

COLLIER MPO

2045

LONG RANGE TRANSPORTATION PLAN

TECHNICAL COMPENDIUM

Final Draft 11 - 19 - 20 DECEMBER 2020



Contents

- Goals, Objectives, and Decision-Making Framework White Paper
- Evaluation Framework Technical Memorandum
- 2015 and 2045 Socio-economic Data for the Collier MPO 2045 Long-Range Transportation Plan
- Automated, Connected, Electric and Shared-Use Mobility White Paper
- Transportation Network's Vulnerability to Climate Change White Paper
- Project Cost Development Methodology Technical Memorandum
- Financial Resources Technical Memorandum
- Long Range Transportation Plan Scenario Network Modeling Technical Memorandum
- Public Involvement Summary

Goals, Objectives, and Decision-Making Framework White Paper



2045

LONG RANGE TRANSPORTATION PLAN



Collier MPO

Goals, Objectives, and Decision-Making Framework White Paper – Final

November 2020



Jacobs



Goals, Objectives, and Decision-Making Framework White Paper

Background

The Long Range Transportation Plan's (LRTP) development process builds on the 2040 LRTP and input from the Collier Metropolitan Planning Organization (MPO) Board, advisory committees, planning partners, and public surveys to establish the long-range vision statement for the MPO's transportation system in 2045. The goals and objectives of the LRTP are also established to help realize this vision. The goals and objectives of the LRTP ultimately guide the entire LRTP development process by creating the basis for a decision-making framework through which projects can be evaluated and ranked to define and document project priorities.

Planning partners for the Collier Metropolitan MPO 2045 LRTP update include the Collier MPO Board and committees, Florida Department of Transportation (FDOT), MPO Adviser Network, local tribal governments, Lee County (through the Lee County MPO Interlocal Agreement), and other various outreach partners in the community.

As part of an initial outreach, the Collier MPO staff addressed the MPO Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) during their regular meetings on May 20, 2019, to request input on their vision for the 2045 LRTP update. Initial input received from the TAC included:

- Adding a goal related to consideration of sea level rise and coastal vulnerability
- Adding a goal or emphasis area to address autonomous/connected vehicles

This White Paper documents the proposed Vision, Goals, and Objectives, and Evaluation Criteria of the 2045 LRTP update, which build upon the Collier MPO 2040 LRTP. These proposed elements are intended to be reviewed, discussed, and revised if desired by the MPO Board and committees. During the LRTP update process, the MPO Board staff and consultants will periodically attend MPO Board and committee meetings to present 2045 LRTP update findings and request input from Board and committee members. Input and revisions resulting from this outreach will be documented in the Public Involvement Plan Summary Report and will be reflected in the 2045 LRTP update. As an example, the comments provided by the TAC at their May 20, 2019, meeting have been incorporated into Goals 10 and 11 of this White Paper.

Proposed Draft LRTP Vision Statement

A draft vision statement was presented to the MPO Board at the May 10, 2019, meeting and to the CAC/TAC on May 20, 2019. Based on comments made during the MPO Board and committee meetings, the consultants and staff expanded the draft vision statement to read as:

"The Collier MPO 2045 Long Range Transportation Plan envisions the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods while addressing current and future transportation demand, environmental sustainability, and community character." However, input on the draft vision is required from the MPO Board and committees to ensure the vision best reflects the vision for the 2045 LRTP update.

2045 Long Range Transportation Plan Proposed Goals and Objectives

The Collier MPO 2045 LRTP update will address federal mandates for regional transportation planning. The current transportation legislation, Fixing America's Surface Transportation (FAST) Act, was signed into law on December 4, 2015, and establishes requirements for developing LRTPs.

"The Collier MPO 2045 Long Range Transportation Plan envisions the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods while addressing current and future transportation demand, environmental sustainability, and community character."

Collier MPO 2045 LRTP Vision Statement



In January 2018, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the *Federal Strategies for Implementation Requirements for LRTP Updates for the Florida MPOs* (FHWA and FTA 2018). This document notes that MPOs are now required to address the following New Planning Factors:

- Improve the resiliency and reliability of the transportation system, and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

Figure 1 lists the 10 federal planning factors that MPOs are now required to consider in the planning process.

The first eight goals and associated objectives of the proposed 2045 LRTP Goals and Objectives originated in the 2040 LRTP. These were presented for consideration to the Collier MPO Board on May 10, 2019. Two additional proposed goals and associated objectives were added in response to the one of the new planning factors as well as input received from the May 20, 2019, TAC Meeting. Proposed Goals 9 and 10 address sustainability and resiliency, which are becoming more important in transportation planning as extreme weather events, such as flooding, severe heat, and intense storms, threaten the long-term investments that federal, state, and local governments have made in transportation infrastructure.

Additionally, the FDOT Office of Policy Planning issued *Guidance for Assessing Planning Impacts and Opportunities of Automated, Connected, Electric and Shared-Use Vehicle* (FDOT 2018), which notes that a key role of MPOs in supporting the transition to an Automated, Connected, Electric and Shared-Use future will include developing policies and prioritizing projects that encourage shared use of vehicles. Therefore, new FDOT requirements state that LRTPs must at a minimum:

- Assess capital investment and other measures necessary to make the most efficient use of existing transportation facilities to relieve vehicular congestion, improve safety, and maximize the mobility of people and goods. Such efforts must include, but are not limited to, consideration of infrastructure and technological improvements necessary to accommodate advances in vehicle technology, such as autonomous technology and other developments. [s.339.175(7)(c)(2), F.S.]

In response to the new FDOT requirement, Goal 11: Consider Autonomous and Connected Vehicles (CAV) Technology in Future, was added.

The 2045 LRTP update proposed goals and related objectives follow. The **Goals** provide a framework for what the LRTP is trying to achieve. The **Objectives** (bullets under goals) provide specific metrics on how to achieve each goal. The proposed list requires discussion, analysis, and input among MPO Board and committee members to determine if these goals and objectives will best meet the longer-term vision. Changes to consider include adding new goals, refining the proposed goals, and adding and refining the proposed objectives.

Figure 1. Federal Planning Factors
Source: FDOT (2019)



2045 LRTP Proposed Goals and Associated Objectives

1. Goal: Ensure the Security of Transportation System for Users
 - Enhance important evacuation routes
 - Maintain sound transportation components of the emergency management plan for Collier County
2. Goal: Protect Environmental Resources
 - Minimize encroachment by transportation projects on wetlands and other protected natural areas
 - Minimize adverse impacts on threatened and endangered species
3. Goal: Improve System Continuity and Connectivity
 - Improve continuity and capacity of existing facilities
 - Promote connectivity by creating new transportation links
 - Create a network of direct routes between and within areas of development
4. Goal: Reduce Roadway Congestion
 - Reduce the number of deficient roadways (those with a high volume-to-capacity ratio) identified in the 2045 existing plus committed (E+C) network
 - Reduce travel delay between residential areas and key destinations
5. Goal: Promote Freight Movement
 - Enhance movement on major regional freight mobility corridors or freight distribution routes
 - Improve access to freight activity centers (distribution facilities or major commercial/industrial districts)
6. Goal: Increase the Safety of Transportation System for Users
 - Reduce the number of fatalities, injuries, and crashes
 - Ensure adequate bicycle and pedestrian facilities are incorporated into new highway and transit projects
 - Implement safety-related improvements on high crash corridors
7. Goal: Promote Multimodal Solutions
 - Improve frequency and reliability of public transit service routes and improve access to park-and-ride lots
 - Improve pedestrian and bicycle facilities
 - Improve air quality
 - Improve quality of life
 - Promote healthy living
 - Implement Complete Streets policies¹
8. Goal: Promote the Integrated Planning of Transportation and Land Use
 - Coordinate with local governments and partner agencies to assure transportation plans and programs support local land use plans and 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 sustainability for the County

¹ <https://www.fdot.gov/roadway/csi/default.shtm>



9. Goal: Promote Sustainability in the Planning of Transportation and Land Use
 - Improve the sustainability of communities through increased access to affordable housing and centers of employment and reduced automobile dependency
 - Ensure that transportation system improvements are equitable and fair to all residents of the County
 - Engage a diverse public in the development of the region's transportation system
10. Goal: Consider Climate Change Vulnerability and Risk in Transportation Decision-Making
 - Identify key climate impacts (rising sea levels, hurricanes, etc.)
 - Identify sensitive assets and thresholds for impacts
 - Identify, evaluate, and adopt strategies to address identified vulnerabilities
 - Screen projects during planning to avoid making investments in particularly vulnerable areas
11. Goal: Consider Autonomous and Connected Vehicles (CAV) Technology in Future
 - Explore options for application and implementation of CAV technologies, in light of the lack of current guidance
 - Consider new guidance and developments during the LRTP process

2045 Long Range Transportation Plan Proposed Evaluation Criteria

As with the proposed goals and objectives, the proposed evaluation criteria (refer to [Table 1](#)) build upon the evaluation criteria in the 2040 LRTP. Evaluation criteria are used to evaluate and then compare how well potential transportation projects meet the goals and objectives. Each goal is assigned a weighting factor that places more emphasis on certain goals that require more focus in the Collier MPO transportation system. The purpose of having a project evaluation criterion is to show the advantages and disadvantages of the proposed projects in relation to each other. Ultimately, this evaluation is used to shape the recommendations and prioritize transportation projects in the Needs Assessment and Cost Feasibility Plan.

The proposed evaluation criteria presented in [Table 1](#) require discussion, analysis, and input among MPO Board and committee members to determine if they are effective in prioritizing transportation projects. Additional changes to consider include revising the evaluation criteria to reflect new or different data sources and revising the weighting factors to best reflect current priorities and the MPO's adopted performance targets.

Table 1. Draft 2045 LRTP Evaluation Criteria

Goal	Evaluation Criteria
1. Ensure the Security of Transportation System for Users Total Weighting Factor: 8%	1A - Improves or maintains critical evacuation routes
	1B - Provides enhanced or potential new evacuation routes where needed
2. Protect Environmental Resources Total Weighting Factor: 12%	2A - Minimize wetland encroachments by transportation projects
	2B - Minimize impacts to wetland flows (maintain or enhance existing flows to the extent feasible)
	2C - Minimize the adverse impacts on threatened and endangered species

Table 1. Draft 2045 LRTP Evaluation Criteria

Goal	Evaluation Criteria
3. Improve System Continuity and Connectivity Total Weighting Factor: 10%	3A - Improves existing infrastructure deficiencies
	3B - Improves connectivity with new transportation links to address system gaps
4. Reduce Roadway Congestion Total Weighting Factor: 18%	4A - Improves existing deficient facility or improves a new or neighboring facility intended to relieve an existing deficient facility
	4B - Improves intersections and roadways with poor levels of service
5. Promote Freight Movement Total Weighting Factor: 6%	5 - Enhances operation of the facility identified as a major freight route
6. Increase the Safety of Transportation System Users Total Weighting Factor: 10%	6A - Enhances safety of transportation system users
	6B - Improves facility or intersection identified as having a high crash occurrence or a fatality
	6C – Promotes traffic calming
	6D - Reduces vehicular conflicts with bicyclists, pedestrians, and other vulnerable road users
7. Promote Multimodal Solutions Total Weighting Factor: 10%	7A - Provides for trail improvements that implement the Bicycle and Pedestrian Master Plan
	7B - Provides multimodal improvement near affordable housing, centers of employment, multi-family housing, health care, educational, recreational, or cultural centers
	7C - Provides multimodal improvements for environmental justice communities and underserved neighborhoods, and connects these neighborhoods to centers of employment and important destinations for transit-dependent households
	7D - Improves transit (frequency and reliability) within existing or future TSAs or within a CRA; improves access to park-and-ride facilities; provides for BRT
	7E - Improves bicycle or pedestrian access to transit
	7F – Improves safety and access for people of all ages and abilities; improves safety for people walking, biking, and using mobility devices



Table 1. Draft 2045 LRTP Evaluation Criteria

Goal	Evaluation Criteria
8. Promote the Integrated Planning of Transportation and Land Use Total Weighting Factor: 10%	8A - Improves access to regional travel (for example, interstates, airports, ports, and SIS facilities)
	8B - Improves access to tourist destinations
	8C - Supports targeted redevelopments or CRAs (multimodal or vehicle improvements)
	8D - Identified in partner agency (city, transit, county, MPO, etc.) as a priority
	8E - Improves vehicle or freight movement to an intermodal facility
9. Promote Sustainability in the Planning of Transportation and Land Use Total Weighting Factor: 8%	9A - Benefits low-income areas and improves sustainability through increased housing choices and reduced automobile dependency
10. Consider Climate Change Vulnerability and Risk in Transportation Decision-Making Total Weighting Factor: 4%	10A - Promotes transportation infrastructure resiliency in the face of climate change and sea level rise
11. Consider Connected and Autonomous Vehicles (CAV) Technology in the Future Total Weighting Factor: 4%	11A - Utilizes technological improvements (ITS, Transit Signal Priority, etc.)

Transportation Performance Management Reporting Requirements in the LRTP

According to FDOT's *MPO Program Management Handbook* (FDOT 2019), MPOs are required to provide ongoing performance information and progress toward achieving performance targets in the LRTP. The LRTP must include a description of all applicable performance measures and targets used to assess the performance of the transportation system in the MPO planning area. The LRTP must also include a System Performance Report (SPR) that evaluates the condition and performance of the transportation system with respect to the MPO's performance targets. The SPR must include progress achieved by the MPO in meeting the performance target in comparison with system performance recorded in previous reports, including baseline data.

If the Collier MPO considers multiple scenarios when developing the LRTP, the SPR must include an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.

Currently, there is no standard template or guidance from FHWA or FTA for the required description of the applicable performance measures and targets or for the SPR. However, FDOT has templates MPOs may use to develop LRTP language specific to each MPO. This documentation can be included in the body of the LRTP or as an appendix. The requirement to include an SPR in the LRTP only has to be met at the time that the LRTP is updated. It does not have to be updated when the LRTP is amended.



In 2012, the Moving Ahead for Progress in the 21st Century (MAP-21) Act established performance-driven and outcome-based requirements to align federal transportation funding with national goals and track progress toward achievement of these goals. The purpose of this performance-based program is for state departments of transportation, MPOs, and public transportation providers to invest resources in projects that, collectively, make progress toward achievement of the national goals. **Figure 2** presents the Federal Transportation Performance Management Framework.

The FAST Act in 2015 affirmed this TPM approach by requiring MPOs to establish performance targets for each measure to be achieved within a specified time period. MPOs are required to provide ongoing performance information and progress toward achieving performance targets in the LRTP. MPOs must also include an SPR on all applicable performance measures and targets used in assessing the performance of the transportation system in the MPO planning area. The SPR in the LRTP only has to be met at the time that the LRTP is updated (not during amendments).

On November 9, 2018, the Collier MPO adopted FDOT's performance measures and targets for safety, pavement condition, bridge condition, and system performance, and the local Transit Agency Targets established by the Board of County Commissioners. Because the SPR is a new requirement, the initial LRTP update will focus on baseline performance. MPO staff reported on progress made concerning the required TPM measures and targets to the MPO Board in 2018 and will do so again in 2019. The 2045 LRTP SPR will incorporate the most current performance data available at the time it is finalized. The Collier MPO's current understanding of the new requirements is that the Cost Feasible Plan constitutes the "preferred scenario" and, as such, the SPR must include an analysis of how the Cost Feasible Plan will improve the conditions and performance of the transportation system baseline conditions, and how the LRTP policies and project priorities have impacted the costs necessary to achieve the identified performance targets. **Table 2** lists the Collier MPO's adopted performance measures and targets.

