COLLIER
Metropolitan Planning Organization

COLLIER 2040

Long Range Transportation Plan

Executive Summary

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

DECEMBER 2015

Collier MPO 2040 Long Range Transportation Plan Executive Summary

Introduction

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). The nine voting members include five Board of Collier County Commissioners and four municipal representatives from Naples (2), Marco Island (1) and Everglades City (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. In addition to its professional staff, the MPO Board is assisted by several transportation committees, governmental agencies and non-government organizations. Standing committees include:

- Technical Advisory Committee (TAC)
- Citizens Advisory Committee (CAC)
- Pathways Advisory Committee (PAC)
- Congestion Management System/Intelligent Transportation System Comm. (CMS/ITS)
- Local Coordinating Board (LCB)

Core Functions of the MPO

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 transportation issue and the region, and to realistically available options.
Long Range Transportation Plan (LRTP): develop and update a fiscally constrained LRTP with a 20-year minimum time horizon that fosters mobility and access for people and goods, efficient system performance and preservation, and quality of life.
Transportation Improvement Program (TIP): derived from the LRTP and annually updated; a rolling five-year, financially constrained plan that specifies the work and funding amounts for projects that will be undertaken in the upcoming year.
Public Involvement: involve the general public and all significantly affected sub-groups in the four essential functions listed above.

The Collier 2040 Long Range Transportation Plan (LRTP) serves as an instrument to identify needed improvements to the transportation network; and provides a financially constrained, long term investment framework to address current and future transportation challenges. The LRTP is updated every five years. Its primary purpose is to assist citizens, businesses, and elected officials in cultivating their transportation vision for the county through the year 2040. The LRTP includes all three modes of the transportation system: highway (incorporating freight); transit; and non-motorized. The Plan covers a broad range of issues including environmental impact, economic development, mobility, safety, security, and quality of life.

The Collier LRTP is consistent with all applicable state and federal requirements, and represents a unified vision for the future transportation system. This vision is shared by the area's citizens, business leaders, elected officials, and transportation agencies, all of whom have an important stake in the future of the county's transportation system.

Development of the Plan

The development of the Collier 2040 Long Range Transportation Plan was both a technical and collaborative process that included participation by the MPO Board; the MPO advisory committees; widely promoted public workshops; and a dedicated working group. The working group played a vital role in the development of the LRTP holding seven public workshops, participating in public meetings, and providing significant public input to the plan throughout its development. The working group was comprised of representatives from county and city departments, and environmental and community organizations.

Throughout the development of the plan, input from the general public and non-governmental organizations was sought out and gathered. This input began with development of the plan's goals and objectives and continued throughout the two official public comment periods. In addition, the MPO website was used to receive public comments and to make plan information and updates more accessible. Staff also received comments through e-mail, phone calls and self-addressed stamped comment forms that were distributed to facilitate further comment. Five public meetings were held at which citizens could have one-on-one discussions with staff and the plan's consultants. Copies of the meeting exhibits and plan documents were available at these meetings and upon request.

Public Meeting - Immokalee Oct. 6, 2015

Work on the LRTP began in February, 2014 with a MPO Board "visioning workshop". During the workshop Board members identified areas of attractiveness for future residential and employment development. These "target growth areas", including future regional centers, town centers, neighborhood centers, and special use employment districts were areas where Board members thought future development was both likely and desirable. The "target growth areas" (and associated non-growth areas) were used in the distribution of future forecast population and employment growth.

The 2040 population and employment forecast control totals were developed by the University of Florida's Bureau of Business and Economic Research (BEBR). BEBR forecasts the county's population to grow from 316,739 in 2010 to 497,700 in 2040. This is a 57 percent increase. The forecast includes an additional 58,625 dwelling units (31% increase from 2010). BEBR also forecasts 2040 employment to be in excess of 241,000 jobs, a 41 percent increase over 2010.

The population and employment forecasts were geographically distributed throughout the county based on the MPO Board's "visioning workshop". These forecasts were then input into the FDOT 2040 Travel Demand Model which played a key role in the LRTP process. The model was calibrated so that it could reasonably estimate future traffic patterns and volumes based on different land use scenarios. These travel estimates could then be used as a tool in the determination of what transportation projects would be needed to accommodate the forecast growth.

LRTP Goals and Objectives:

The LRTP's Goals and Objectives represent the guiding direction for the rest the plan. Each of the Plan's eight goals (most of which have multiple objectives) represent a specific element of how the transportation system should evolve, or in some cases, be preserved, over the next 25 years. The eight goals are intended to maintain Collier County as a livable community and to improve the county's transportation system while keeping pace with the expected growth and demand for transportation services. To support the performance-based process emphasized in new federal regulation "Moving Ahead for Progress in the 21st Century" (MAP-21), the LRTP used an integrated approach to defining its goals, objectives and project selection criteria. The plan's eight goals are:

Goal 1: Ensure the Security of Transportation System for Users
The primary security issue for Collier County residents relates to emergency management plans including extreme weather events such as hurricanes. The Plan places an emphasis on enhancing important evacuation routes.

Goal 2: Protect Environmental Resources
Collier County is fortunate to have extensive environmental resources. These resources include wetlands such as the Everglades, and natural wildlife such as the Florida panther. Protection of these resources has been highly valued in the 2040 LRTP.

Goal 3: 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.

Goal 4: Reduce Roadway Congestion
Congestion and delay result in significant costs to Collier County residents and businesses by reducing the ability to access jobs, shopping, recreation, and other activities. The LRTP emphasizes reducing congestion thereby enhancing the quality of life of County residents.

Goal 5: 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.

Goal 6: Increase the Safety of the Transportation System for Users
Safety is an important factor in the MPO's planning process. Safety-related improvements are 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.

Goal 7: Promote Multi-modal Solutions
The MPO recognizes the importance of alternative forms of transportation which improve air quality, quality of life, and promote healthy living. The LRTP 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.

