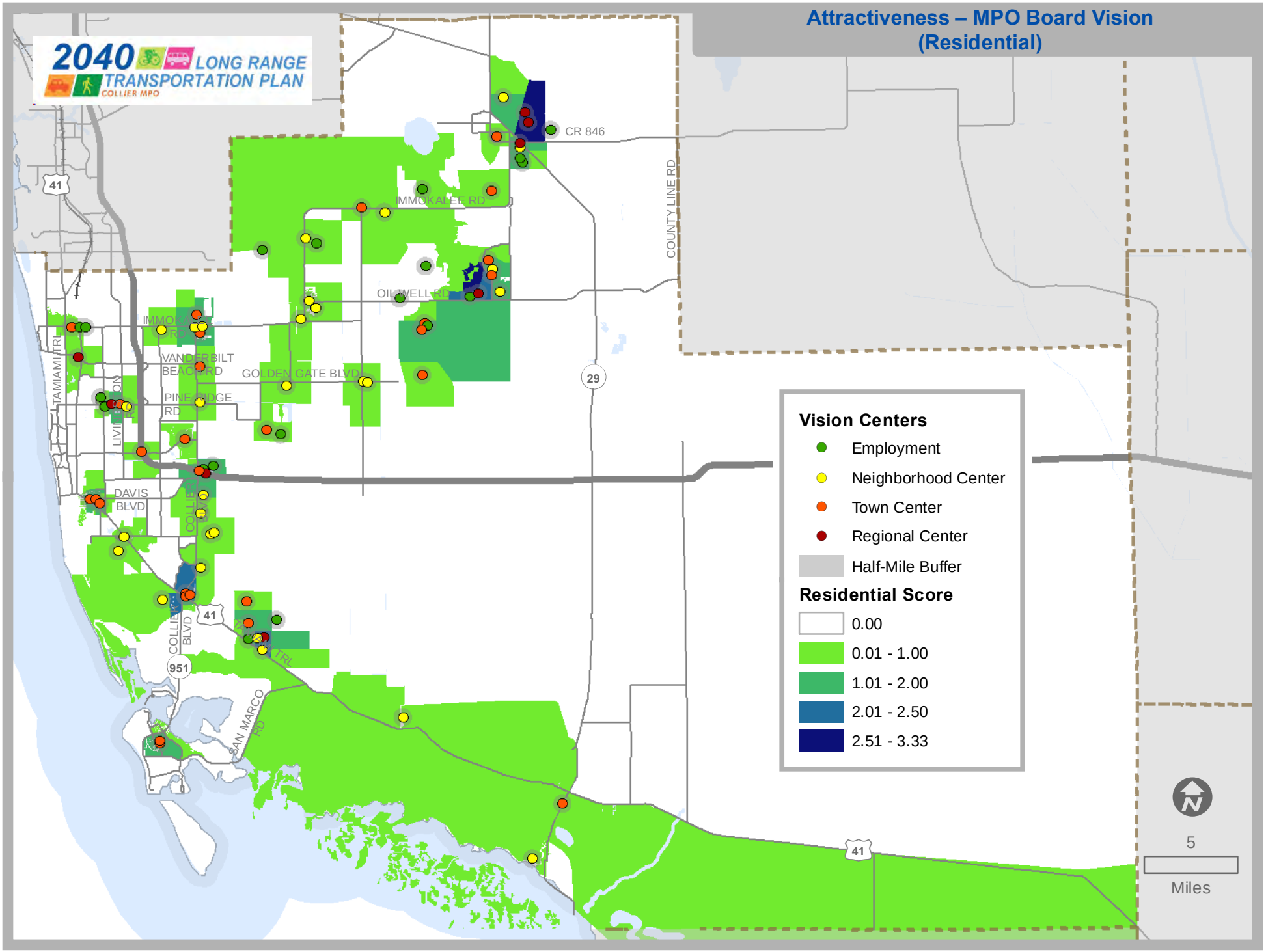
Total Crashes 2013 + 2014