Figure 2. Federal Transportation Performance Management Framework

Source: FDOT (2019)

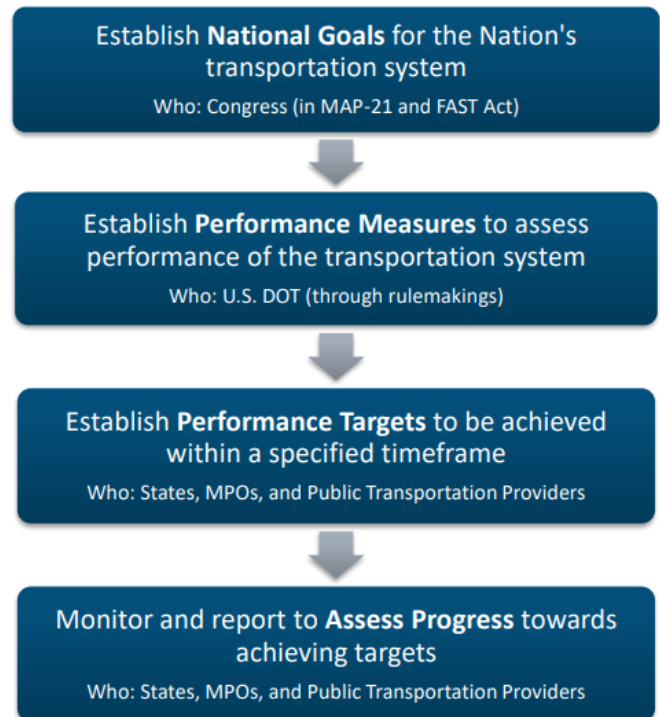


Table 2. National and State Transportation Performance Measures and Targets – Adopted by Collier MPO on November 9, 2018

Measure	Deadline/Data Availability	MPO Actions	Add Language to Plans	Applicability in Collier	FDOT/Transit Agency Targets	Current Conditions
ALL PERFORMANCE TARGETS (except transit safety)	May 20, 2019	Support state or transit agency targets as applicable, or set own targets	TIPs and TIP amendments, next LRTP update	NHS – Interstate and Non-Interstate; or local Transit Agency (BCC). Per FDOT’s review of NHS & designation of portions of Airport & Pine Ridge, NHS network will be: SR 29, SR 41, I-75 and CR 951 (between US 41 and I-75)	See following rows	See following rows
Pavement & Bridge Condition	November 14, 2018 / FDOT will provide pavement data by June 30 th each year, bridge data by 1 st week April each year	Support state targets or set own targets	LRTP if amended & next major update; TIP immediately	Interstate and Non-Interstate NHS: SR 29, SR 41, I-75 and CR 951 between US 41 and I-75	NHS Interstate Pavements: ≥60% Good, ≤5% Poor in 4 yrs.; NHS Non-Interstate Pavements: ≥ 40% Good in 2 & 4 yrs., and ≤5% Poor in 4 yrs.; Bridges ≥ 50% Good in 2 & 4 yrs., ≤10% Poor in 2 & 4 yrs.	FDOT: Interstate Pavements 36.2% Good, 0% Poor, Non-Interstate NHS Pavement: 50.2% Good, 0% Poor; NHS Bridges: 83.58% Good, 0% Poor; Note CR 951 bridges ARE NOT represented in this data
System Performance	November 14, 2018 / FDOT will provide data by December 30 th annually	Support state targets or set own targets	LRTP if amended & next major update; TIP immediately	Interstate and Non-Interstate NHS: SR 29, SR 41, I-75 and CR 951 between US 41 and I-75	75% Person-Miles on Interstate Reliable in 2 yrs., 70% in 4 yrs.; 50% Person-Miles on Non-Interstate Reliable in 4 yrs.; Truck Travel Time Reliability Ratio on	FDOT: Person-Miles Traveled On Interstate That Are Reliable: 2014, 2015, 2016, & 2017 = 100%. Non-Interstate NHS Reliability: 2014=56%, 2015=46%, 2016=42%, 2017=97%; Truck Travel Time Reliability Index on

Table 2. National and State Transportation Performance Measures and Targets – Adopted by Collier MPO on November 9, 2018

Measure	Deadline/Data Availability	MPO Actions	Add Language to Plans	Applicability in Collier	FDOT/Transit Agency Targets	Current Conditions
					Interstate 1.75 in 2 yrs., 2.0 in 4 yrs.	Interstate: 2014 & 2015 =1.10; 2016=1.14, 2017=1.12
Transit Assess Management	October 1, 2018 for transit agency to “establish” TAM plan; TAM going to BCC on October 23, 2018. MPOs have 180 days to affirm transit agency targets or set new ones.	Affirm transit agency targets or set new regional targets	LRTP if amended & Next major update: TIP immediately	Local Transit Agency: BCC will be asked to endorse TAM plan with targets noted on 10/23/2018	Consistent with BCC adopted targets: 10% rolling stock & 25% equipment have met or exceeded Useful Life Benchmark (ULB); 25% of facility < 3.0 TERM scale	Collier County TAM: Rolling Stock 0% at or past ULB; Equipment 50% at or past ULB; Facilities 0% at or past ULB
Annual Safety	February 27, 2018 initial due date; February 27 th annually thereafter; FDOT will provide safety data by end of October each year	Support state targets or set own targets	LRTP if amended & next major update; TIP immediately	All public roads: MPO Board voted to support state targets for 2018	FDOT 2019: Fatalities 0; Serious Injuries 0; Fatality Rate/VMT 0; Serious Injury Rate/VMT 0; Non-Motorized Fatalities & Serious Injuries 0	FDOT: 5-yr Rolling Averages 2012-2016: Fatalities 38; Serious Injuries 177; Fatality Rate 1.125; Serious Injury Rate 5.252; Nonmotorized Fatalities & Serious Injuries 40
FDOT Freight Plan	May 27, 2018 – May 19, 2019	Support state targets	TIPs and TIP amendments	Added language to TIP adopted June 2018 referencing Freight Plan	No state targets established yet	
FDOT Asset Management Plan	May 27, 2018 – May 19, 2019	Support state targets	TIPs and TIP amendments			
Transit State of Good Repair	May 27, 2018 – May 19, 2019	Affirm transit agency targets or set new targets	TIPs and TIP amendments	Added language to TIP adopted June 2018 referencing State of Good Repair	No initial targets set as of January 1, 2017 deadline	

References

Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). 2018. *Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs*. January. Accessed August 2020.

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Evaluation Framework Technical Memorandum



2045

LONG RANGE TRANSPORTATION PLAN



Collier MPO

Evaluation Framework Technical Memorandum – Final

November 2020



Jacobs



Technical Memorandum Evaluation Framework

This Technical Memorandum (TM) documents the evaluation framework for the Collier Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP) 2045 Update. The goals and objectives of the 2045 LRTP update were previously documented in the *Goals, Objectives and Decision-Making Framework White Paper* (September 2019). These goals and objectives create the basis for project evaluation criteria and corresponding performance metrics. These elements form an evaluation framework through which projects can be ranked against one another and a prioritized project list can be developed. **Figure 1** shows the framework process to be used.

Figure 1. Framework Process



The purpose of the evaluation framework is to ensure that the projects in the LRTP serve to implement the plan goals. The Collier MPO staff developed the original process framework for the 2040 LRTP. For the 2045 LRTP update, the framework remains much the same, with revisions to some evaluation methods and criteria. This TM summarizes the revised scoring to be applied in the 2045 LRTP update. Ultimately this type of evaluation is used to shape the recommendations and prioritize transportation projects in the Needs Assessment and Cost Feasibility Plan.

The project team will use the evaluation criteria and performance metrics in this TM to compare and evaluate how well potential transportation projects meet the LRTP's goals and objectives. The evaluation provides a tool to compare relative benefits of each potential transportation improvement and make decisions about transportation improvement recommendations.

Projects with "High" ratings on the performance metrics are considered to be consistent with reaching each respective objective based on the evaluation criteria. Conversely, projects with "Low" ratings may be less consistent with meeting the objectives. Evaluations resulting in medium or "Med" scores are not necessarily inconsistent with the goals and objectives but are likely less supportive of reaching those goals. The evaluation framework is detailed in **Table 1**.

The proposed evaluation criteria presented in **Table 1** require discussion, analysis, and input among MPO Board and committee members to determine if their effectiveness in prioritizing transportation projects. Additional changes to consider include revising the evaluation criteria to reflect new or different data sources and revising the weighting factors to best reflect current priorities and the MPO's adopted performance targets. The project prioritization will consider a high rank a score of 5, a medium rank a score of 3, and a low rank a zero. The priority list will be sorted based on this raw score.

Table 1. Evaluation Criteria and Performance Measures

Goal	Evaluation Criteria	Performance Measures	Weighting (out of 100)
1. Ensure the Security of Transportation System for Users Total Weighting Factor: 8%	1A - Improves or maintains critical evacuation routes	Yes = 5; No = 0	4
	1B - Provides enhanced or potential new evacuation routes where needed	Does the roadway connect to an existing evacuation route or does it have potential to be a new evacuation route (for example, major extension or new project that connects to a Strategic Intermodal System?) Yes = 5; No = 0	4
2. Protect Environmental Resources Total Weighting Factor: 12%	2A - Minimize wetland encroachments by transportation projects	How many acres of wetland encroachment based on National Wetlands Inventory? No impact = 0; 0–5 acres = -1; 6–10 acres = -2; 11–15 = -3; 15–20 = -4; 21 or more = -5 (max)	4
	2B - Minimize impacts to wetland flows (maintain or enhance existing flows to the extent feasible)	Proximity to protected natural areas (0.5 miles) Within 0.5 miles of Conservation Areas/Preserves lands? Yes = -1 No = 0	4
	2C - Minimize the adverse impacts on threatened and endangered species	Amount of habitat encroachment based on primary panther habitat? No impact = 0 0–10 acres = -1 11–20 acres = -2 21–30 = -3 31–40 = -4 40 or more = -5 (max)	4
3. Improve System Continuity and Connectivity Total Weighting Factor: 10%	3A - Improves existing infrastructure deficiencies	Does the project improve mobility in an existing roadway facility (for example, widening, intersection improvements, etc.)? Yes = 5; No = 0	5
	3B - Improves connectivity with new transportation links to address system gaps	Does the project improve connectivity with a new facility including projects that are extensions that connect to future or existing facilities? Yes = 5; No = 0	5



Table 1. Evaluation Criteria and Performance Measures

Goal	Evaluation Criteria	Performance Measures	Weighting (out of 100)
4. Reduce Roadway Congestion Total Weighting Factor: 18%	4A - Improves existing deficient facility or improves a new or neighboring facility intended to relieve an existing deficient facility	Does the project increase capacity or provide relief to a parallel facility (for example, new facilities, bridges over canals, etc.)? Yes = 5; No = 0	9
	4B - Improves intersections and roadways with poor levels of service	Does capacity ratio decrease when compared to the 2045 E+C Alternative? Yes = 5; No = 0	9
5. Promote Freight Movement Total Weighting Factor: 6%	5 - Enhances operation of the facility identified as a major freight route	Is the roadway on a regional freight mobility corridor, freight distribution route, or connects to a freight activity center as outlined in the 2040 LRTP? Yes = 5; No = 0	6
6. Increase the Safety of Transportation System Users Total Weighting Factor: 10%	6A - Enhances safety of transportation system users	Does project implement a recommendation from a safety plan (for example, safe routes to school, protected bike lanes, etc.)? Yes = 5; No = 0	2
	6B - Improves facility or intersection identified as having a high crash occurrence or a fatality	High crash location or segment? Yes = 5; No = 0	4
	6C – Promotes traffic calming	Does the project improve safety by calming traffic (for example, gateway treatments, roundabouts, reduced width and turning radii)? Are vehicular speeds appropriate to context and facility type? Yes = 5; No = 0	2
	6D - Reduces vehicular conflicts with bicyclists, pedestrians, and other vulnerable road users	High crash location or segment for bicycle and pedestrian conflicts? Yes = 5; No = 0	2
7. Promote Multimodal Solutions Total Weighting Factor: 10%	7A - Provides for trail improvements that implement the Bicycle and Pedestrian Master Plan	New or improved trail/greenways = 5 No new or improved trail = 0	2
	7B - Provides multimodal improvement near affordable housing, centers	Improvement within 0.25 miles = 5 No improvement within 0.25 mile = 0	2

Table 1. Evaluation Criteria and Performance Measures

Goal	Evaluation Criteria	Performance Measures	Weighting (out of 100)
	of employment, multi-family housing, health care, educational, recreational, or cultural centers		
	7C - Provides multimodal improvements for environmental justice communities and underserved neighborhoods, and connects these neighborhoods to centers of employment and important destinations for transit-dependent households	Improvement within 0.25 miles = 5 No improvement within 0.25 miles = 0	2
	7D - Improves transit (frequency and reliability) within existing or future TSAs or within a CRA; improves access to park-and-ride facilities; provides for BRT	Project along an existing or planned bus route within an existing or future TSA = 5 Project along an existing or planned bus route inside a CRA = 5 Improves access to park-and-ride facility = 5 Provides for BRT = 5 No improvement = 0	1
	7E - Improves bicycle or pedestrian access to transit	Improve Access = 5; No improvement = 0	2
	7F – Improves safety and access for people of all ages and abilities; improves safety for people walking, biking, and using mobility devices	Improvement = 5 No improvement = 0	1
8. Promote the Integrated Planning of Transportation and Land Use Total Weighting Factor: 10%	8A - Improves access to regional travel (for example, interstates, airports, ports, and SIS facilities)	Improves access = 5 Does not improve access = 0	4
	8B - Improves access to tourist destinations	Improves access = 5 Does not improve access = 0	2

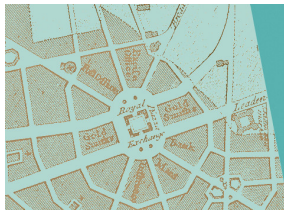
Table 1. Evaluation Criteria and Performance Measures

Goal	Evaluation Criteria	Performance Measures	Weighting (out of 100)
	8C - Supports targeted redevelopments or CRAs (multimodal or vehicle improvements)	Yes = 5 No = 0	2
	8D - Identified in partner agency (city, transit, county, MPO, etc.) as a priority	Connections to other municipalities or counties? Yes = 5 No = 0	1
	8E - Improves vehicle or freight movement to an intermodal facility	Does the project improve vehicle or freight movement to intermodal facilities (for example, airport, bus transfer station, freight center, park and ride, etc.)? Yes = 5 No = 0	1
9. Promote Sustainability in the Planning of Transportation and Land Use Total Weighting Factor: 8%	9A - Benefits low-income areas and improves sustainability through increased housing choices and reduced automobile dependency	Does the project bring better mobility to a low-income areas and CRAs (for example, bike/ped improvements along a bus route or stop, etc.)? Project in target area=5 Project not in target area=0	8
10. Consider Climate Change Vulnerability and Risk in Transportation Decision-Making Total Weighting Factor: 4%	10A - Promotes transportation infrastructure resiliency in the face of climate change and sea level rise	Within 0.25 miles of NOAA 1 ft Sea Level Rise Flooding Area =5 Within 0.25 miles of NOAA 1 ft Sea Level Rise Low Lying Area = 3 Not in high risk area = 0	4
11. Consider Connected and Autonomous Vehicles (CAV) Technology in the Future Total Weighting Factor: 4%	11A - Utilizes technological improvements (ITS, Transit Signal Priority, etc.)	Yes = 5 No = 0	4



2015 and 2045 Socio-economic Data for the Collier MPO 2045 Long-Range Transportation Plan





SPIKOWSKI PLANNING ASSOCIATES

SUBJECT: 2015 and 2045 Socio-economic Data for the
Collier MPO 2045 Long-Range Transportation Plan
PREPARED FOR: Jacobs and Collier MPO
PREPARED BY: Bill Spikowski, FAICP
DATE: 2/3/2020

Introduction

The Collier MPO is in the process of updating the previous (year 2040) Long-Range Transportation Plan (LRTP) to a new planning horizon year of 2045. To support the update effort by all MPOs in District One, the Florida Department of Transportation (FDOT) is updating its 2040 regional planning model to the year 2045. This model is referred to as the D1-RPM.