Goal 8: 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 impact 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.

MAP-21 National Performance Goals

In addition to its own goals, the LRTP worked towards incorporating the national performance goals for the federal highway system being articulated in MAP-21. The cornerstone of MAP-21 is the transition to a performance and outcome based program. The MAP-21 goals are listed below. (Not all of the goals are relevant to the role of an MPO.)

Map-21 National Performance Goals

- Safety
- Infrastructure Condition
- Environmental Sustainability

- System Reliability
- Freight Movement and Economic Vitality
- Reduced Project Delivery Dates

Metropolitan and Statewide Planning Factors

MAP-21 also requires the MPO to consider the following factors in the development and adoption of state and metropolitan plans:

1. Increase the safety of the transportation system for motorized and non-motorized users.
2. Increase the security of the transportation system for motorized and non-motorized users.
3. Increase the accessibility and mobility of people and freight.
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.
5. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
6. Promote efficient system management and operation.
7. Emphasize the preservation of the existing transportation system.
8. Support the economic vitality of the metropolitan area.

Needs Assessment

Overview

The Needs Assessment was done in two parts. One part was for the highway system which includes bicycles, pedestrians and the movement of freight. The other part was for the transit system. The Needs Assessment analyzed what transportation system improvements would be required to satisfy the travel demand forecast generated by the land uses defined for the year 2040. Analyses of congestion, safety and environmental impacts were included in the assessment. The assessment was done without regard to the costs of the proposed improvements which were analyzed at a subsequent stage in the plan's development. The needed improvements were identified through an iterative process of travel demand modeling using the 2040 land use

forecast. The FDOT Travel Demand Model was the principal tool used in the highway needs analyses.

The Highway Needs Assessment includes 64 major capital improvement projects with an estimated cost, in present day dollars, of $2.3 billion. These projects include the addition of new through lanes, new roadways, upgrades to existing facilities, and three areas for future study. Figure 1 and Table 1 identify the projects in the Highway Needs Assessment.

Undertaking all of the improvements in the Transit Needs Assessment will require an estimated $58 million per year in operating costs and $72 million in capital costs over the 20-year planning period. The current annual operating cost for the transit system is approximately $10 million. These costs were calculated in year-of-expenditure (YOE) dollars per federal requirements. Figure 2 illustrates the improvements in the Transit Needs Assessment.

Table 1 – Highway 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 1 – Highway 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		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 1 – Highway 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 1 – Highway 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 1 Highway Needs Assessment