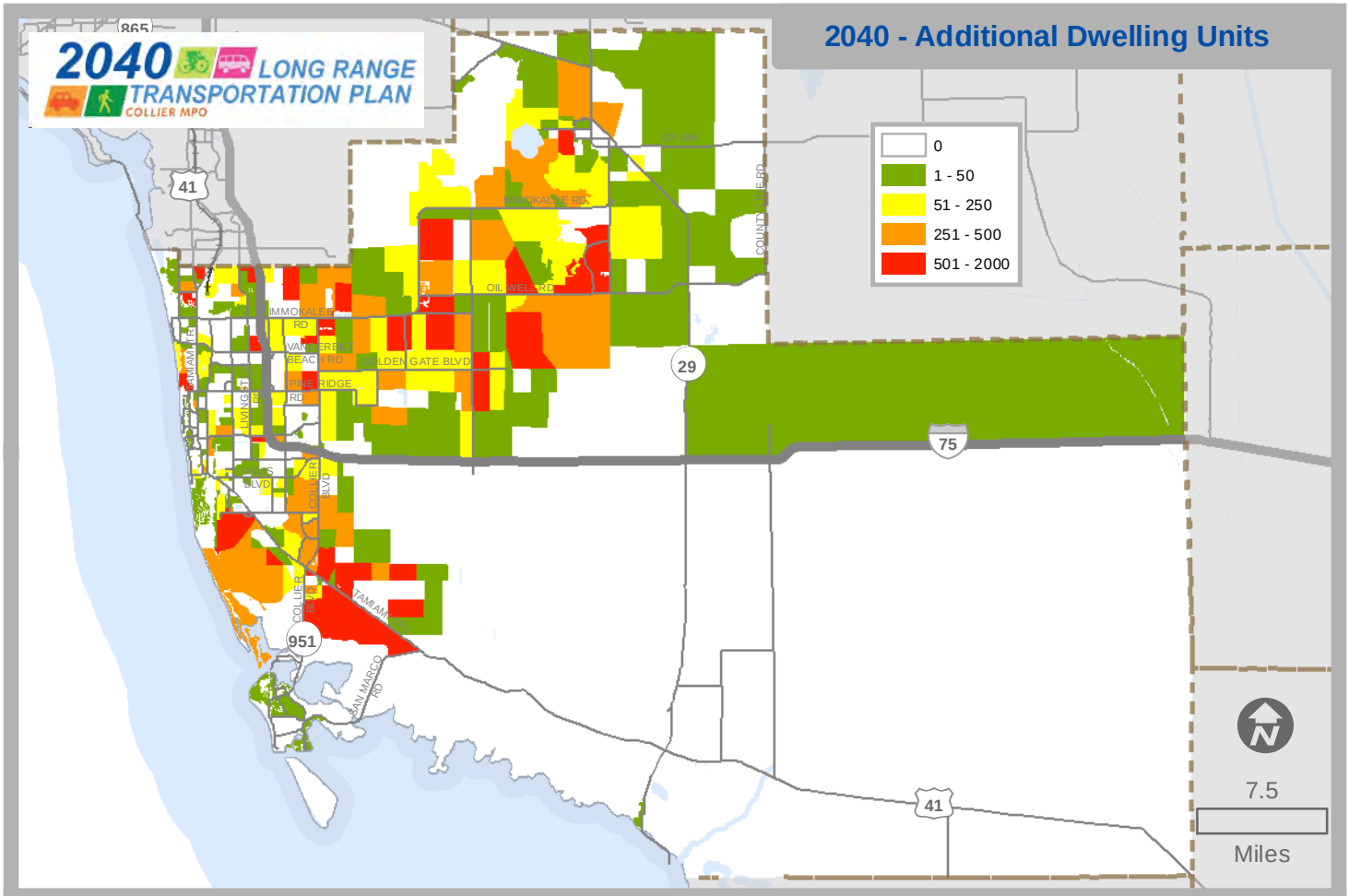
- 10 - 50
- 51 - 100
- 101 - 150
- 151 - 200
- >200