Long-range transportation planning by MPOs relies heavily on the D1-RPM, which is a travel model that uses algorithms to simulate travel behavior throughout District One. The results of the modeling helps MPOs analyze the need for new road capacity and for better transit service.

Travel models follow a sequence of steps that simulate responses people make about how to travel, given various possible configurations of highway and transit service. These configurations are effectively scenarios of different travel networks that could exist in Collier County in the year 2045. These ‘travel-network scenarios’ are tested to see how they perform given a hypothetical distribution of people and their destinations across Collier County in 2045.

Before any travel-network scenarios can be tested, the forecasted distribution of population, employment, shopping, schools, etc. for the year 2045 must be entered into the model. This dataset is referred to as socio-economic (SE) data, which must be provided for each Traffic Analysis Zone (TAZ). Future land use patterns are a key variable that affects transportation networks and the public investments required to build and maintain them. **Figure 1** shows the 730 Collier County TAZs being used in the new D1-RPM. Florida DOT modified the TAZ boundaries slightly from the prior travel model, and all zone numbers have been changed.

In addition to analyzing the effectiveness of travel-network scenarios, the model can be run using different scenarios of how population, employment, and shopping might be distributed across Collier County in 2045. These are called ‘land-use scenarios.’

Before any tests are run for the year 2045, the travel model must be calibrated to ensure that it reasonably represents actual travel decisions being made in Collier County. This process is called “validation,” which is conducted by running the travel model for the year 2015, using actual traffic counts and transit service for 2015 and using SE data for each TAZ that represents actual conditions in 2015.

FDOT runs the D1-RPM for all MPOs in District One, but it relies on individual MPOs to provide SE data for 2045 and to review SE data for 2015. These datasets have been in preparation since spring of 2019. This memorandum describes key assumptions and data sources for SE data and presents a summary and maps of the resulting data. **Figure 2** identifies the types of SE data that are required for each TAZ for 2015 and for 2045.

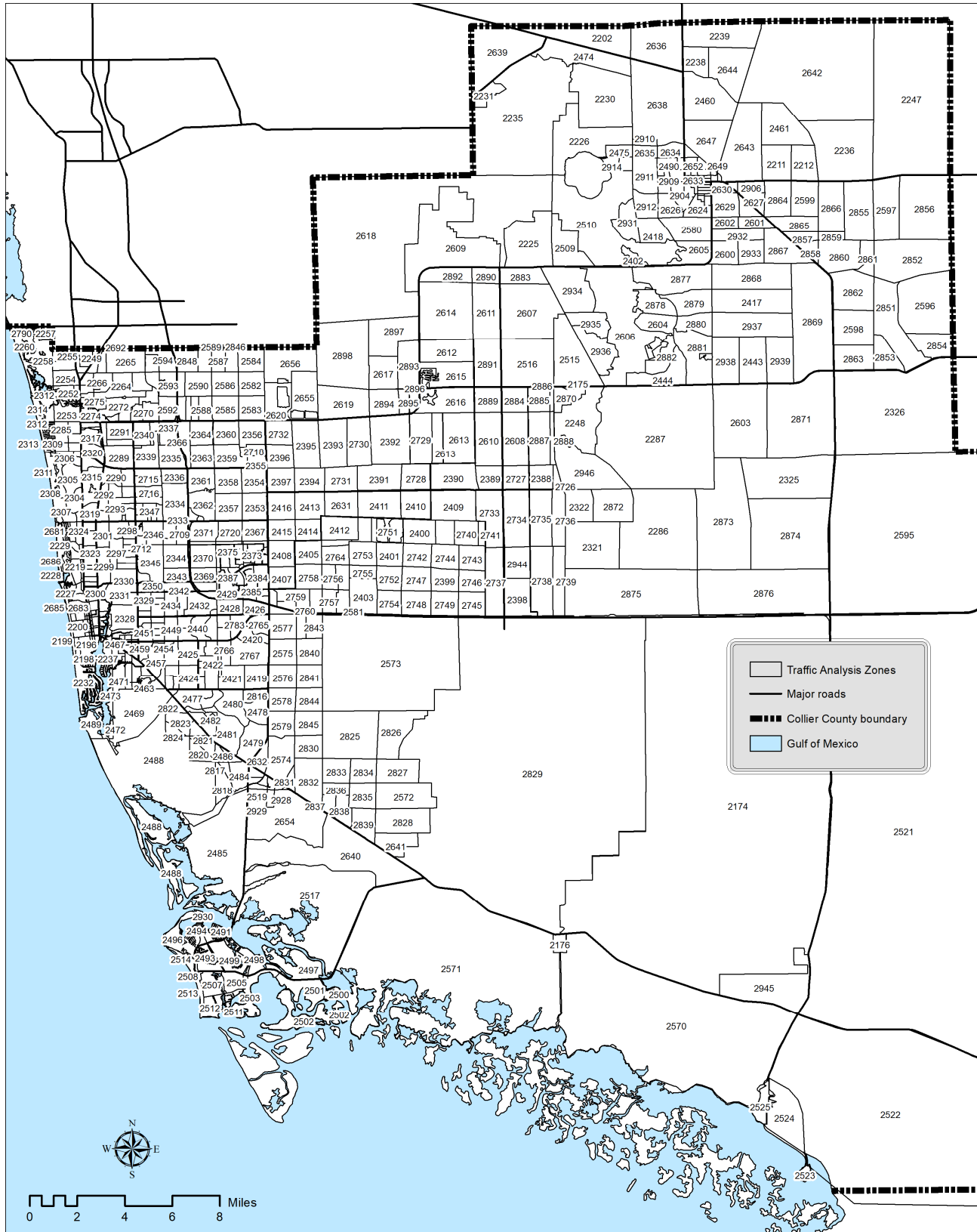


Figure 1, Traffic Analysis Zones in the latest D1-RPM

Field name	Description of data in each field
ZONE	Unique number for each Collier County traffic analysis zone in FDOT's D1-RPM
SFDU	Number of single-family dwelling units
SF_PctVac	Percentage of single-family dwelling units that are vacant because they are for sale, for rent, being rehabilitated, etc.
SF_PctVnp	Percentage of single-family dwelling units that are vacant (as above) plus those that are used only by seasonal residents (whose permanent residence is somewhere else)
SFpop	Permanent population in (occupied) single-family dwelling units
SF_PopDU	Average number of permanent residents per (occupied) single-family household
SF_0auto	Percentage of single-family dwelling units with 0 automobiles
SF_1auto	Percentage of single-family dwelling units with 1 automobile
SF_2auto	Percentage of single-family dwelling units with 2 or more automobiles
MFDU	Number of multi-family dwelling units
MF_PctVac	Percentage of multi-family dwelling units that are vacant because they are for sale, for rent, being rehabilitated, etc.
MF_PctVnp	Percentage of multi-family dwelling units that are vacant (as above) plus those that are used only by seasonal residents (whose permanent residence is somewhere else)
MFpop	Permanent population in (occupied) multi-family dwelling units
MF_PopDU	Average number of permanent residents per (occupied) multi-family household
MF_0auto	Percentage of multi-family dwelling units with 0 motor vehicles
MF_1auto	Percentage of multi-family dwelling units with 1 motor vehicles
MF_2auto	Percentage of multi-family dwelling units with 2 or more motor vehicles
RESDhhld	Residential households -- sum of single-family and multi-family dwelling units
RESDpop	Residential population -- sum of permanent population in single-family and multi-family dwelling units
HHincome	Median household income
HHincindex	Median household income index: ratio of the median household income of the TAZ to all of District One
HHLDsize	Average number of permanent residents per household (occupied dwelling units)
WORKERS	Number of workers, by place of residence
WRKRphhld	Average number of workers per household
IND_Emp	Number of industrial employees, by place of employment
COMM_Emp	Number of commercial (retail) employees, by place of employment
SERV_Emp	Number of service employees, by place of employment
TOT_Emp	Total number of employees, by place of employment
HMDU	Number of hotel and motel rooms
HMocc	Percentage of hotel and motel rooms occupied during the peak season
HMpop	Number of occupants in hotel and motel rooms during the peak season
SCHOOL	Number of students enrolled in schools (K-12 plus post-secondary if fewer than 2,000 students)
UNIVERSITY	Number of students enrolled in post-secondary schools with more than 2,000 students (in 2015 data only; combined with SCHOOL in 2045 data)

Figure 2, Description of SE data in the latest D1-RPM

Summary of 2015 SE Data

Socio-economic data for 2015 will be used to calibrate and validate the D1-RPM. The calibration process is essential to ensure that the model fairly represents the travel choices currently being made across District One; those choices differ to some degree among the twelve counties in the district.

In April 2019, Florida DOT, through its consultant Traf-o-Data, began preparing a complete draft of socio-economic data for the year 2015. This data also included a number of preliminary changes to the TAZ structure; some Collier TAZs were split and others were aggregated, and new sequential TAZ numbers were assigned.

At the request of the Collier MPO, a significant data source was year 2017 TAZ-level data from the Collier Interactive Growth Model (CIGM), prepared for Collier County in 2017 by Metro Forecasting Models. In the zonal data files, the TAZ numbers from CIGM are shown as 'TAZ10'; the revised TAZ numbers that will be used in the D1-RPM are shown as 'TAZ15.'

The county-wide residential population (permanent residents in single and multi-family dwellings) for 2017 from CIGM was 367,516, higher than the 2015 county-wide population estimate from the American Community Survey of 357,305. The CIGM population and housing data for 2017 was reduced by Florida DOT to 2015 levels in part by examining property appraiser parcel data and recent aerial photographs to identify TAZs with significant growth between 2015 and 2017.

The CIGM also produces estimates of the number of employees for each TAZ, beginning with its base year of 2017. These estimates are calculated based on the square-footages of buildings (commercial, industrial, governmental, and institutional). Florida DOT declined to use this data for 2015 employment levels, preferring to use data from InfoUSA, a commercial provider, which does not rely on ratios between building size and number of employees. The CIGM employee forecasts for future years, however, will be used to prepare SE data on employment for 2045, since neither InfoUSA nor any source other than CIGM is able to provide employment forecasts for small areas such as TAZs.

Florida DOT also prepared 2015 data on other factors that are important in the D1-RPM, using various sources including the U.S. Census plus data provided by directly by county and state agencies. Three examples are illustrated here:

- **Figure 3:** the ratio of permanent residents per acre in each TAZ for the year 2015.
- **Figure 4:** the number of single-family dwellings in each TAZ with two or more vehicles.
- **Figure 5:** average household income in each TAZ.

Note that much of this data originated from the U.S. Census, which often does not provide separate data for each TAZ, thus requiring that multiple adjoining TAZs are assigned the data from a single larger area such as a census block group or census tract.

Beginning this year, the number of students in colleges and universities will no longer be broken out separately in the D1-RPM, except for institutions with more than 2,000 local students. Since no local institutions exceed that threshold, college and university students will be included in a single data field for schools; however, the 2015 SE files use the older method, with all college and university students shown in a separate column.