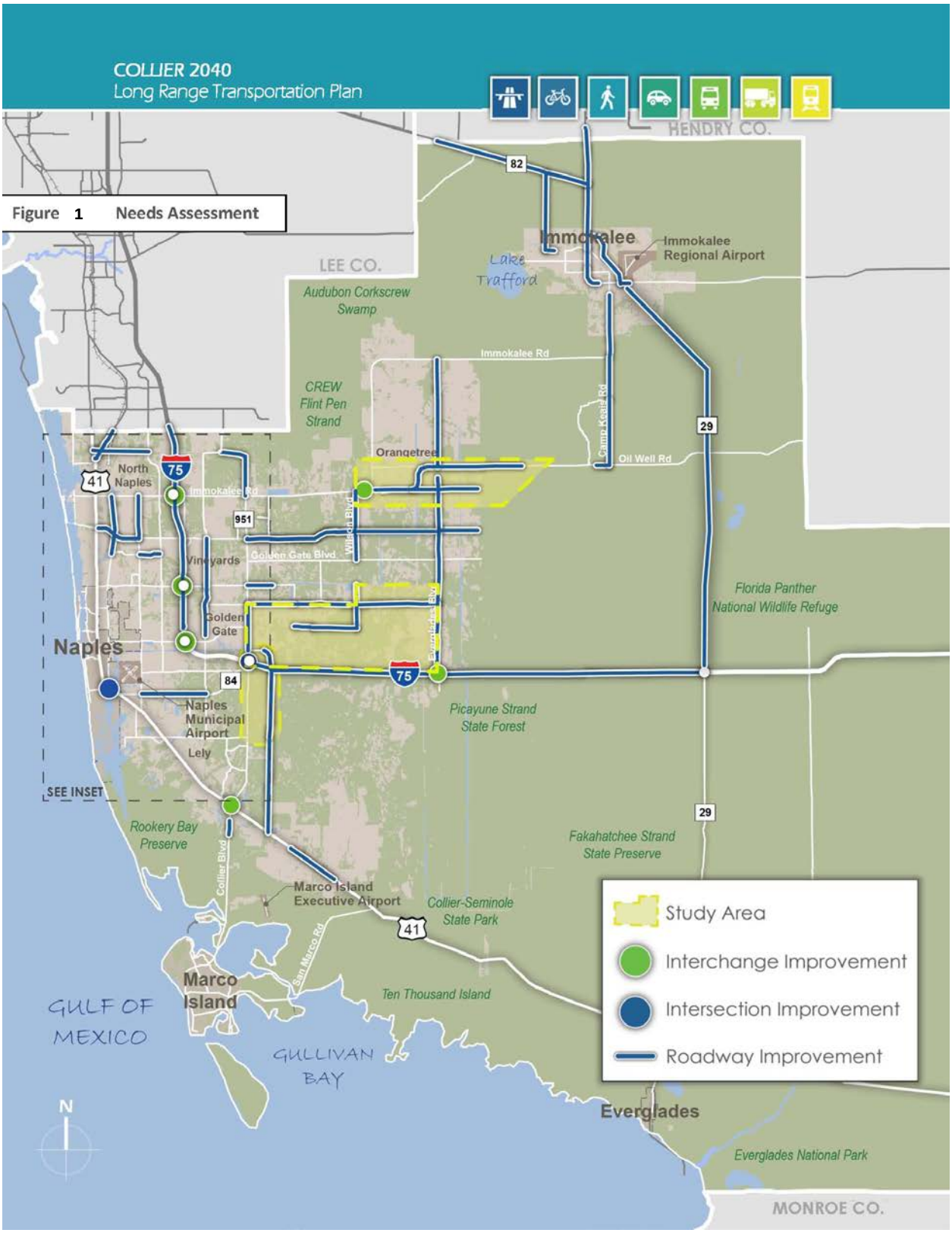
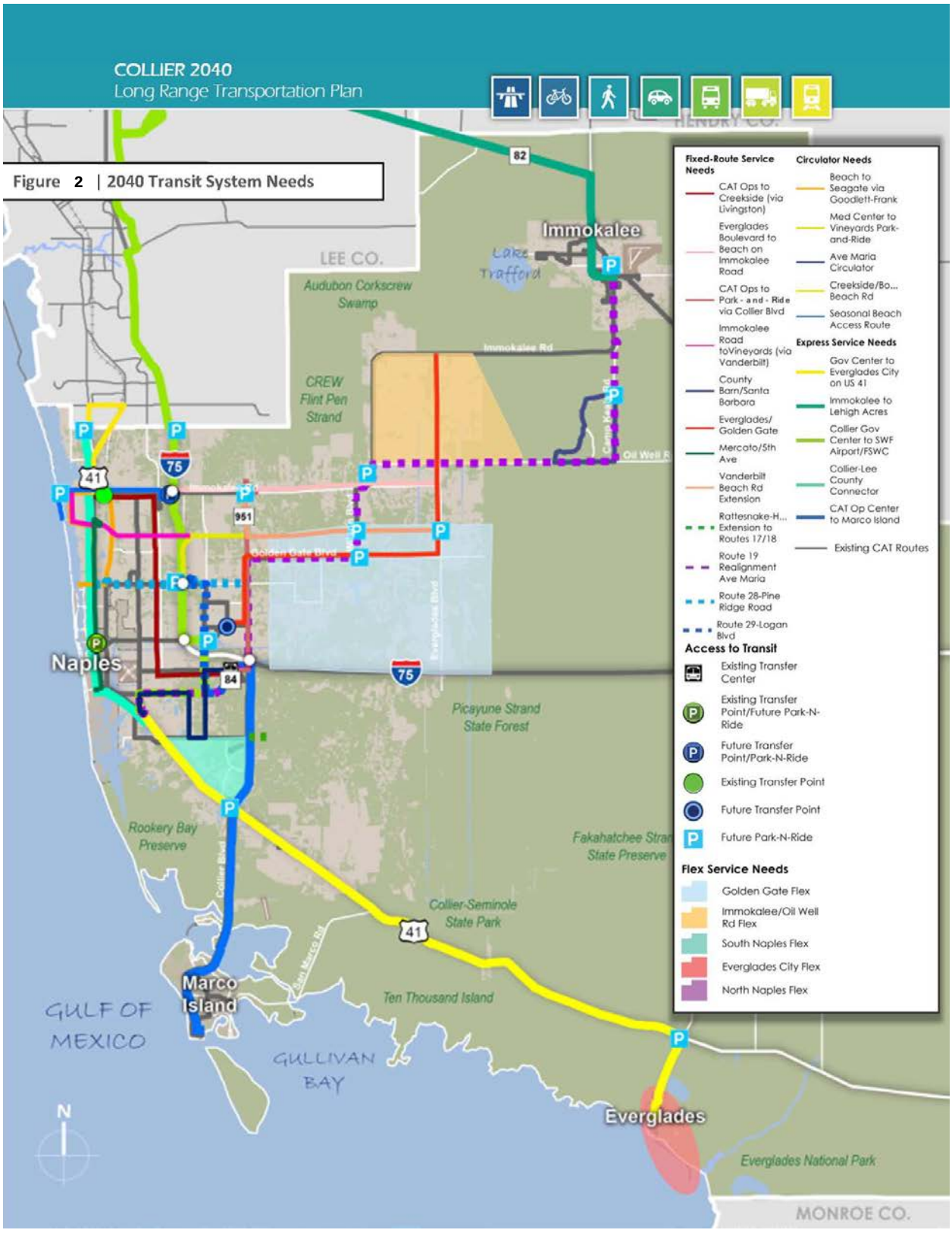


Figure 2 – Transit Needs Assessment



The Highway Needs Assessment included an analysis of congestion within the highway network, freight needs, and safety to identify needed highway improvements. Pathways (pedestrian and bicycle) needs were included in the assessment. These improvements were then evaluated for environmental considerations to understand potential mitigation strategies.