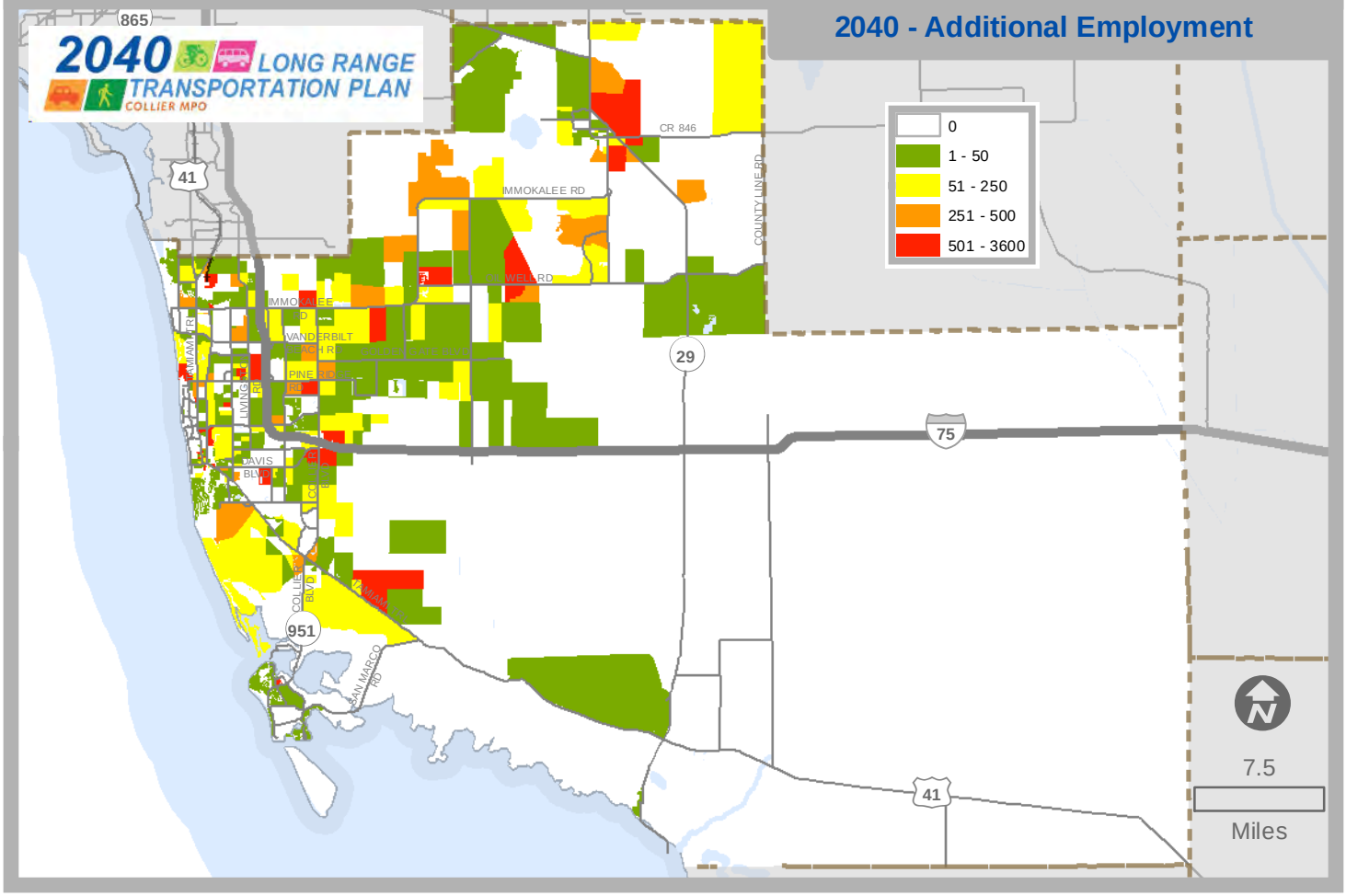
5 Miles

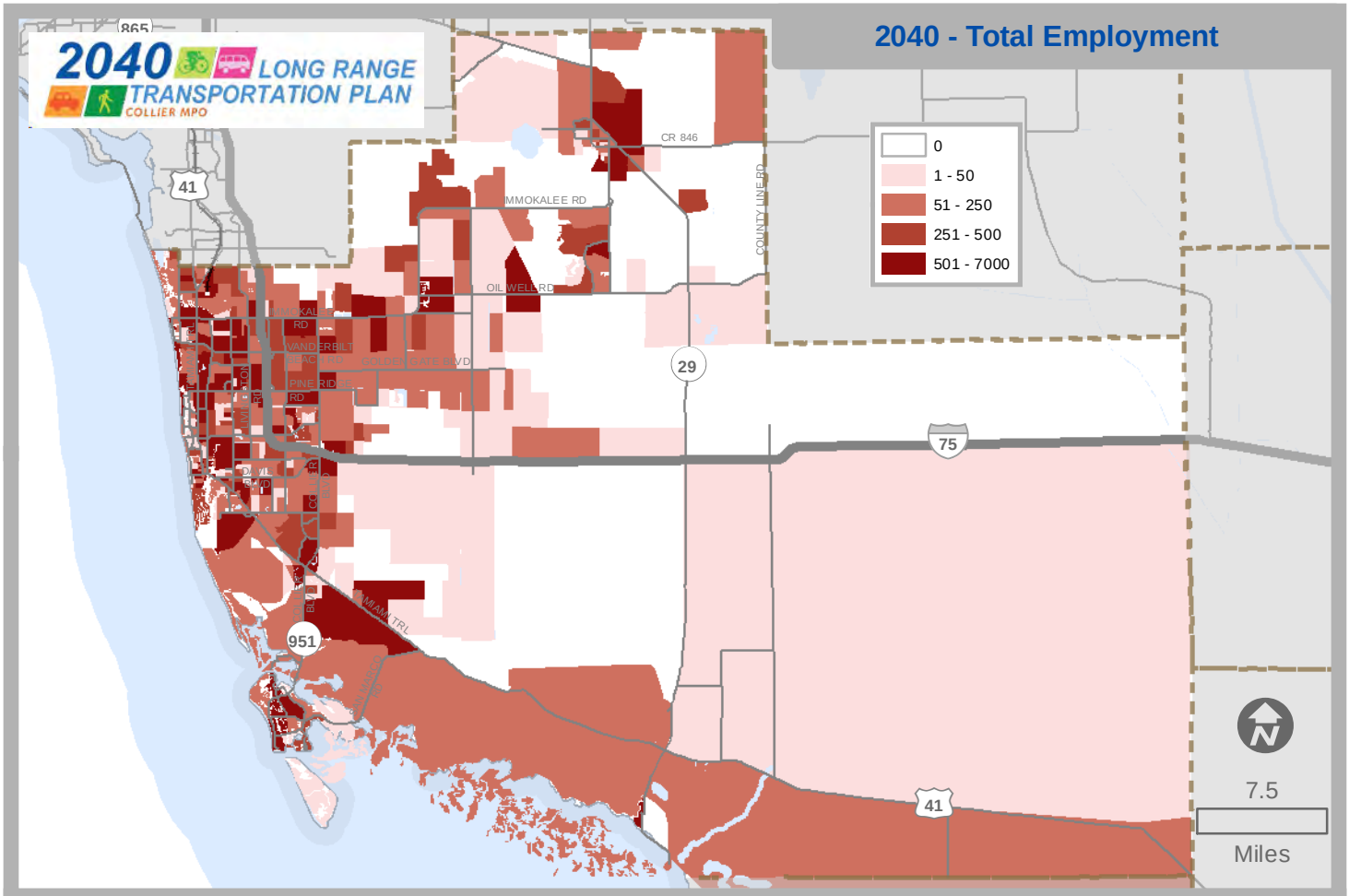
1 Miles

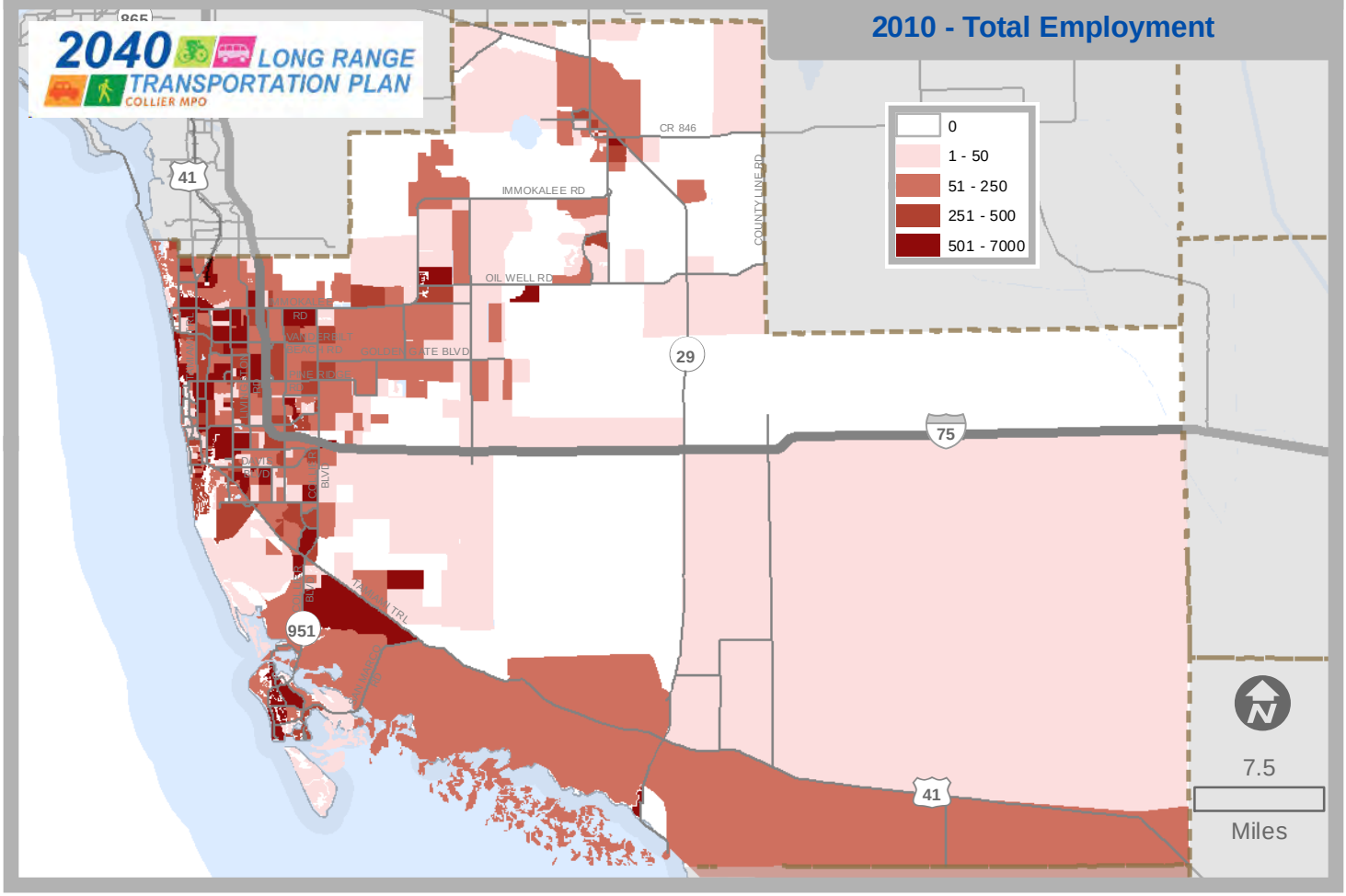

2040 LONG RANGE TRANSPORTATION PLAN
COLLIER MPO
Attractiveness – MPO Board Vision (Employment)
CR 846
COUNTY LINE RD
IMMOKALEE RD
OIL WELL RD
VANDERBILT BEACH RD
GOLDEN GATE BLVD
PINE RIDGE RD
DAVIS BLVD
COLLIER BLVD
SAN MARCO RD
TAMIAMI TRL
41
29
951
Vision Centers
Employment
Neighborhood Center
Town Center
Regional Center
Half-Mile Buffer
Employment Score
0.00
0.01 - 1.00
1.01 - 2.00
2.01 - 2.50
2.51 - 3.00
N
5
Miles