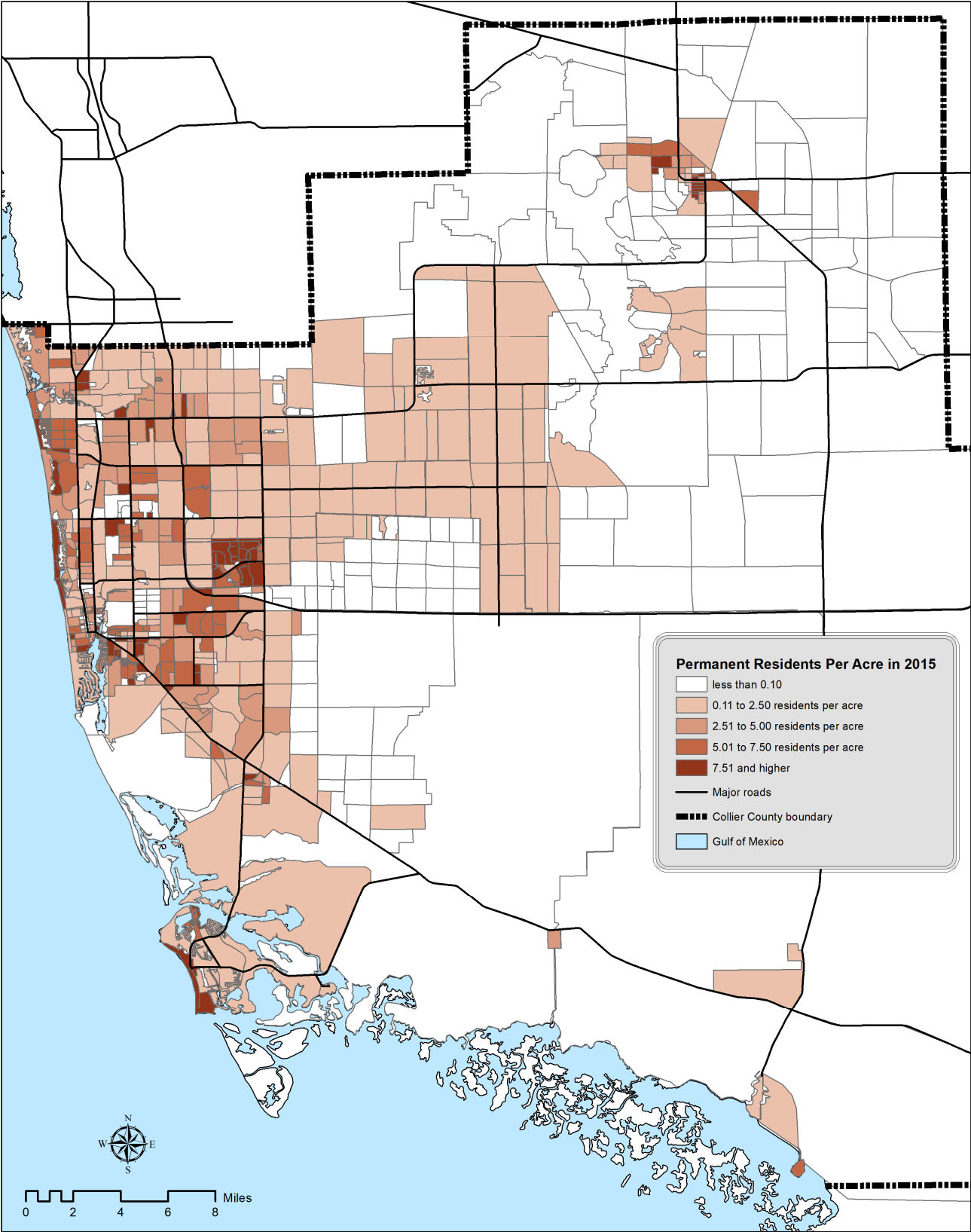


Figure 3, Ratio of permanent residents per acre in each TAZ in 2015

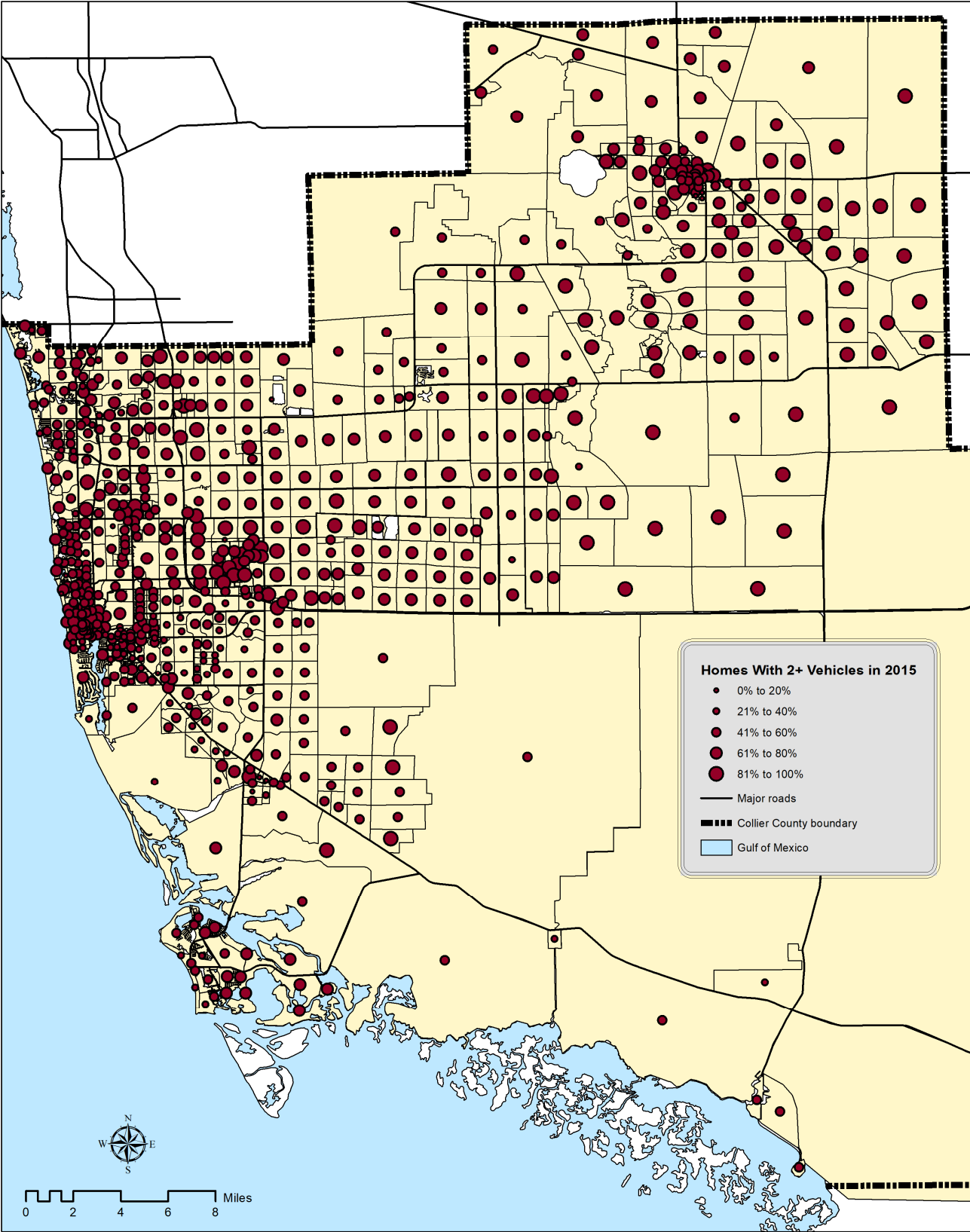


Figure 4, Number of single-family dwellings in each TAZ with two or more vehicles in 2015

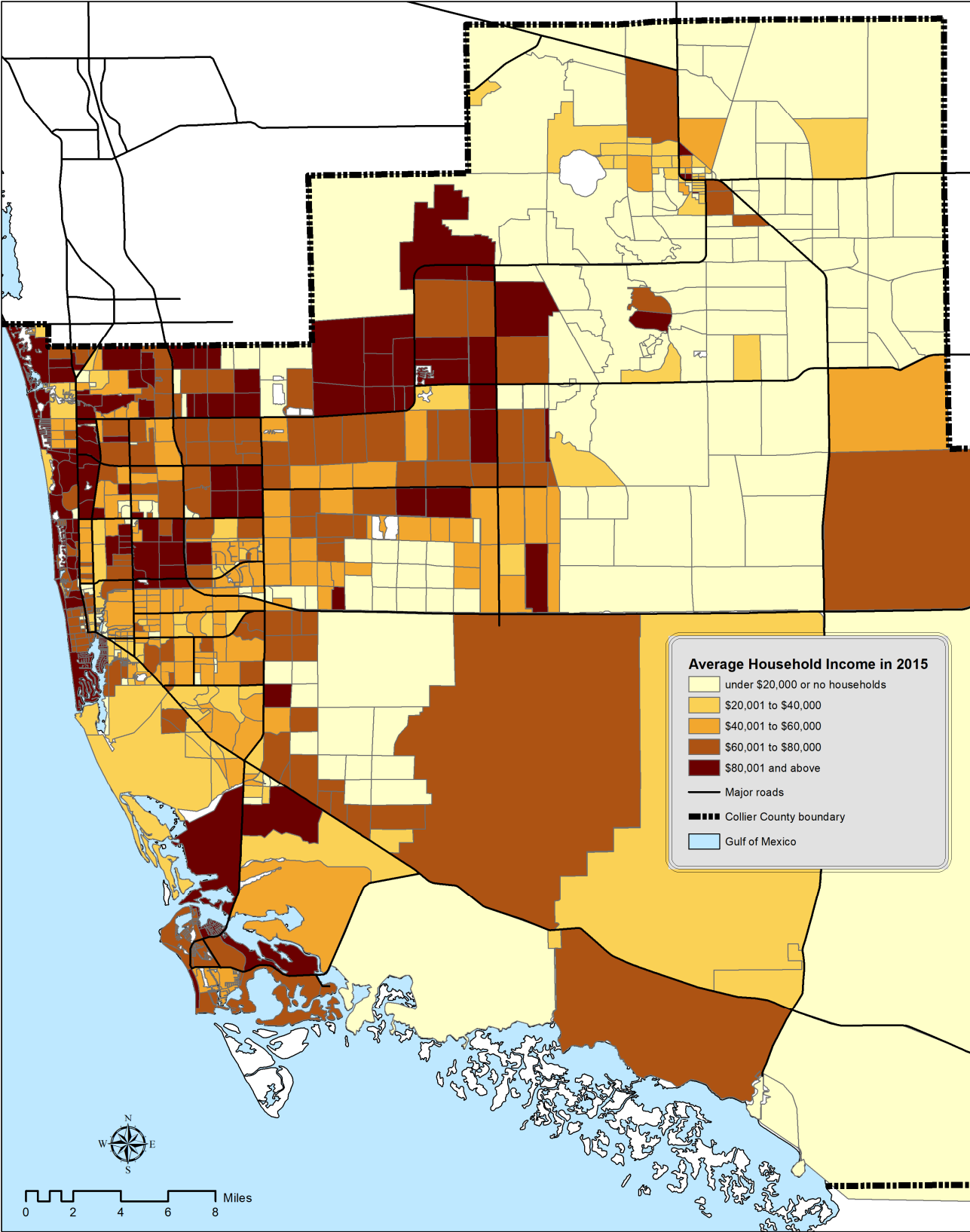


Figure 5, Average household income in each TAZ in 2015

Conceptual Alternatives for 2045 Data

The expected county-wide population for the year 2045 is 516,100, according to the medium projection from the University of Florida’s Bureau of Economic and Business Research (BEBR).¹ Counties frequently use the medium BEBR figure as a population forecast for their comprehensive plans; according to state statutes, sufficient land must be available to accommodate at least that number of people (F.S. 163.3177(1)(f)(3)). Because MPO plans are often incorporated into comprehensive plans, the same figure is frequently used by MPOs.

Collier County is in the unique position of having prepared its own and much more detailed population forecasts. The county authorized the initial development of the Collier Interactive Growth Model (CIGM) in 2007 to better understand the spatial distribution of population over time to assist in planning for infrastructure. The initial CIGM covered only the land area east of County Road 951, but has now been expanded to include the entire county.² Unlike the BEBR projections, which provide a single figure for the entire county, the CIGM provides data for every TAZ. The 2017 CIGM forecast for the year 2045 was for a total residential population of 559,410 for the entire county (about 8% higher than BEBR medium).

There are several advantages to either population total for 2045 when updating the Long-Range Transportation Plan:

<i>Advantages of using 2045 CIGM forecast:</i>	<i>Advantages of using 2045 BEBR medium projection:</i>
<i>Uses sophisticated locally generated data instead of generic county-level data from BEBR</i>	<i>Follows past practices by the Collier MPO when preparing long-range transportation plans</i>
<i>CIGM data was prepared at the TAZ level; BEBR data would have to be disaggregated to TAZs</i>	<i>Complies with Policy 4.9 in Collier County’s Growth Management Plan</i>
<i>Keeps MPO planning in sync with other Collier County planning efforts</i>	<i>Meets minimum requirement in state law</i>
	<i>Most other MPOs use BEBR projections (very few have locally generated forecasts)</i>

After extensive discussions including the Jacobs team, Collier MPO staff, Collier County transportation planning staff, Traf-o-Data (modeling consultant to Florida DOT and to Jacobs), and Metro Forecasting Models (consultant to Collier MPO and Collier County on the Collier Interactive Growth Model), Jacobs recommended that two separate scenarios be developed and evaluated during the process leading to the 2045 update of the Collier MPO Long-Range Transportation Plan:

- **Scenario A** uses the 2045 forecasts for population, housing, employment, public schools, and hotel/motel rooms as produced by the Collier Interactive Growth Model (CIGM) on behalf of Collier County. (The CIGM also provides forecasts in 5-year increments beginning with the year 2020, allowing an interim-year travel model to be developed in the future.)

¹ *Projections of Florida Population by County, 2020–2045, with Estimates for 2018*, BEBR Bulletin 183, April 2019

² *Reading MFM Reports: Housing & Population, Commercial, and Industrial – for the Collier County MPO*, Metro Forecasting Models, LLC, undated

- **Scenario B** modifies the CIGM forecasts so that the county-wide population total will match the most recent BEBR medium projection for 2045 (516,100). The reductions will come primarily by lowering the optimism about how much development will take place in Rural Lands Stewardship Areas and Rural Fringe Mixed-Use Districts by 2045.
- Other socio-economic data required by Florida DOT's District One regional travel model for both scenarios is being provided by Jacobs.

FDOT allows MPOs to submit socio-economic (SE) data that is equal to or higher than the medium projection for each county from BEBR. The choice of which population projection to use for the Long-Range Transportation Plan has implications for the MPO's member entities. Language now in the Florida Statutes (§§163.3180(5)(h)(2) and (4)) governs proportionate share payments that may be required by local governments. A key phrase ("...including traffic modeling...") can be interpreted to mean that whatever 'transportation deficiencies' will be created in order to accommodate the development forecast that is in the SE data for 2045 could be interpreted as a public responsibility. This is because proportionate share payments, by current state law, cannot be charged to remedy 'transportation deficiencies.'

Collier County's Growth Management Plan, its comprehensive plan, requires that the county's capital improvement plan be based on BEBR's medium projection (Policy 4.9, Future Land Use Element). MPOs commonly submit SE data based on the BEBR medium projection when updating their Long-Range Transportation Plans (LRTP). For these reasons, Jacobs recommends that the Collier MPO base the 2045 LRTP on the BEBR medium projection, and also evaluate the transportation needs should a higher rate of growth prevail by creating a second scenario for testing purposes. These scenarios would be used as follows:

- **Scenario A (CIGM 2045):** In 2017, the CIGM forecasted a residential population of 559,410 for the year 2045. Scenario A is based primarily on that forecast, which is well below the BEBR high projection of 612,100 for 2045. A significant reason that the CIGM forecasts are higher than the BEBR medium projection is the added development potential in the eastern part of the county, primarily in Rural Lands Stewardship Areas and Rural Fringe Mixed-Use Districts as designated in the county's Growth Management Plan. The rate of growth in these areas is much more difficult to forecast than the remaining rate of growth in the western part of the county where past growth rates are well known.

Scenario A will be used internally by the MPO's consulting team to test the full CIGM forecasts in the travel model and identify any potentially additional transportation needs.

- **Scenario B (BEBR Medium 2045):** The most recent BEBR medium population projection for 2045 is 516,100. Scenario B is nearly identical to Scenario A except that the assumed rate of development in Rural Lands Stewardship Areas, Rural Fringe Mixed-Use Districts, and far eastern Golden Gate Estates zones through 2045 is lowered slightly from the rate forecasted by the CIGM so that the county-wide population would match the BEBR medium projection.

Scenario B is being submitted by the Collier MPO to FDOT for use in the District One regional planning model for the 2045 LRTP.

By using these two scenarios – CIGM 2045 and BEBR Medium 2045 – the MPO can effectively model a medium and a somewhat higher rate of population growth for Collier County while keeping the underlying land uses and ultimate densities and intensities consistent with adopted county policies. If the higher rate of growth anticipated by Scenario A requires additional or wider roads, those needs could be identified as being dependent on additional private financing, which could come from developer contribution agreements or other funding sources.

These two scenarios can be visualized by these maps showing additional dwelling units by 2045:

- **Figure 6:** the number of additional dwelling units in **Scenario A (CIGM 2045)** in each TAZ between 2017 and 2045.
- **Figure 7:** the number of additional dwelling units in **Scenario B (BEBR Medium 2045)** in each TAZ between 2017 and 2045.
- **Figure 8:** enlargement showing the number of additional dwelling units in and around Naples (same in both scenarios).
- **Figure 9:** enlargement showing the number of additional dwelling units in and around Marco Island (same in both scenarios).
- **Figure 10:** enlargement showing the number of additional dwelling units in and around Immokalee (same in both scenarios).

These two scenarios can be further visualized by these maps showing additional commercial square footage by 2045:

- **Figure 11:** the number of additional commercial square footage in **Scenario A (CIGM 2045)** in each TAZ between 2017 and 2045.
- **Figure 12:** the number of additional commercial square footage in **Scenario B (BEBR Medium 2045)** in each TAZ between 2017 and 2045.

Other Potential Scenarios

Other Land Use Scenarios for 2045: Given the inherent limitations of regional travel demand models and the predominant low-density pattern of most existing development within Collier County, Jacobs does not recommend modeling other alternative land-use scenarios such as high-density, mixed-use infill and redevelopment. Modeling of realistic scenarios for land that has mostly been developed would not alter the regional travel model results enough to justify the expense incurred.

Interim Land Use Scenarios: Florida DOT does not intend to create interim regional travel models anywhere in District One. Collier County could create its own interim travel model for any period from 2025 to 2040, for instance a single mid-point interim scenario based on the original CIGM forecast for 2030. This option, which could assist in prioritizing transportation improvements that are needed by 2045, will be explored during the LRTP planning process.

Network Scenarios: Instead of additional land-use scenarios for 2045, Jacobs recommends exploring a range of transportation-related scenarios which will be developed through the LRTP process and then evaluated using the 2045 regional travel model.