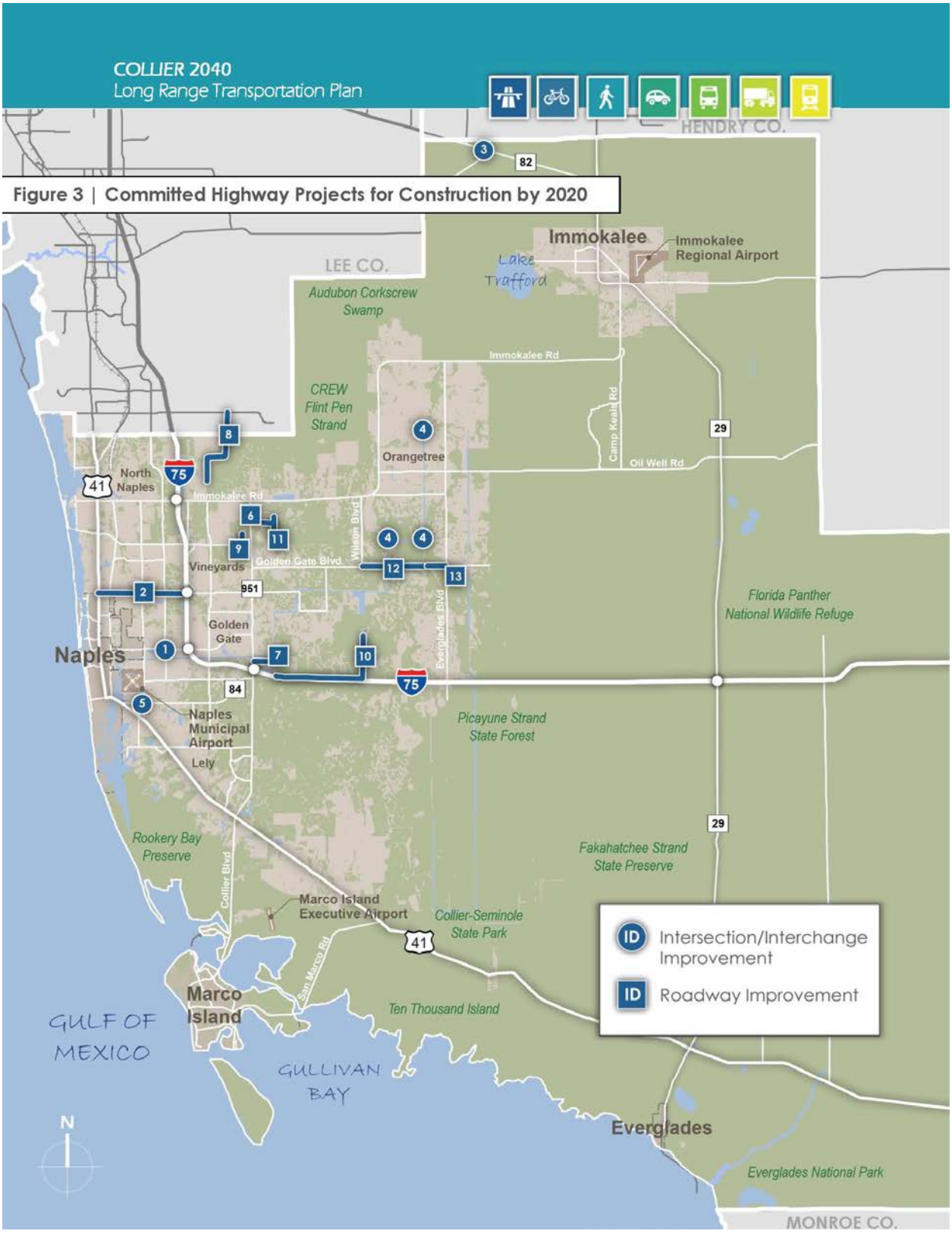
Existing + Committed Network

A key element of the Highway Needs Assessment is the Existing plus Committed (E+C) 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 programs. The E+C characterizes the transportation network expected to be in place by the year 2020. Table 2 and Figure 3 identify and illustrate the committed improvements programmed between 2014 and 2020. The E+C network was then loaded into the FDOT Travel Demand Model and served as the base model on which all traffic analyses were done.

Table 2 - 2020 Existing + Committed Roadway Network

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 3 – Committed Highway Projects for Construction by 2020



System-wide highway needs were then identified by assigning the future year travel estimates to the E+C network. The modeling results identified the E+C facilities that are expected to be congested in 2040 if no further improvements were made. Congestion was measured using the volume to capacity ratio (V/C) of the forecasted traffic volume. A V/C greater than 1.0 is considered "over capacity". Network improvements, most of which were major, were then identified to address areas that were considered “over capacity”.

Congestion Management System/Intelligent Transportation System (CMS/ITS)

In addition to major highway improvements, the Collier MPO has a well-defined Congestion Management System/Intelligent Transportation System (CMS/ITS) process that focuses on reducing congestion by methods other than adding highway lanes. These types of projects are smaller in cost and scope and may include: adjustments to traffic signal timing; highway median modifications; development/implementation of access management plans; bicycle/pedestrian pathways projects; transit projects; and computerized motorist advisory system enhancements.

System Connectivity & Continuity

Improving system connectivity and continuity, especially across all modes, is a key component of enhancing mobility for transportation system users. For the highway mode, enhancing connectivity makes better use of existing transportation assets and gives motorists more travel choices. Increased connectivity and continuity between bicycle, pedestrian, transit, and park-and-ride facilities increases the mobility of transit system users.

To work towards the plan’s goal of improved system connectivity and continuity, the MPO has multiple project selection criteria that encourage projects that improve connectivity to existing facilities, promote projects that create connectivity through new facilities, and prioritize projects that close gaps in the system and/or otherwise improve connectivity.

Building new bridges is another way that the LRTP increases system connectivity. The MPO dedicates 20 percent of its Transportation Management Area (TMA) funds to this purpose allocating the funds according to the recommendations of the East of 951 Bridge Study. Collier County has programmed the first three new bridges identified in the study for construction. The MPO will continue to dedicate a portion of its TMA funds to support the construction of additional bridges which are identified in the Needs Plan.

Pathways Needs

Pathways, consisting of pedestrian and bicycle facilities are important to 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 recommendations of the Comprehensive Pathways Plan are included in the LRTP by reference.

Environmental Considerations

The Collier MPO is committed to principals of environmental stewardship yet recognizes that 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. As an integral part of the Needs Assessment process, an evaluation of potential environmental impacts, and associated mitigation costs was conducted for each facility in the needs network.

Additionally, the Collier MPO employs an Efficient Transportation Decision Making (ETDM) process to seek additional, more specific input on individual long range transportation projects. All of the projects in the LRTP Cost Feasible Plan have all gone though the ETDM process. 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.

Future Study Areas

During development of the Needs Plan, three areas were identified for which the MPO encourages additional study to further define and clarify the scope of the improvements needed.