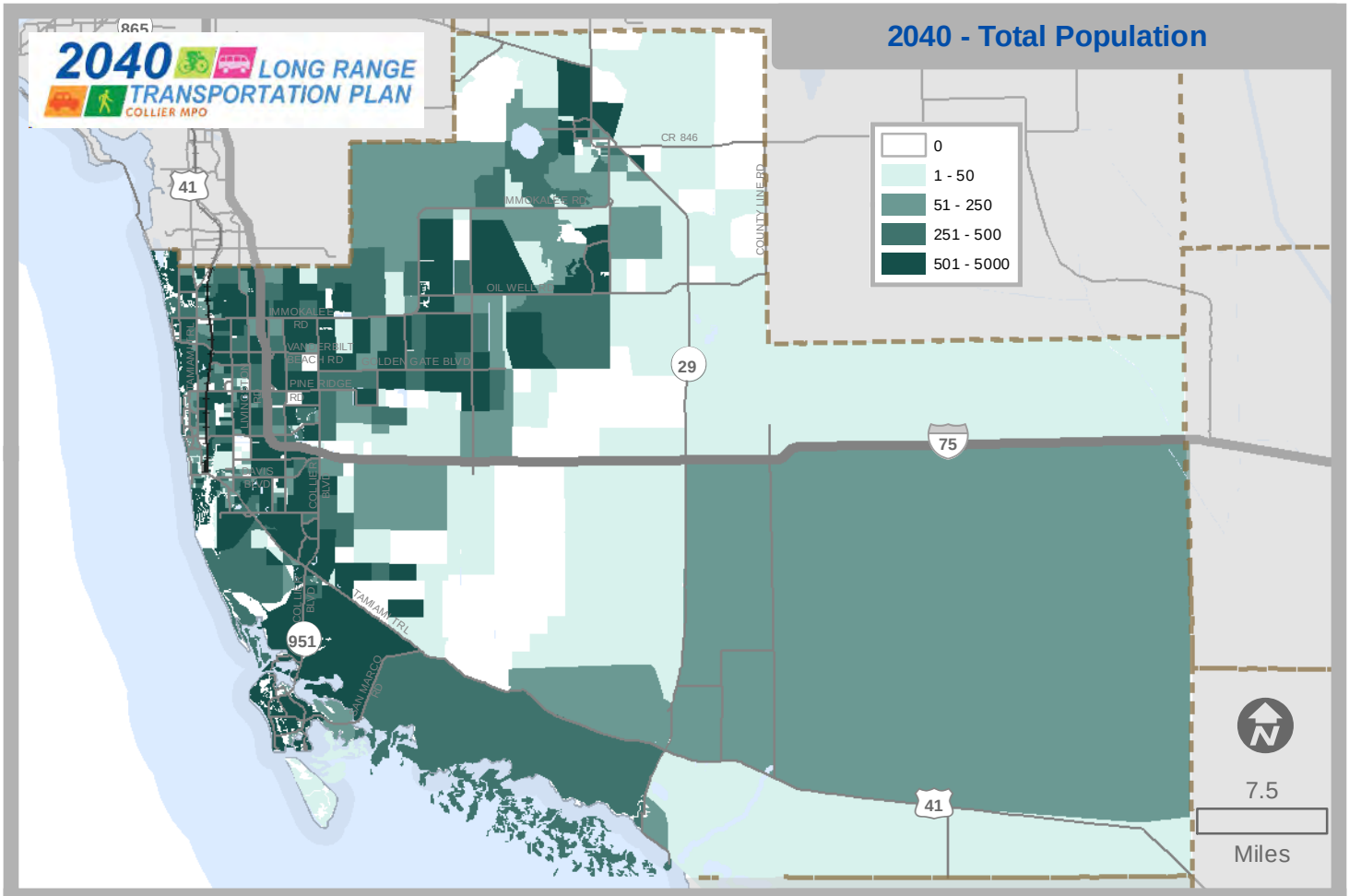

2040 LONG RANGE TRANSPORTATION PLAN
COLLIER MPO
Attractiveness – MPO Board Vision (Residential)
CR 846
IMMOKALEE RD
COUNTY LINE RD
OIL WELL RD
VANDERBILT BEACH RD
GOLDEN GATE BLVD
PINE RIDGE RD
DAVIS BLVD
COLLIER BLVD
SAN MARCO RD
TAMIAMI TRL
41
29
951
Vision Centers
Employment
Neighborhood Center
Town Center
Regional Center
Half-Mile Buffer
Residential Score
0.00
0.01 - 1.00
1.01 - 2.00
2.01 - 2.50
2.51 - 3.33
N
5
Miles