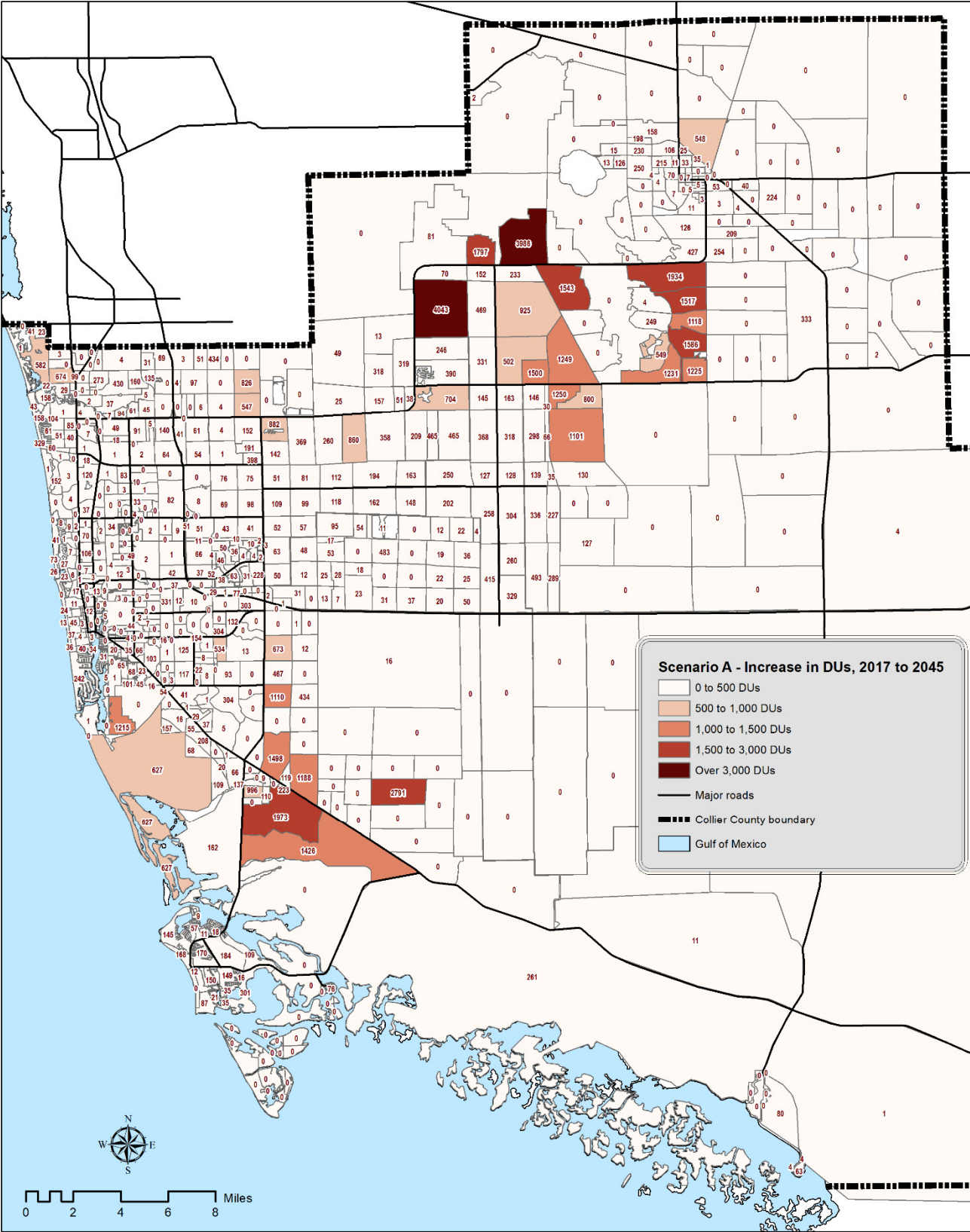


Figure 6, Forecasted increase in dwelling units for Scenario A between 2017 and 2045

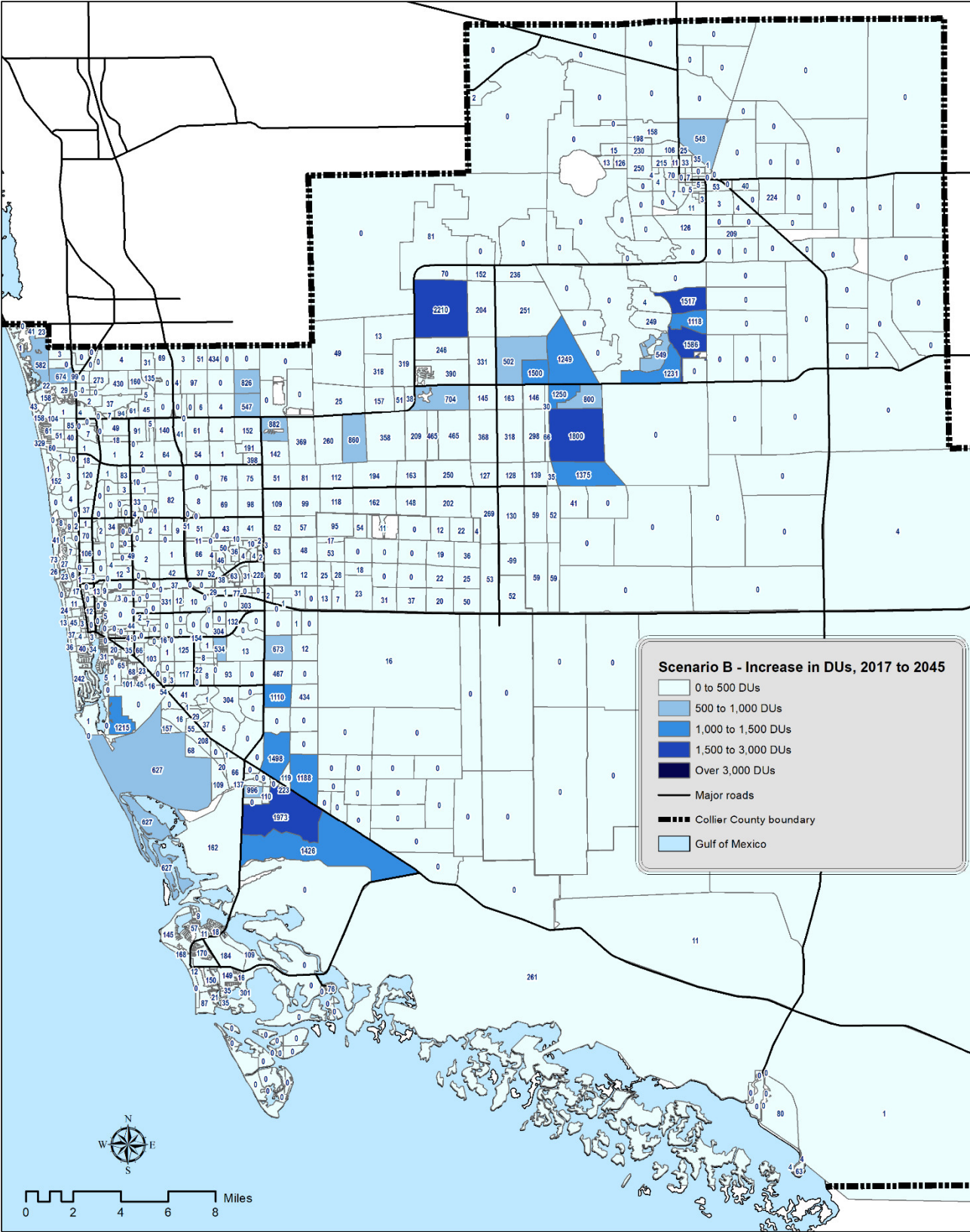


Figure 7, Forecasted increase in dwelling units for Scenario B between 2017 and 2045

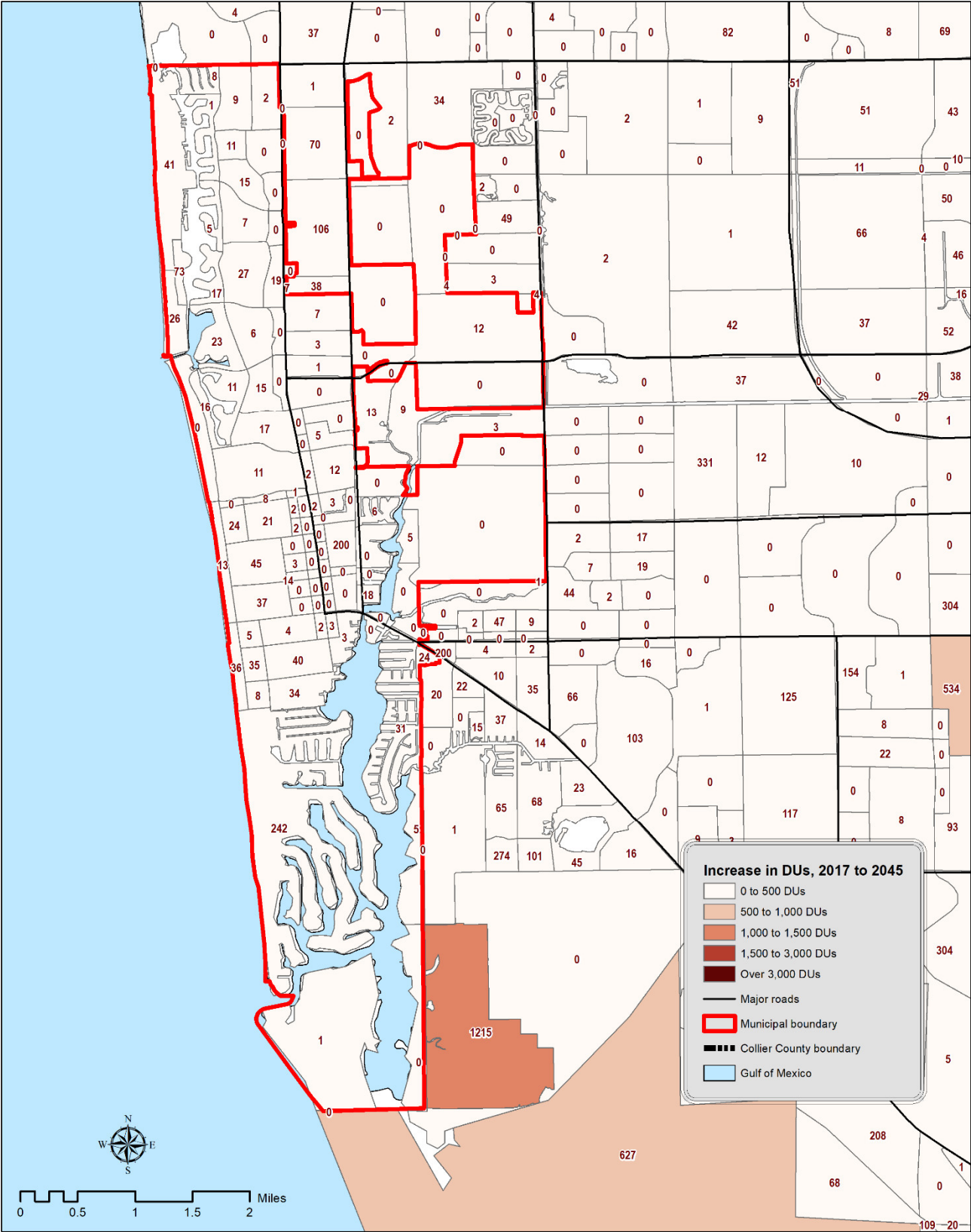


Figure 8, Forecasted increase in dwelling units for Naples between 2017 and 2045 (both scenarios)

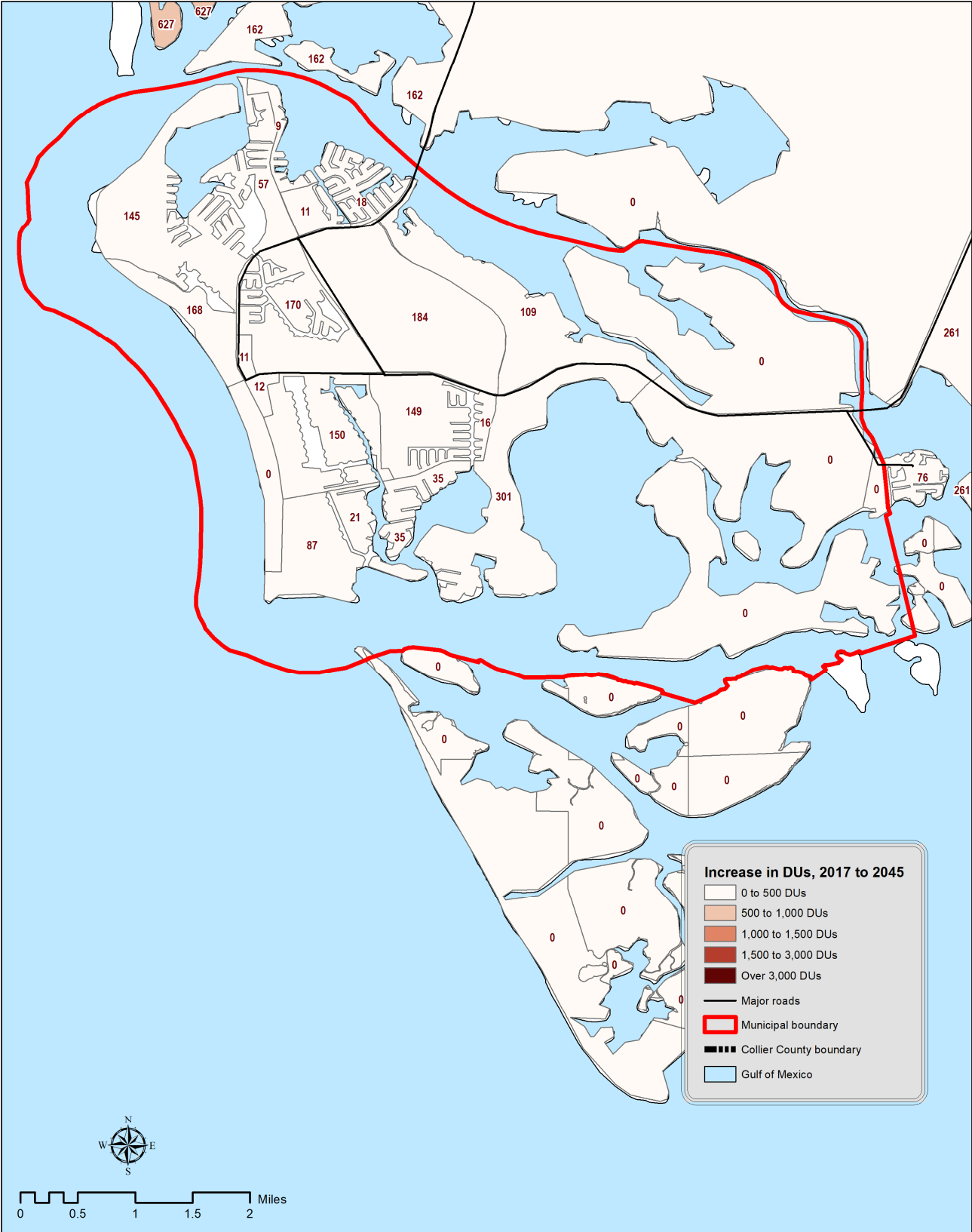


Figure 9, Forecasted increase in dwelling units for Marco Island between 2017 and 2045 (both scenarios)

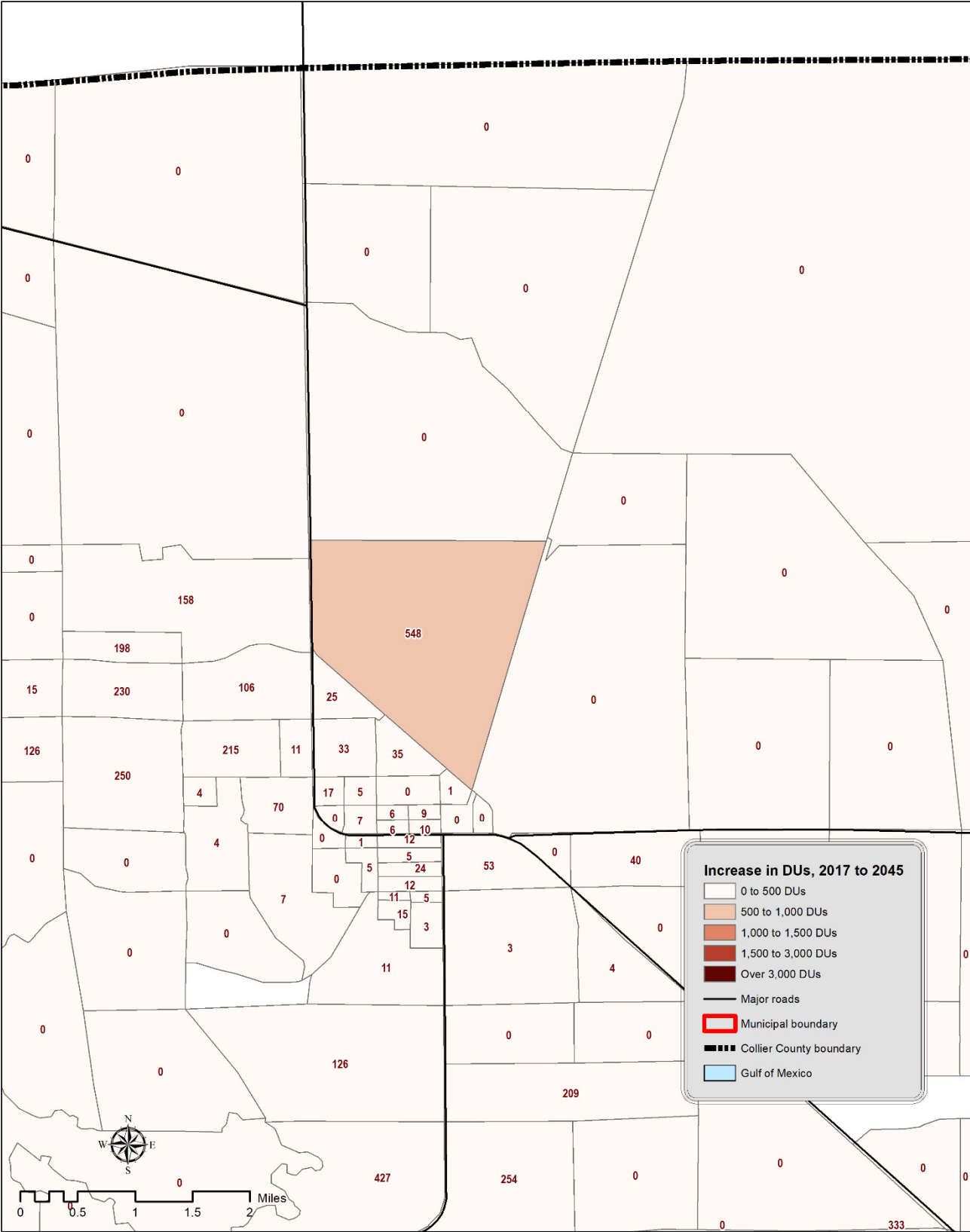


Figure 10, Forecasted increase in dwelling units for Immokalee between 2017 and 2045 (both scenarios)