1. Randall Boulevard/Oil Well Road Study Area: surrounds the Randall Boulevard and Oil Well Road corridors.
2. Green Boulevard Extension/North Belle Meade 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.
3. CR-951 Congestion Relief Study: intended to identify an alternative travel route to the existing CR-951 corridor due to forecasted high congestion levels by 2040. The study area surrounds the CR-951 corridor and extends from City Gate North Boulevard to U.S. 41.

Transit Needs Assessment

Existing plans, ridership projections, transit market and data analyses, and public input were used to guide the development of the Transit Needs Assessment. The assessment was done without consideration of cost (which was done in a later analysis) and looked at expansions and improvements to existing transit services and infrastructure as well as new services and infrastructure.

Improvements to existing services included increasing the frequency and hours of existing service, adding additional routes, and improving efficiency and productivity. New service improvements included adding additional routes, express services, circulator routes, and park-and-ride facilities. Capital improvements included those capital components necessary to implement the transit service improvements.

The Transit Needs Assessment included a cost estimate, in present day costs, of making all of the improvements listed in the Needs Assessment. The operating costs of the current transit system are approximately $10 million per year. Undertaking all of the improvements in the Needs Assessment would require an estimated $58 million per year in operating costs and $72 million in capital costs over the 20-year planning period. Table 3 lists the scoring matrix used in evaluating and prioritizing the transit alternatives.

Table 3 – Transit 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 (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 Plan

Introduction

The Financial Plan and subsequent Cost Feasible Plan (CFP) were divided into a highway component and a transit component. The Financial Plan established the basis for determining how many of the Needs Assessment projects could be included in the CFP. The Financial Plan recognized all revenues by source that can reasonably be expected to be available during the planning period. Per federal rule requirements the revenue projections in the Financial Plan and the project cost estimates in the CFP are stated in Year of Expenditure (YOE) dollars to reflect inflation.

The highway component of the Financial Plan established planning level cost estimates for each project including preliminary engineering/design (PE), right-of-way (ROW), environmental mitigation, and construction (CST). Project cost estimates were developed using the FDOT "Costing Tool" and local agency data.

The majority of transit funding comes from discretionary and or competitive grants. For the transit component of the Financial Plan, it was assumed that future transit revenues would be equal to current transit revenues. Due to the variable nature of transit revenues a separate Long Range Transit Element Technical Memorandum (included in the LRTP Support Document) was prepared to provide additional detail regarding the amount of revenue available for transit service improvements.

The CFP was then developed by applying the forecasted revenues and project cost estimates to the list of prioritized projects in the Needs Assessment to determine which projects were financially feasible. The Highway Cost Feasible Plan identified 27 major capital improvement projects. The Transit Cost Feasible Plan identified those priority improvements that could be implemented within the constraints of the revenues anticipated to be available.

Revenue Sources

FDOT generates the federal and state revenue projections for use in MPO LRTPs. 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. In addition to federal and state funding, the MPO uses local revenue sources to help pay for building and maintaining the county's transportation network. Table 4 lists the estimated available revenue sources for improvements in the transportation system of Collier County. Table 4 is divided into three categories; highways (including bridges, bicycles and pedestrian), maintenance and operations, and the transit system.

Table 4 – Summary of Forecasted Revenues 2021-2040

Jurisdiction	Source	Total 2021-2040 (YOE)
Revenues for Highway System		
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 LRTP projects	$1,131,603,996
Revenues for Maintenance & Operations		
County	General Fund (Ad Valorem)	$710,479,000
County	Fuel Tax	$41,776,749
	Total for Maintenance	$752,255,749
Revenues for Transit System		
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

Cost Estimates

The FDOT Costing Tool was the primary source for development of the roadway project cost estimates. When local and statewide project specific information was available, these figures were used in place of the FDOT Costing Tool. Estimates for non-motorized transportation projects were developed using costs estimates gathered from statewide estimates. Project cost estimates are reported in year of expenditure (YOE) dollars. The estimates were developed for each phase of every project including construction, right-of-way, design and environmental mitigation costs.

Cost Feasible Plans

Highway Cost Feasible Plan

The Highway Cost Feasible Plan (CFP) was developed by first applying the forecasted revenues and project cost estimates to the prioritized list of projects in the Needs Assessment to determine which projects were financially feasible. This resulted in a "ranked" order list of projects.

The "ranked" order was further evaluated considering the limitations in the use of various revenue sources, prior investments and commitments, and the staging of projects to be consistent with the various funding streams. This resulted in a final ranking with some projects being selected over other projects with a higher "ranked" order. This additional evaluation was done so that the final CFP would include the highest priority projects that could be accomplished with the revenues anticipated through 2040, not necessarily the highest ranked projects.

The Highway Cost Feasible Plan contains 27 major capital improvements with an estimated total cost of $1.1 billion in YOE. Not all of the projects in the CFP are fully funded through construction. The Highway Cost Feasible Plan also includes $37 million for bicycle and pedestrian projects, $18 million for new bridge projects, and $37 million for CMS/ITS projects. Figure 4 illustrates these projects which will address many of the congestion, safety, and capacity issues forecasted for 2040 and provide significant improvement to many adjacent facilities. Table 5 (shown on two pages) summarizes the cost of each of the projects in the Highway 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. The unfunded projects are shown in Table 6.

In addition to the major capital improvements in Table 6, a number of smaller projects remain unfunded. These projects are grouped into three categories; CMS/ITS, new bridges, and bicycle and pedestrian. Future investments in these categories will be guided by the LRTP and funded by Transportation Management Area (TMA) funds. The MPO has a policy in which it allocates 40 percent of its TMA funds to CMS/ITS projects, 40 percent to bicycle and pedestrian projects, and 20 percent to new bridge projects. The TMA funds will not be sufficient to cover all of the needs in these categories, particularly the new bridge category. The Collier MPO will continue to pursue other funding options that may come available for these categories as well as for highway and transit projects.