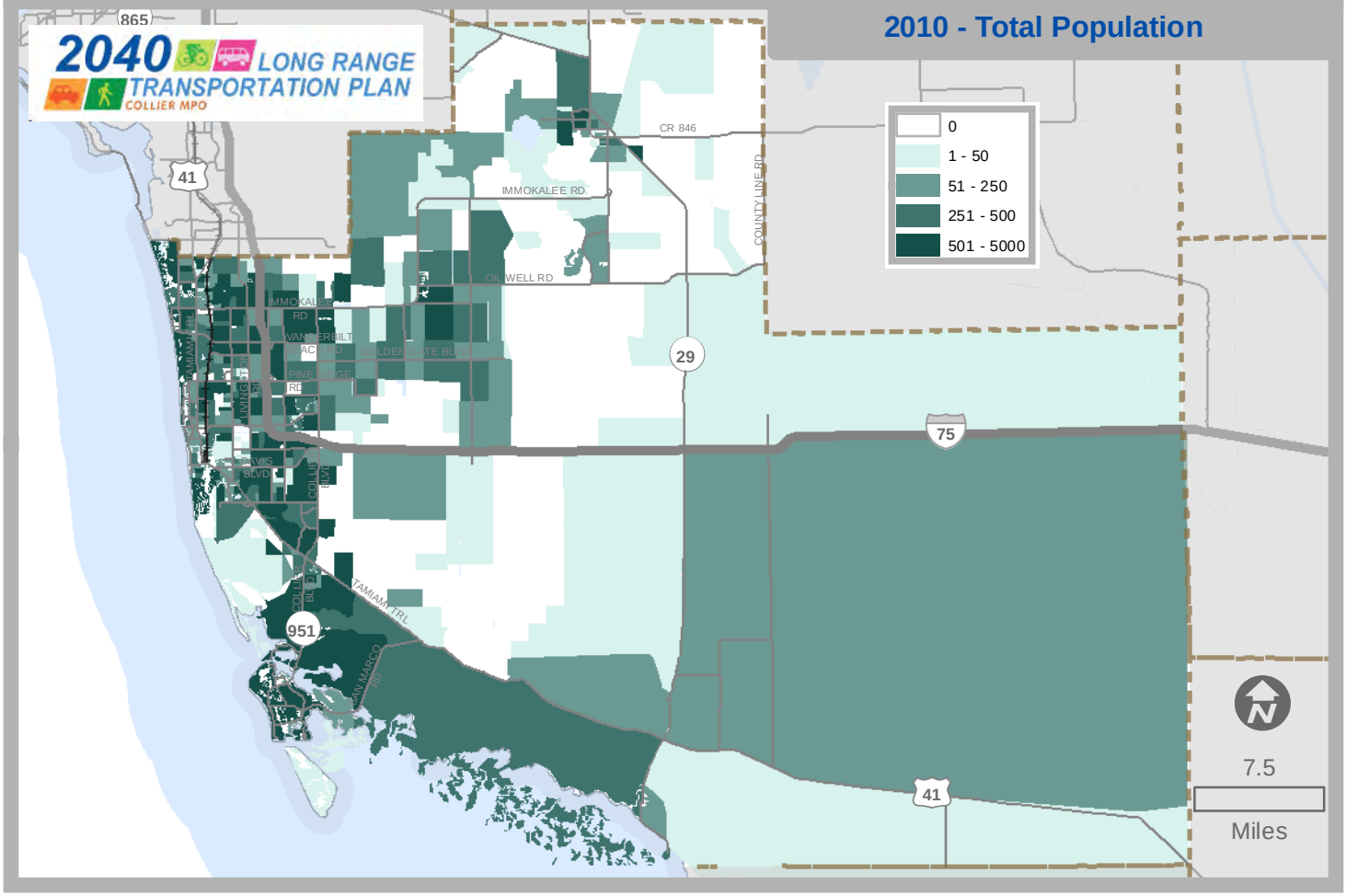

2040 LONG RANGE TRANSPORTATION PLAN
COLLIER MPO
2040 - Additional Dwelling Units
0
1 - 50
51 - 250
251 - 500
501 - 2000
865
41
29
75
951
CR 846
IMMOKALEE RD
OIL WELL RD
GOLDEN GATE BLVD
VANDERBILT BEACH RD
PINE RIDGE RD
COLLIER BLVD
SAN MARCO RD
COUNTY LINE RD
7.5
Miles