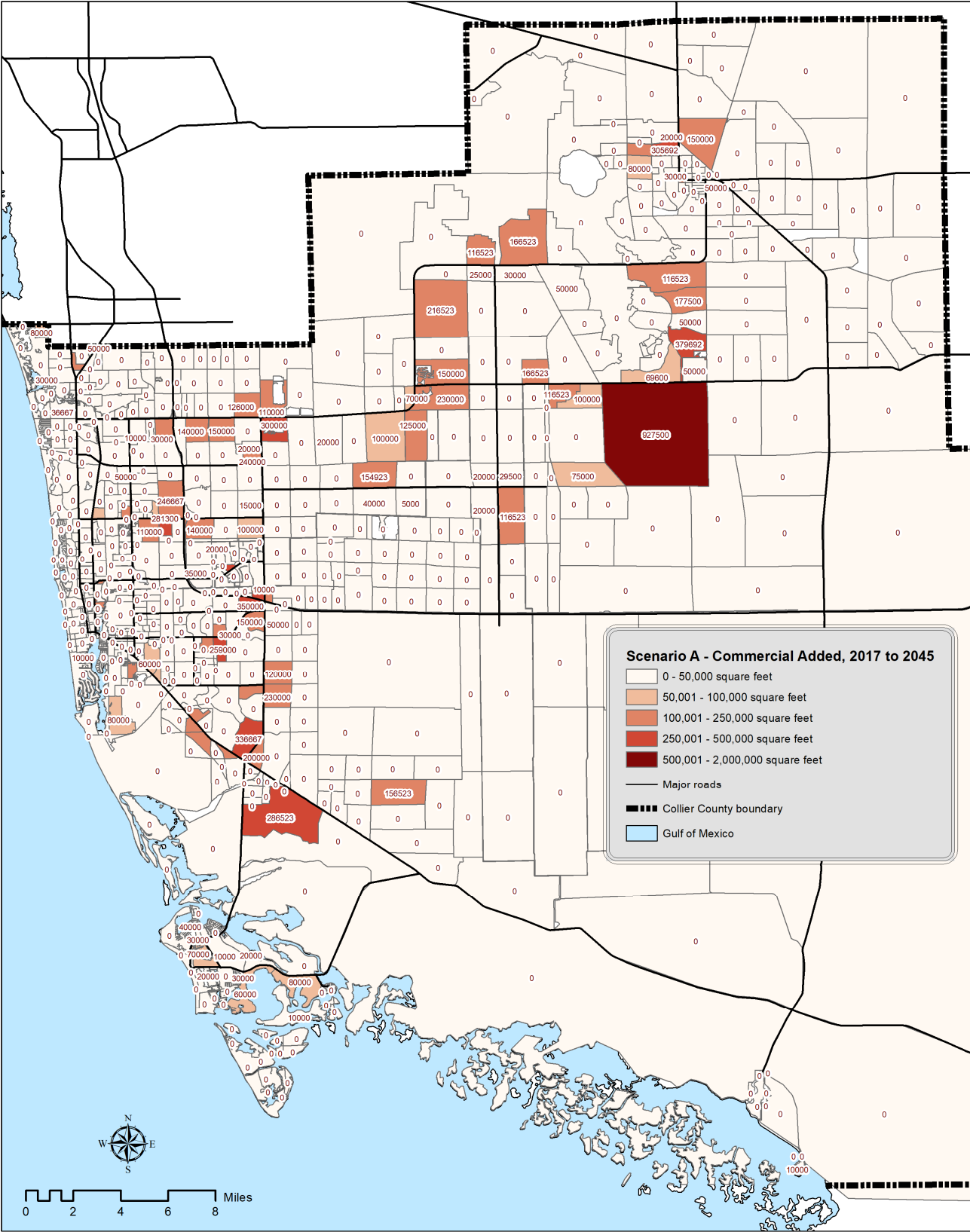


Figure 11, Forecasted increase in commercial square footage for Scenario A between 2017 and 2045

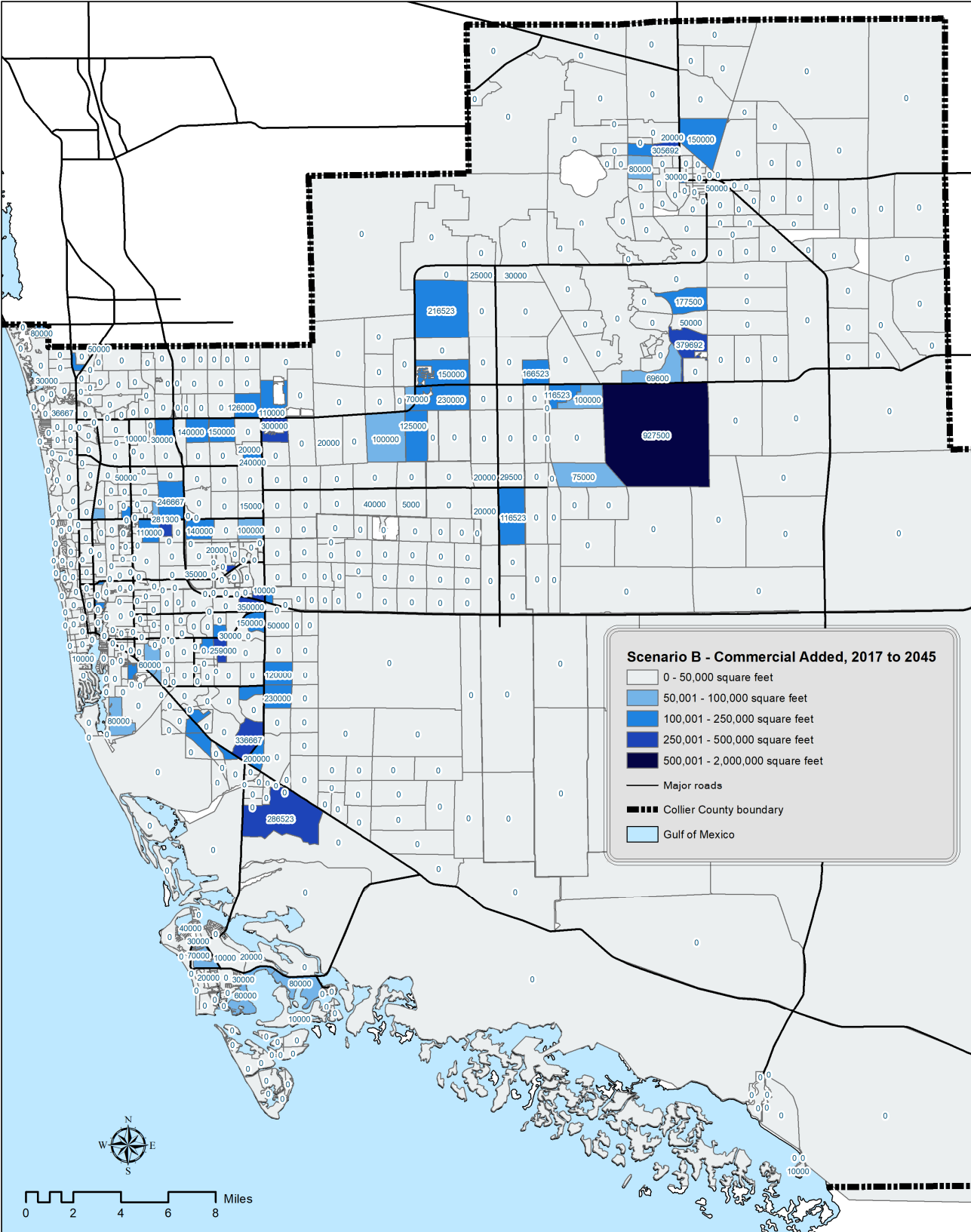


Figure 12, Forecasted increase in commercial square footage for Scenario B between 2017 and 2045

Sources of Core 2045 SE Data

Population estimates and forecasts in travel models count the number of permanent residents in a manner similar to the U.S. Census Bureau. Seasonal residents are not included in the population totals; the dwellings they occupy seasonally are tabulated, but are identified as “vacant” along with dwellings that are vacant for other reasons such as being up for sale or for rent.

Travel demand models, however, use a figure that is slightly lower: the number of permanent residents in single-family and in multi-family dwellings (disregarding permanent residents living in group quarters such as nursing homes, dormitories, jails, etc.). This lower figure is the “residential population” that must be entered into the D1-RPM for each TAZ.

Collier’s Interactive Growth Model (CIGM) uses the same “residential population” as the D1-RPM. The 2017 CIGM forecast of residential population county-wide in the year 2045 was 559,410. The CIGM figures for each TAZ are being used for Scenario A without adjustments other than those described later in this report.

Scenario B reduces the population forecast slightly to be in sync with the BEBR medium projection for 2045 (516,100 people). However, the BEBR projection includes people living in group quarters. The American Community Survey estimates that in recent years about 1.2% of Collier County’s population was living in group quarters. Assuming this ratio will be the same in 2045, the BEBR medium projection for 2045 would need to be reduced by 1.2%, to around 510,000; this reduced figure was used as a target for the total residential population in Scenario B.

For most Collier County TAZs, the forecasted residential population is virtually the same in Scenario B as in Scenario A. The major differences are in and near TAZs within the Rural Lands Stewardship Areas and Rural Fringe North and South. (These differences can be visualized by comparing **Figures 6** and **7**, or by comparing **Figures 11** and **12**.)

To estimate the growth in each TAZ, the CIGM first determines the likely amount of residential, commercial, and industrial development in each TAZ at full build-out. The rate of growth between now and build-out is forecasted using non-linear regression methods including logistic growth curves that reflect the rate of development to date in Collier County. Specific forecasts are then provided in five-year increments beginning in 2020 and ending near build-out of each TAZ.³

For Scenario B, the shape of the logistic growth curves were adjusted for certain TAZs to simulate a slightly slower growth rate through 2045 – sufficient to lower the county-wide residential population to about 510,000. Note that these growth-curve adjustments have no effect on the anticipated density and intensity at build-out of any TAZs.

³ Collier County, Florida – 2015 Forecast Report: Population, Housing, and Commercial Demand, Metro Forecasting Models, LLC

DATA ON HOUSING AND POPULATION: For residential development, the CIGM begins with the number of single-family and multi-family dwellings in each TAZ. To convert the number of dwellings into a population forecast, the CIGM uses a series of adjustments similar to those used by the Census Bureau:

- **Average Household Size:** An average household size is assigned to each TAZ. This factor is derived from census data: the number of permanent residents divided by the number of dwellings they occupy. This factor varies considerably across Collier County.
- **Vacancy Rate:** A vacancy rate is also assigned to each TAZ. This rate is expressed as the total percentage of dwellings that are vacant, including:
 - Dwellings considered to be vacant because they are used only by seasonal residents who have a permanent residence somewhere else; plus
 - Dwellings that are vacant for all other reasons, including units that are for sale or for rent, or have recently been sold or abandoned.

The remaining dwellings in each TAZ are deemed “occupied.” The residential population is the number of occupied dwellings times the average household size, calculated separately for single-family and for multi-family dwellings.

Vacancy rates vary dramatically across Collier County, primarily due to the locational preferences of seasonal retirees and other owners of vacation homes.

- **Zone Clusters:** Since source data on household size, vacancy rates, and many other factors is not available down to the TAZ level, the same factor is sometimes applied to each TAZ in what the CIGM terms a ‘zone cluster.’ Numerous zone clusters were defined by the CIGM to organize zonal data by cities, census-designated places, and locally specified planning districts, allowing the best available census data to be combined with locally important planning distinctions that are not reflected in census data. **Figure 13** provides a map showing the larger zone clusters. Many zone clusters are further subdivided, for instance in Rural Land Stewardship and Rural Fringe areas where development densities and intensities will vary considerably within the larger zone clusters that are shown on Figure 13.

Figure 14 presents the ratio of permanent residents per total acre in each TAZ in 2045 for Scenario A.

Additional maps are provided here as examples of other population and housing data in each TAZ for 2045; these maps apply to both Scenario A and Scenario B:

- **Figure 15** presents the average household size (for occupied dwellings). The travel model requires this data separately for single-family and multi-family dwellings; that data is combined in Figure 15.
- **Figure 16** presents the vacancy rate (percentage of dwellings that are not occupied by permanent residents). The travel model requires this data separately for single-family and multi-family dwellings; that data is combined in Figure 16.

DATA ON HOTELS AND MOTELS: The CIGM provides data on the expected number of hotel and motel rooms in each TAZ, again derived from other CIGM growth forecasts for the same period. When two or more establishments are in the same TAZ, the number of rooms is combined.

- **Figure 17** identifies TAZs where hotel or motel rooms are forecasted in 2045 for Scenario A, with the darker shading representing a larger number of rooms.
- **Figure 18** provides the same information for Scenario B.