Figure 4 – Highway Cost Feasible Plan Improvements by Funding Period

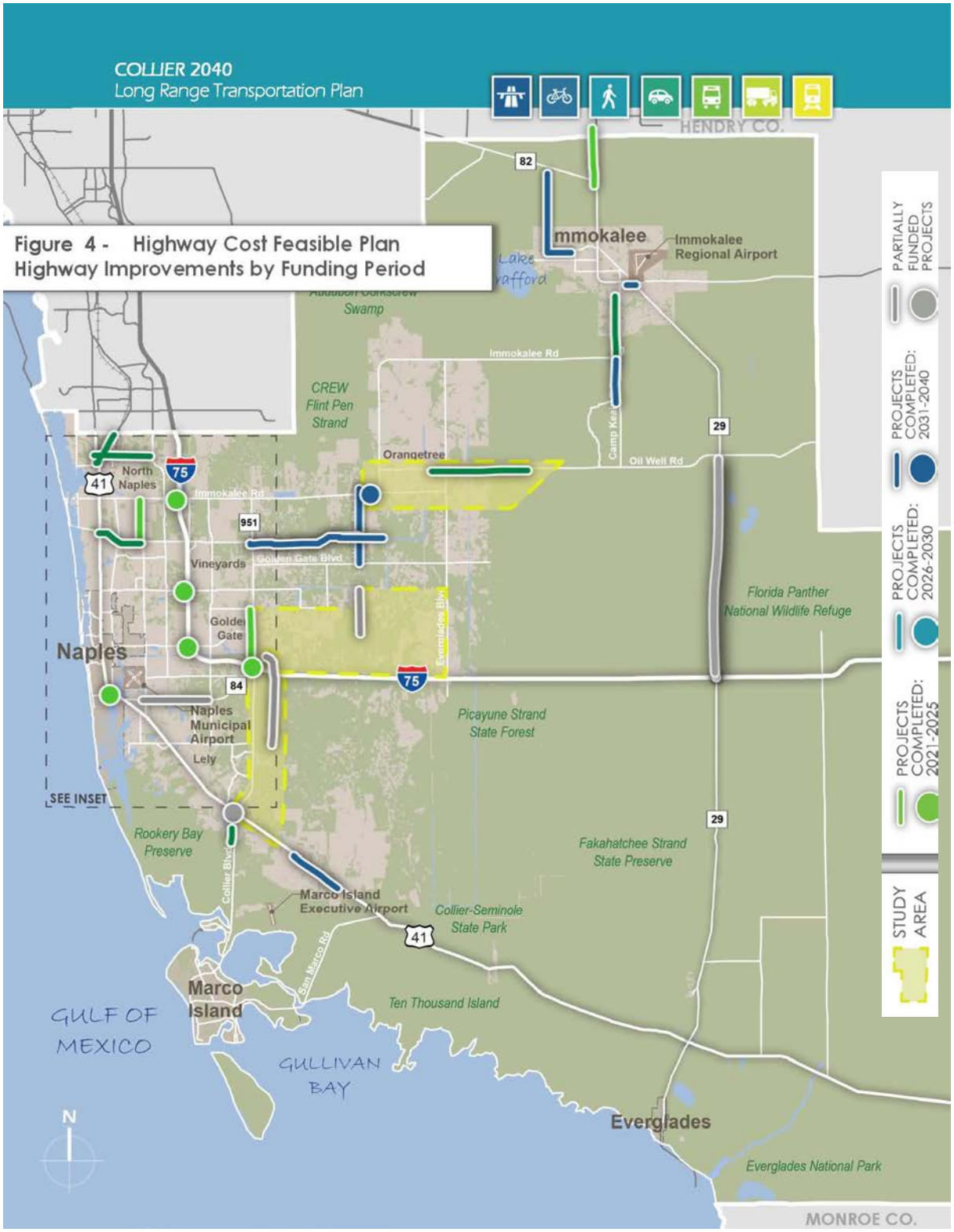


Table 5 - 2040 Cost Feasible Plan - Summary of Funded Projects Grouped by Funding Source with Costs Shown in Future Year of Expenditure (YOE) in Millions of Dollars

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

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

CF#	Facility	From	To	# of Existing	Project Length	Project Type	CST PDC	2021-2025			2026-2030			2031-2040			2021-2040
								PE	ROW	CST	PE	ROW	CST	PE	ROW	CST	Project Totals
33	Veterans Memorial Blvd	Livingston Road	US 41	2	2.9	2-Lane Undivided Roadway with Sidewalks, Bike Lanes and Curb & Gutter	$8.00	$1.95	$1.08				$12.00				$15.03
20	Immokalee Rd	Camp Keais Rd	Carver St	2	2.5	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$25.04				$5.24	$23.01	$37.56				$65.81
56	Benfield Road	City Gate Boulevard	Lords Way	0	3.9	2 lane roadway in a 4 lane footprint	$56.47	$1.83			$20.69				$21.21		$43.72
29	Wilson Boulevard/Black Burn Road	Wilson Boulevard	End of Haul Road	0	2.6	2 lane roadway in a 4 lane footprint	$29.31	$0.61			$6.90				$30.70		$38.20
51	Wilson Blvd.	Golden Gate Blvd.	Immokalee Rd.	2	3.3	2-Lane Roadway to 4 Lanes	$23.36	$2.85				$21.47				$44.63	$68.94
73	Little League Rd. Ext.	SR-82	Westclox St.	0	3.7	New 2-lane roadway	$28.02				$3.86				$17.05	$53.52	$74.42
	Future County Highway Funds					Projects to be determined at a later date	$9.12	$3.37			$10.47	$26.35			$64.17	$17.42	$121.78
14p	Vanderbilt Beach Road Ext	Collier Boulevard	8th Street	2 & 0	6	Add remaining 3 lanes	$39.97									$76.34	$76.34
34	Camp Keais Road	Immokalee Road	Pope John Paul Blvd.	2	2.6	2-Lane Roadway to 4 Lanes with Outside Paved Shoulder (Includes milling and resurfacing of existing pavement)	$10.00				$2.76					$19.10	$21.86
36	Vanderbilt Beach Road	Airport Road	US 41	4	2.1	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$4.00				$3.10		$6.00				$9.10
32	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	2	0.4	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$4.06				$3.10				$4.69	$7.75	$15.55
							$636.31	$22.50	$13.93	$229.78	$68.97	$70.83	$151.43	$21.17	$244.70	$360.62	$1,183.93