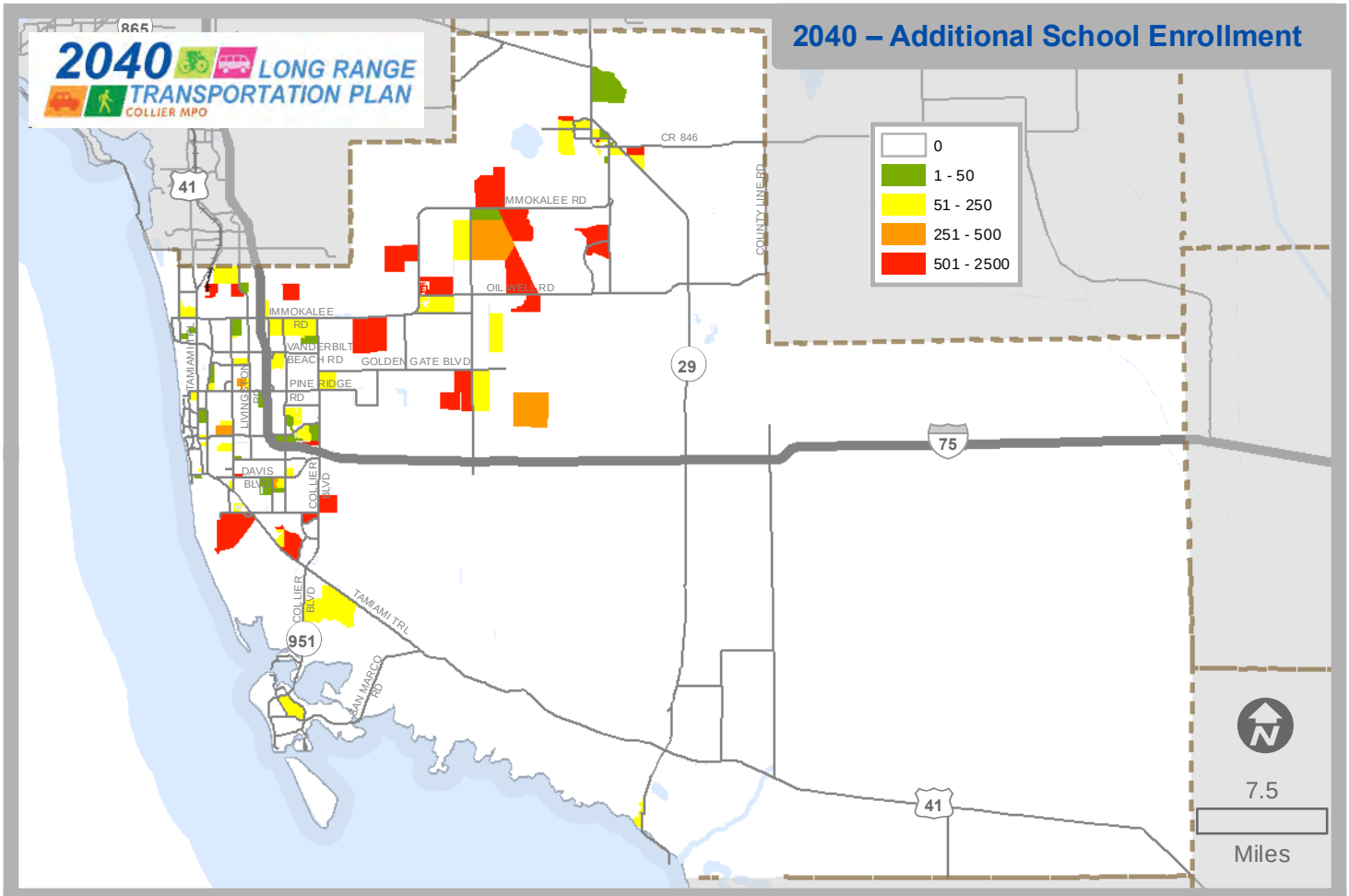

2040 LONG RANGE TRANSPORTATION PLAN
COLLIER MPO
2040 - Additional Employment
0
1 - 50
51 - 250
251 - 500
501 - 3600
865
41
29
75
951
CR 846
IMMOKALEE RD
OIL WELL RD
GOLDEN GATE BLVD
VANDERBILT BEACH RD
PINE RIDGE RD
COLLIER BLVD
SAN MARCO RD
COUNTY LINE RD
7.5
Miles