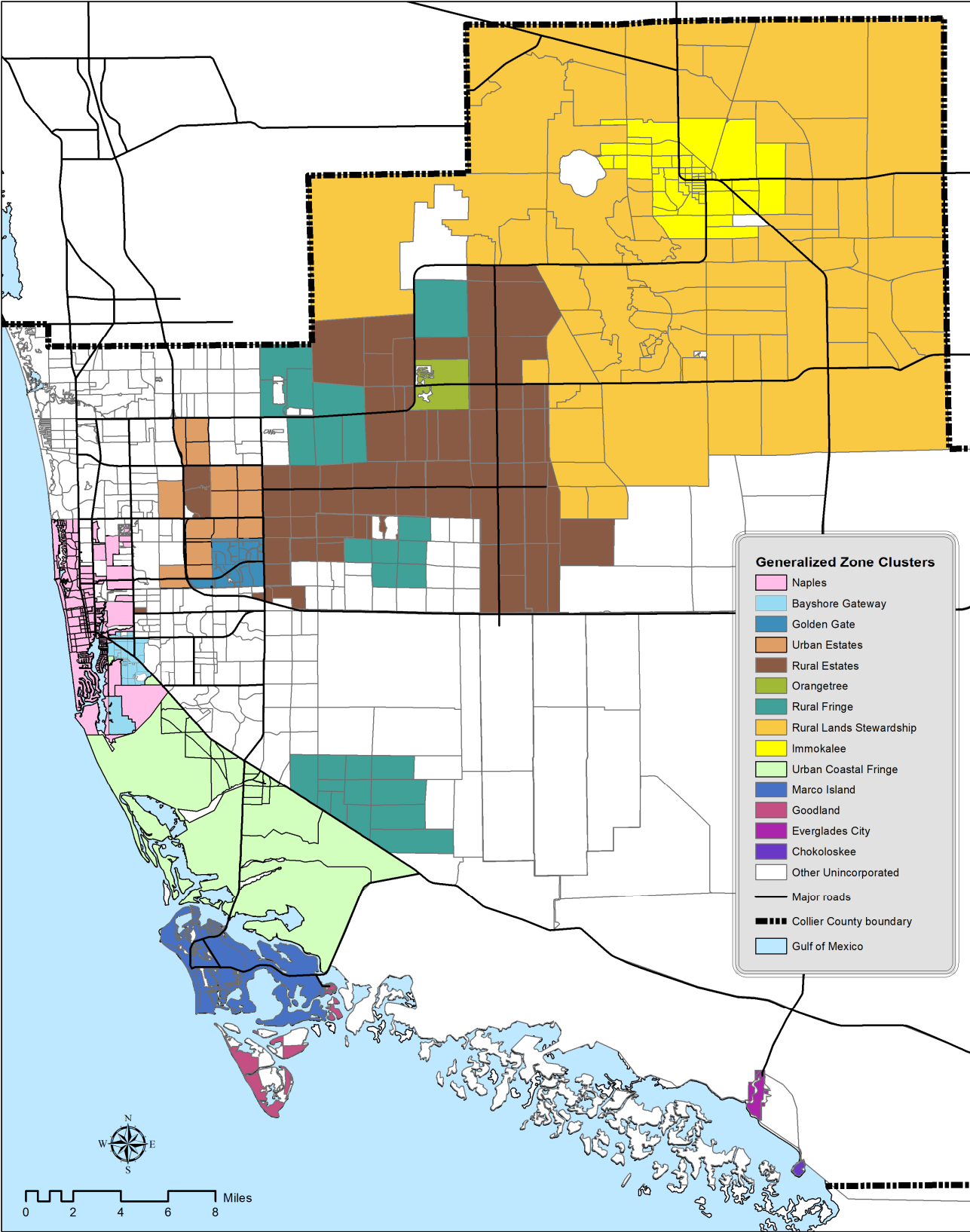


Figure 13, Larger CIGM zone clusters

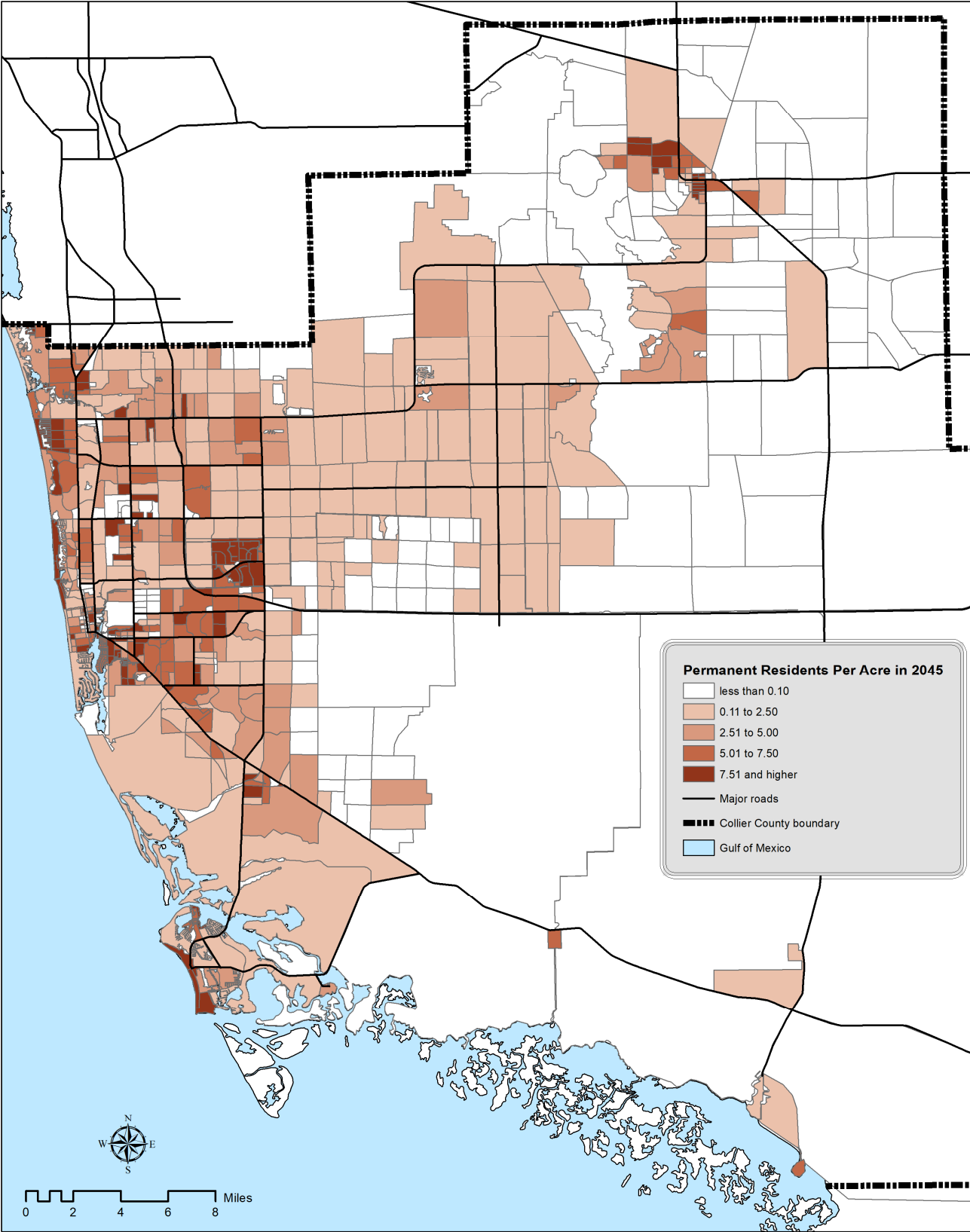


Figure 14, Ratio of permanent residents per acre in each TAZ in 2045 (Scenario A)