	2021-2025			2026-2030			2031-2040			Remaining Balance
	Revenue	Spent	Remainir	Revenue	Spent	Remainin	Revenue	Spent	Remainir	
TMA	**$23.32**	$23.29	$0.03	**$23.32**	$23.29	$0.03	**$46.64**	$46.69	-$0.05	**$0.01**
OA	**$55.60**	$58.10	-$2.50	**$52.60**	$42.58	$10.02	**$115.10**	$144.95	-$29.85	**-$22.33**
SIS	**$65.89**	$65.89	$0.00	**$0.00**	$0.00	$0.00	**$9.82**	$9.82	$0.00	**$0.00**
County	**$106.82**	$108.26	-$1.44	**$201.66**	$212.50	-$10.84	**$430.84**	$414.74	$16.10	**$3.83**

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

Notes:

Design phases funded by OA not included in totals

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

Table 6 – 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 Beaach Road Ext	8th St NE	Desoto Blvd	New 4 lane divded arterial
16	Randall Blvd	8th St NE	Oil Well Rd/Everglades Blvd	Expand from 2 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 Road	Santa Barbara Boulevard	Expand from 4 divided to 6-Lane Divided Arterial
22	Critical Needs Intersection	I-75 (SR-93) and Everglades Boulevard		New Interchange
23	Green Boulevard Ext / 16th Ave SW	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
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)
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

Table 6 – Unfunded Highway Needs (continued)

Needs Rank	Improvement	Limits From	Limits To	Improvement Description
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
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
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 (@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	CR 951	31st St SW	Expand from 2-Lane Undivided to 2-Lane Divided Collector

Transit Cost Feasible Plan

The Transit Cost Feasible Plan identified 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. These service projects include increasing the time span and frequency of service, adding additional services to existing routes, and adding new services and routes. Capital projects include vehicle replacements, shared use park-n-ride facilities and other capital infrastructure.

The financial plan for the transit component of the Cost Feasible Plan reflects the total transit revenues that are expected to be available from 2021–2040 from federal, state, and local sources. The plan includes cost estimates for each of the transit operating and capital improvements identified in the plan.

The majority of transit revenues come from discretionary/competitive grant programs. For the Transit Cost Feasible Plan, it was assumed that future revenues would be equal to current revenues. The Transit CFP's balanced financial assessment is dependent upon the local agencies' ability to capture those discretionary/competitive funds. Figure 5 illustrates the Transit Cost Feasible Plan. Figure 5A is an inset of the Transit Cost Feasible Plan.