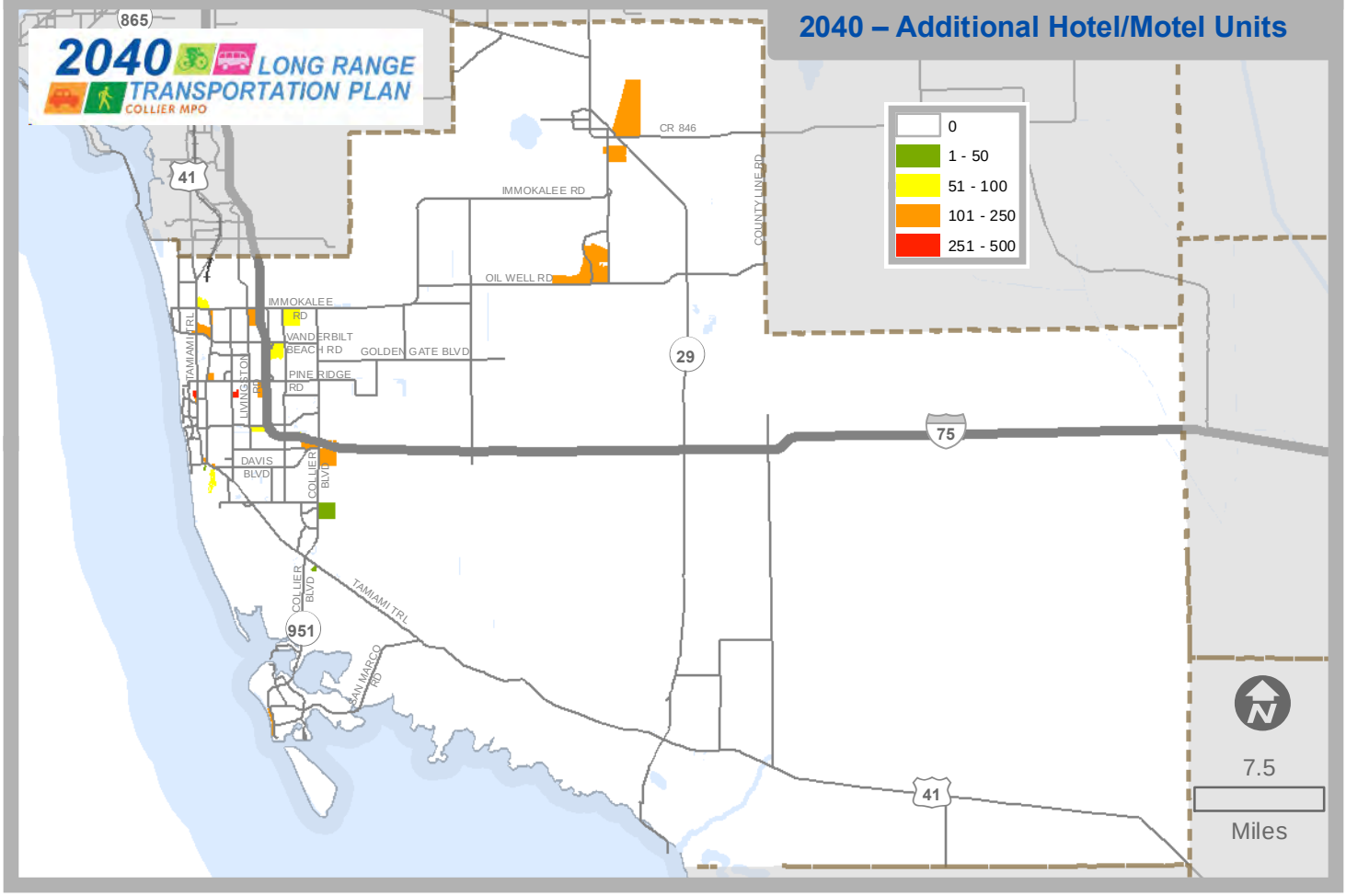

2040 LONG RANGE TRANSPORTATION PLAN
COLLIER MPO
2040 - Total Employment
0
1 - 50
51 - 250
251 - 500
501 - 7000
CR 846
IMMOKALEE RD
COUNTY LINE RD
OIL WELL RD
GOLDEN GATE BLVD
VANDERBILT BEACH RD
PINE RIDGE RD
29
75
41
951
7.5
Miles


2040 LONG RANGE TRANSPORTATION PLAN
COLLIER MPO
2010 - Total Employment
0
1 - 50
51 - 250
251 - 500
501 - 7000
CR 846
IMMOKALEE RD
COUNTY LINE RD
OIL WELL RD
GOLDEN GATE BLVD
VANDERBILT BEACH RD
PINE RIDGE RD
29
75
41
951
7.5
Miles


2040 LONG RANGE TRANSPORTATION PLAN
COLLIER MPO
2040 - Total Population
0
1 - 50
51 - 250
251 - 500
501 - 5000
CR 846
IMMOKALEE RD
COUNTY LINE RD
OIL WELL RD
GOLDEN GATE BLVD
PINE RIDGE RD
DAVIS BLVD
TAMIAMI TRL
SAN MARCO RD
41
29
75
951
865
7.5
Miles


2040 LONG RANGE TRANSPORTATION PLAN
COLLIER MPO
2010 - Total Population
0
1 - 50
51 - 250
251 - 500
501 - 5000
CR 846
IMMOKALEE RD
COUNTY LINE RD
OIL WELL RD
GOLDEN GATE BLVD
PINE RIDGE RD
DAVIS BLVD
TAMIAMI TRL
SAN MARCO RD
41
29
75
951
865
7.5
Miles


2040 LONG RANGE TRANSPORTATION PLAN
COLLIER MPO
2040 – Additional School Enrollment
0
1 - 50
51 - 250
251 - 500
501 - 2500
CR 846
IMMOKALEE RD
OIL WELL RD
COUNTY LINE RD
GOLDEN GATE BLVD
PINE RIDGE RD
DAVIS BLVD
COLLIER BLVD
TAMIAMI TRL
SAN MARCO RD
41
29
75
951
865
7.5
Miles


2040 LONG RANGE TRANSPORTATION PLAN
COLLIER MPO
2040 – Additional Hotel/Motel Units
0
1 - 50
51 - 100
101 - 250
251 - 500
CR 846
IMMOKALEE RD
OIL WELL RD
COUNTY LINE RD
GOLDEN GATE BLVD
PINE RIDGE RD
DAVIS BLVD
COLLIER BLVD
TAMIAMI TRL
SAN MARCO RD
41
29
75
951
865
7.5
Miles

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COLLIER 2040

Long Range Transportation Plan

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