Figure 5A – Inset of Transit CFP

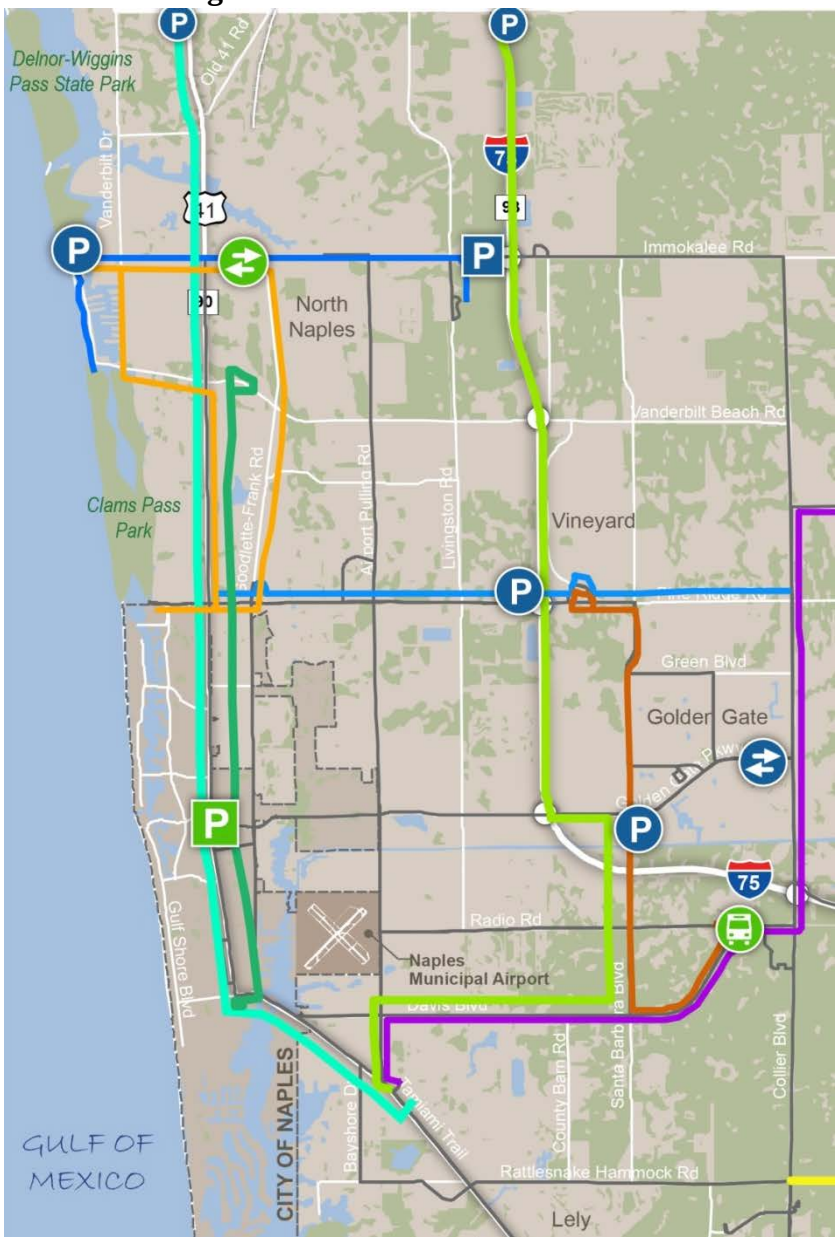
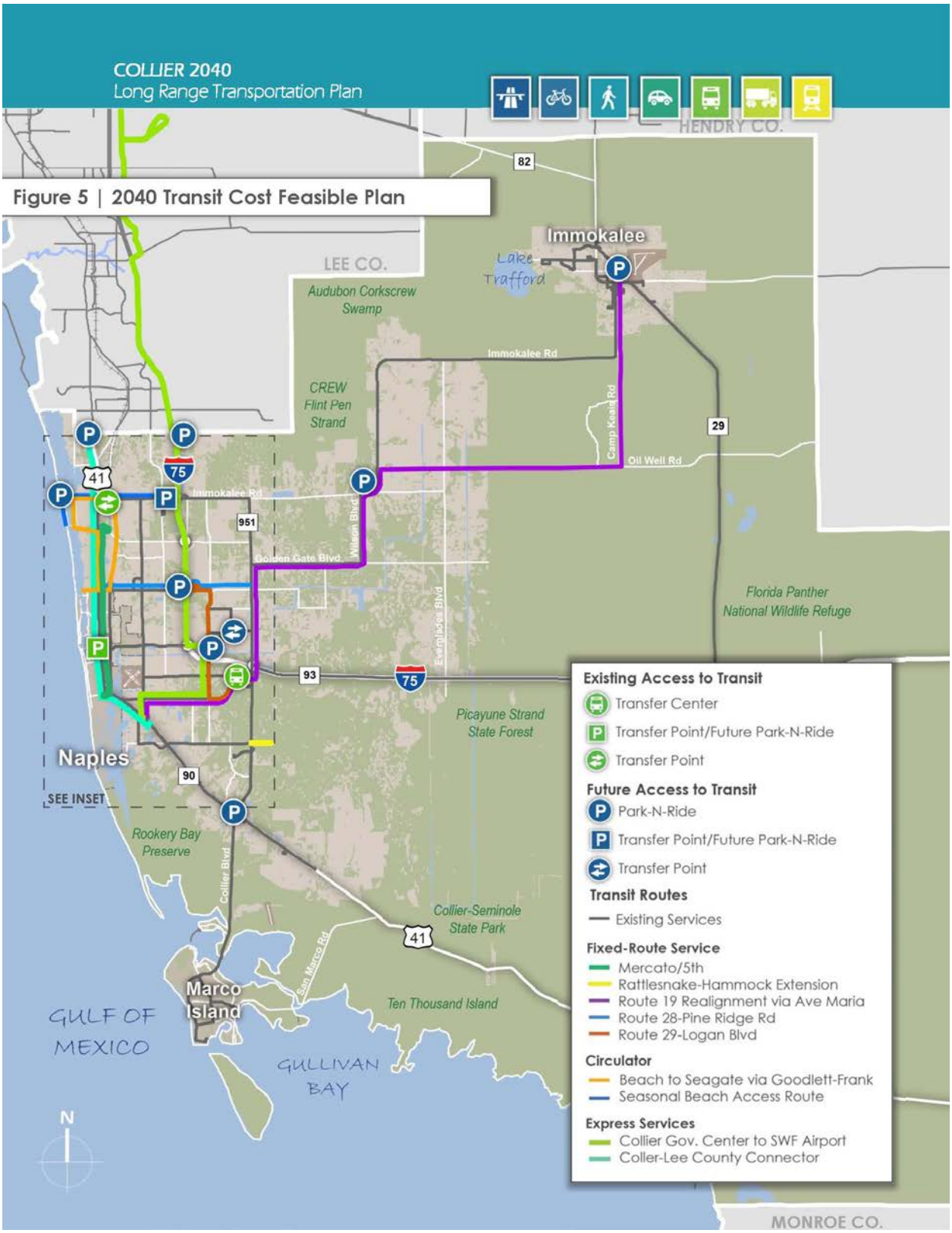


Figure 5 – Transit Cost Feasible Plan



Moving Forward

The Collier MPO is committed to planning for the best possible multi-modal transportation system for its residents, businesses and visitors. This 2040 Long Range Transportation Plan will guide the MPO in the selection of 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). The TIP is a five-year rolling program, annually updated which details how the transportation funds will be spent on various transportation projects.

The MPO planning process is a continuing process. As other local and state plans and programs evolve, amendments to this plan may be necessary in order to ensure consistency with local and state planning and programming efforts. As the FDOT's update to the Strategic Intermodal System Plan unfolds, other amendments to the 2040 LRTP may be needed. Local land use decisions that materially impact the land use forecast upon which this LRTP plan was predicated will require the MPO to update its land use forecast and reevaluate the Needs Assessment and CFP. Additionally, the three project-specific study areas that have been identified in this plan and the final outcome of those studies will likely lead to amendments to the Needs Assessment and/or the CFP components of the Plan.

Additionally, as the MAP-21 federal rules on performance measure planning are rolled out, the MPO will incorporate those applicable planning processes into its 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.

COLLIER 2040

Long Range Transportation Plan

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