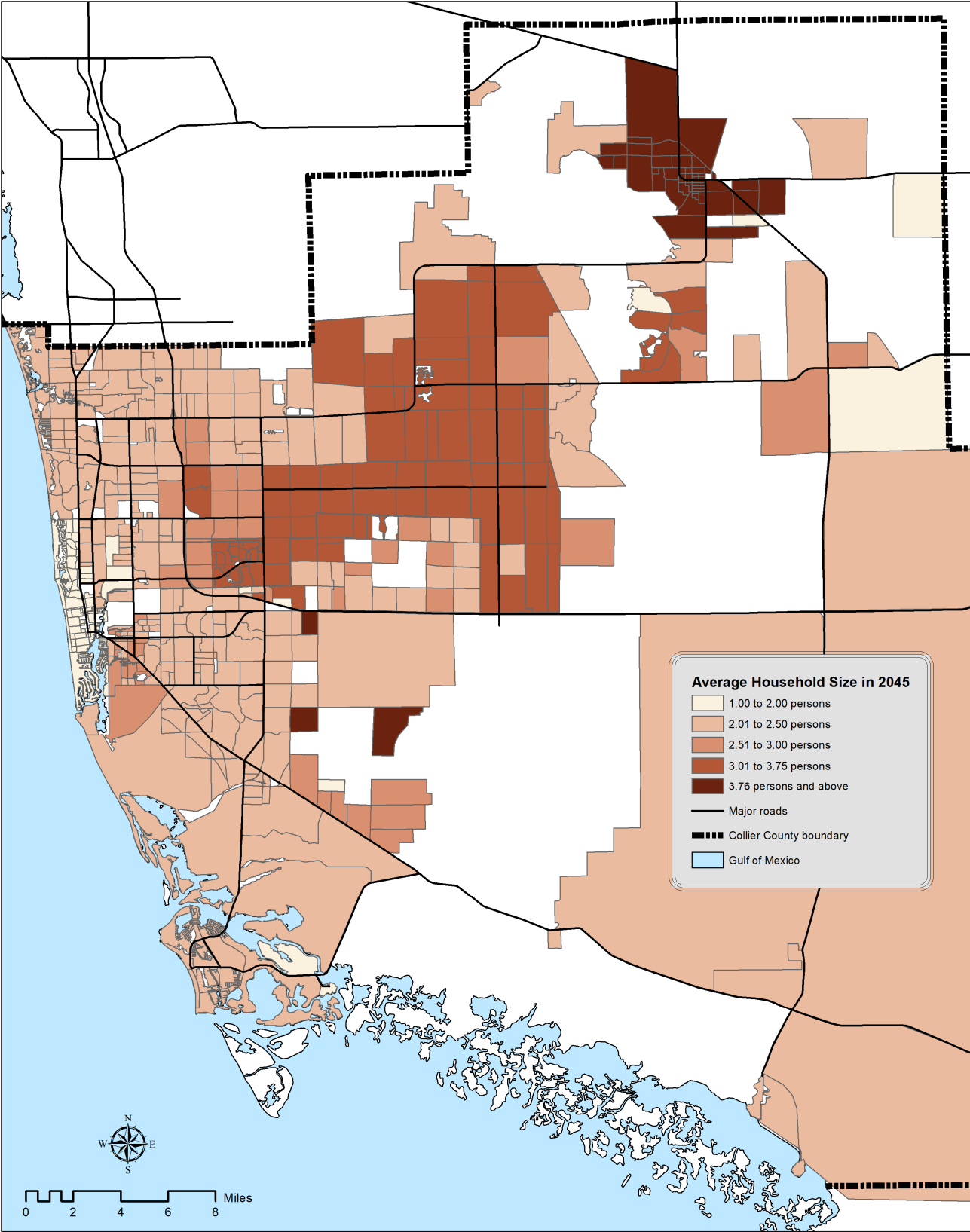


Figure 15, Average household size in 2045

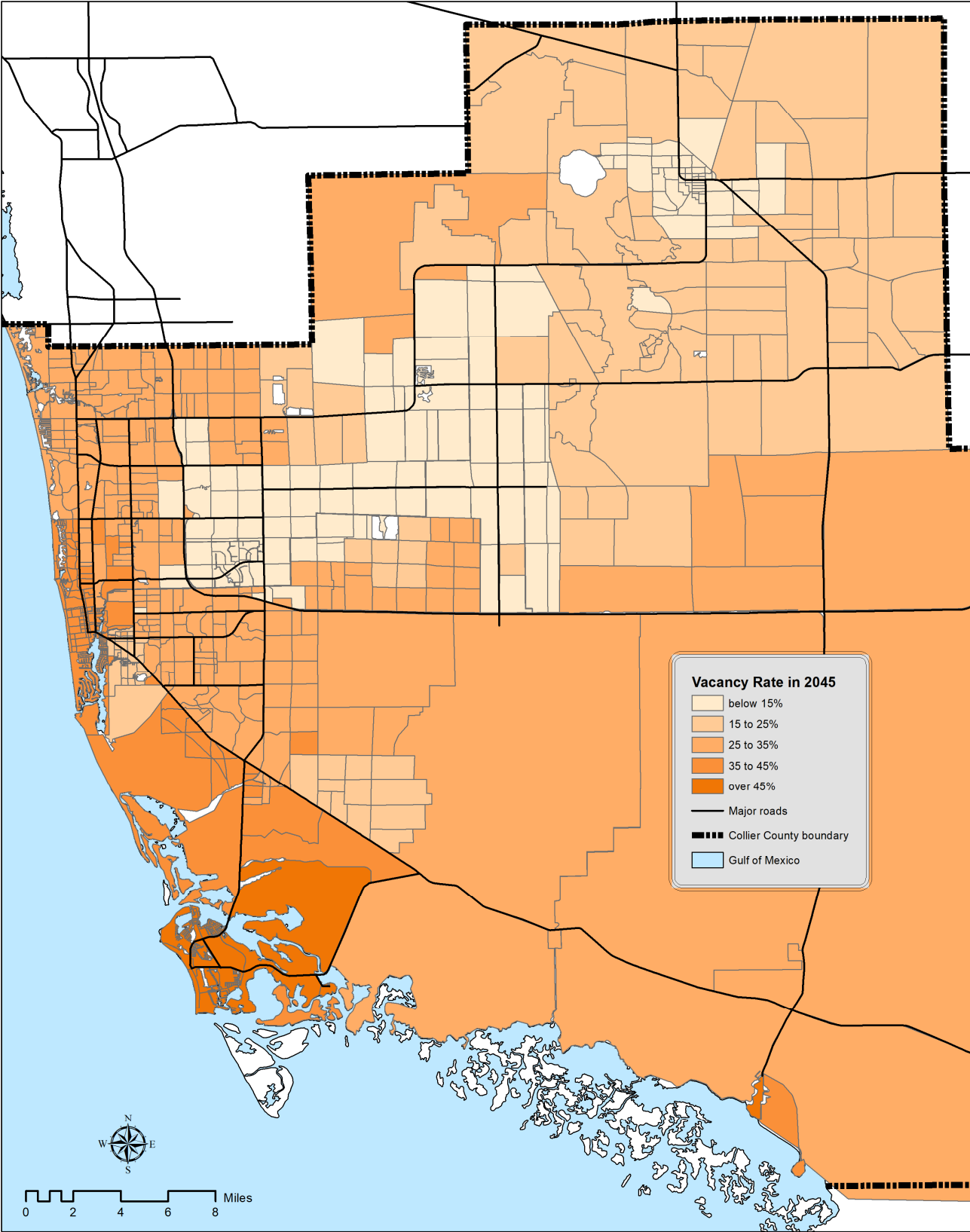


Figure 16, Vacancy rate in 2045

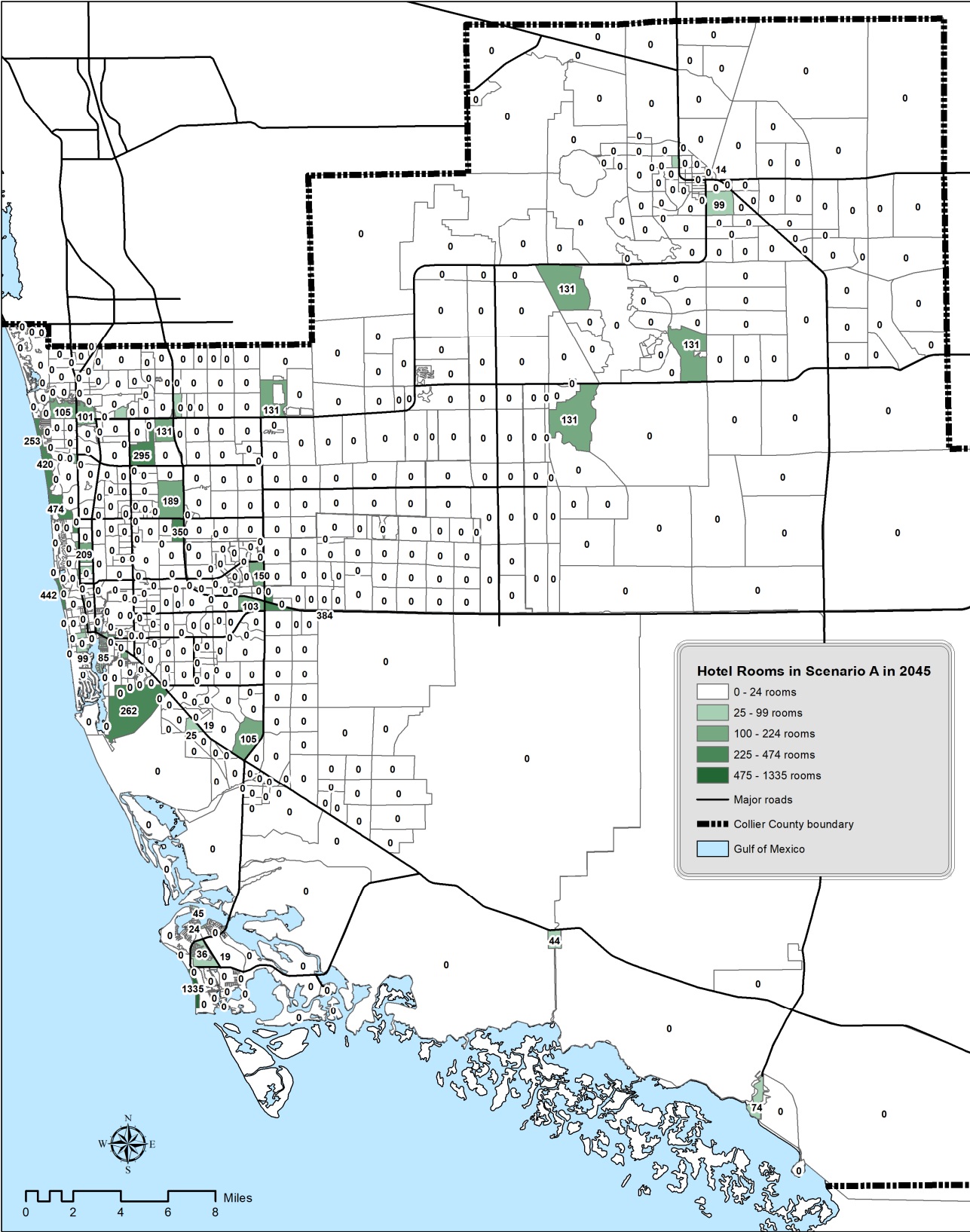


Figure 17, Number of hotel/motel rooms in 2045 for Scenario A

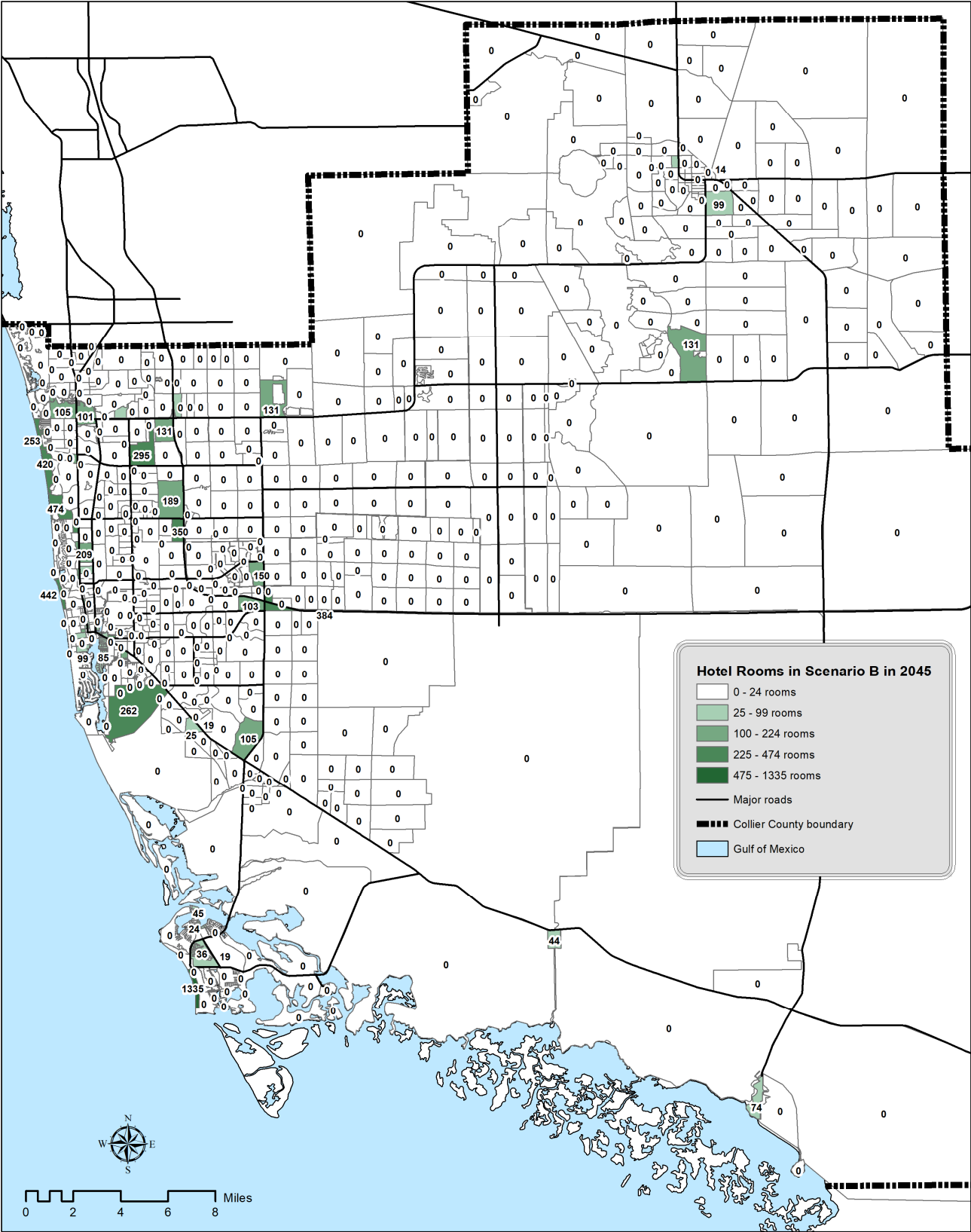


Figure 18, Number of hotel/motel rooms in 2045 in Scenario B

DATA ON LOCATION AND ENROLLMENT IN SCHOOLS: The CIGM begins with current data on the number of students attending a K-12 public school in each TAZ. The CIGM then provides forecasts of future growth in K-12 public school students; these forecasts are derived from the CIGM forecasts of population growth for Scenario A and for Scenario B. Additional public schools that could serve the expanded student population are then designated within CIGM. The lower population anticipated by Scenario B would reduce the number of public schools in 2045 by four elementary schools, by one middle school, and by one high school.

CIGM data on public schools was supplemented by determining the current number of students in charter schools, based on data from the Collier County School District. The current number of students in private schools was determined primarily using data submitted voluntarily to the Florida Department of Education, supplemented by data on some additional private schools that was available in the 2015 SE dataset.

Beginning this year, the number of students in post-secondary schools (including trade schools, colleges, and universities) will no longer be broken out separately in the D1-RPM, except for institutions with more than 2,000 local students. Since no local institutions exceed that threshold, post-secondary students will be included in a single data field that also include public schools, charter schools, and private schools. These students currently attend Florida SouthWestern State College, Hodges University, Ave Maria University, Ave Maria School of Law, Immokalee Technical College, and Lorenzo Walker Technical College; enrollment data was obtained from the National Center for Education Statistics.

- **Figure 19** presents the total number of students anticipated to attend all schools in each TAZ for Scenario A.
- **Figure 20** presents the same information for Scenario B.

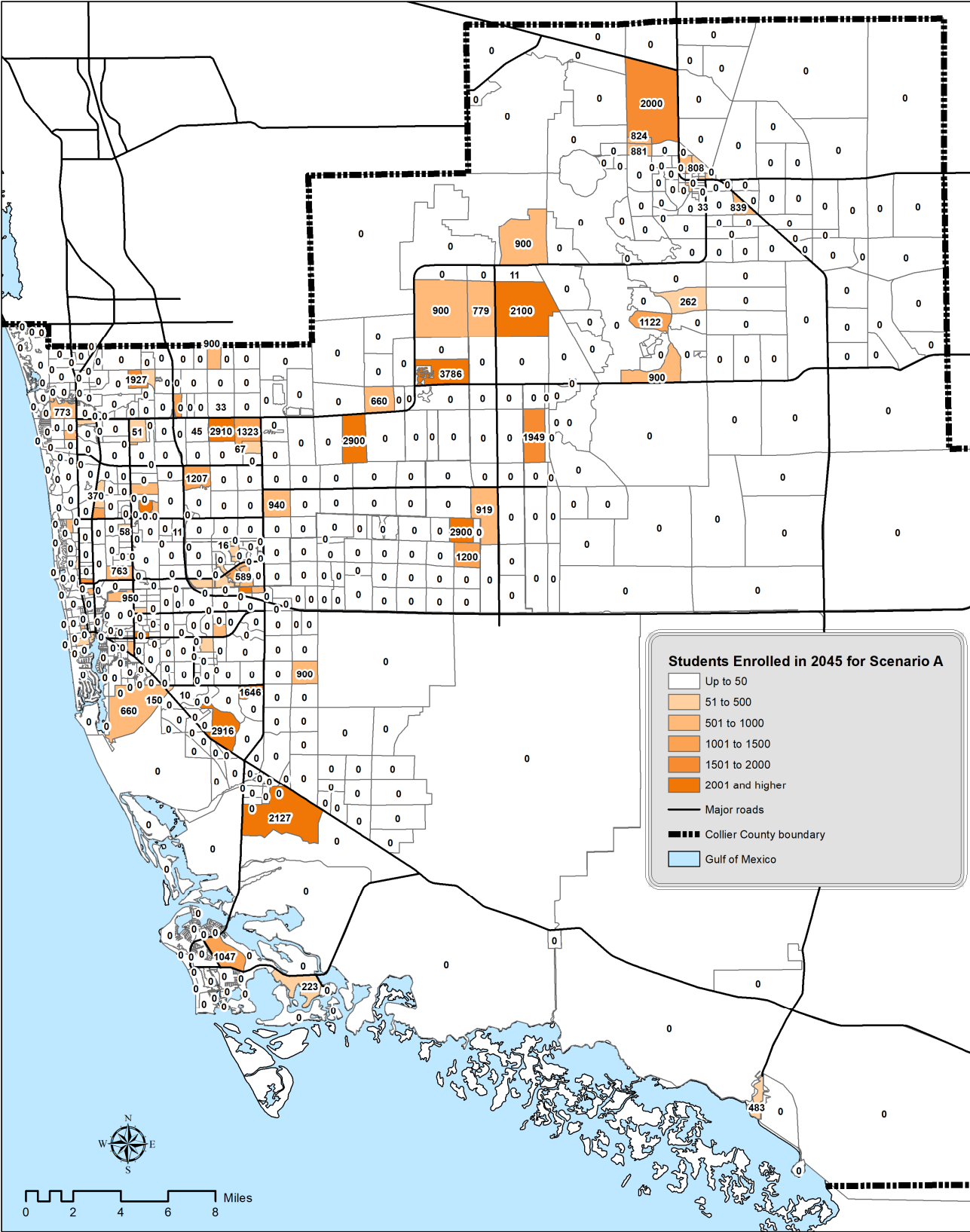


Figure 19, Students enrolled in 2045 for Scenario A

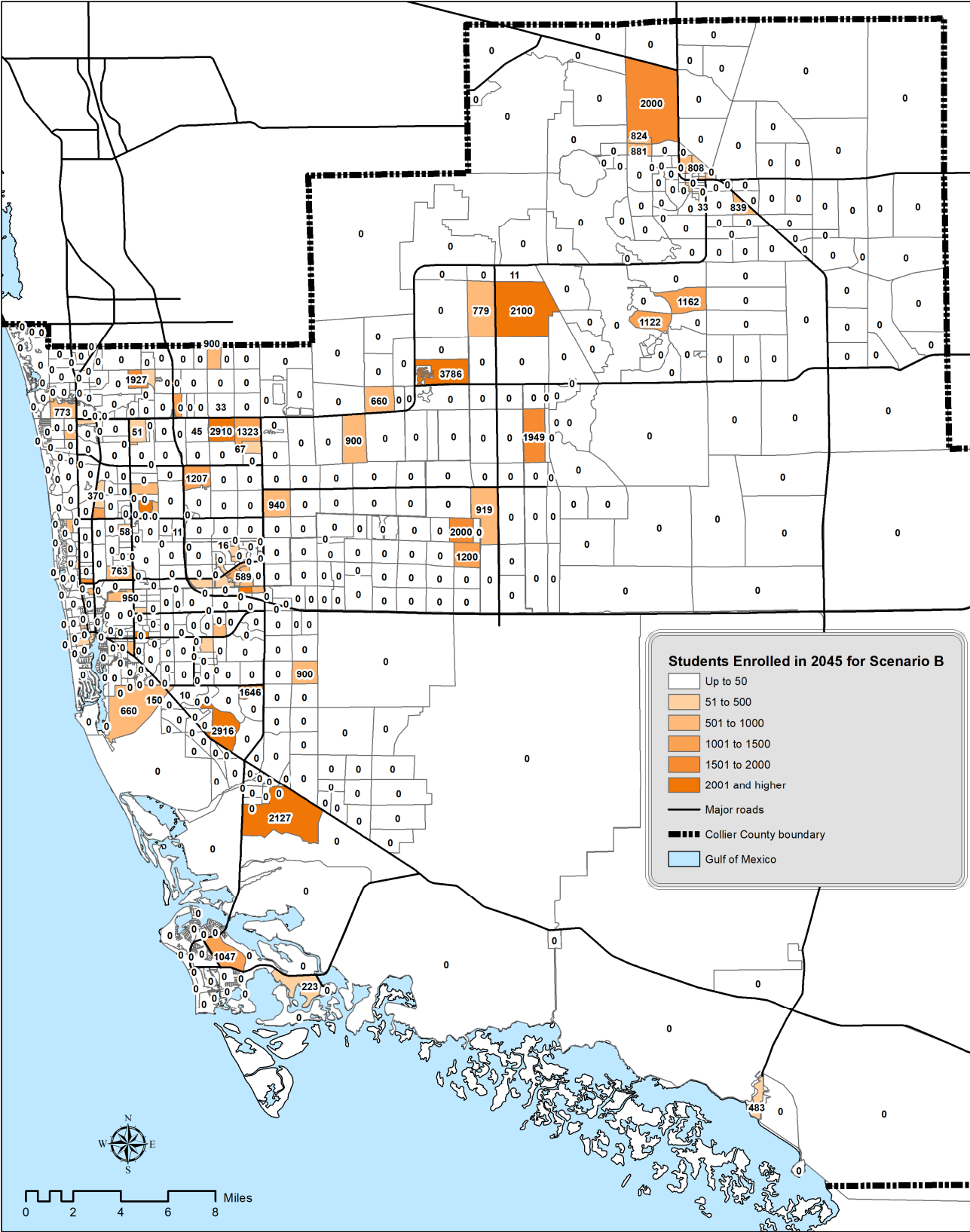


Figure 20, Students enrolled in 2045 for Scenario B

DATA ON EMPLOYEES BY PLACE OF WORK: The CIGM provides data on the approximate number of employees currently working in each TAZ, broken into five categories: industrial, retail, office, government, and institutional employees. CIGM also provides forecasts for 2045 for industrial, retail, office, and public school employees, all of which are derived from the CIGM's forecast of the additional demand for each of these land uses given the forecasted growth in population over the same period.

The number of employees to be used in the D1-RPM travel model in Scenario A for 2045 was derived as follows:

- For industrial employees, CIGM 2045 forecasts of industrial employees were used without modification.
- For commercial employees, CIGM 2045 forecasts of retail employees were used without modification.
- For service employees, the following data sources were combined:
 - CIGM 2045 forecasts of office employees; plus
 - CIGM 2017 data on institutional and government employees, plus 1.5% annual increase in government employees; plus
 - CIGM forecasts of increases in public school employees between 2017 and 2045 (public school employees in 2017 were included in the 2017 total of government employees).

The number of employees for Scenario B was computed in the same manner, without the percentage increase in government employees. The total number of employees is lower in Scenario B mainly due to the lower population in Scenario B.

- **Figure 21** presents the total number of employees in each TAZ for Scenario A; the relative intensity (in employees per acre) is shown through shading.
- **Figure 22** presents the same information for Scenario B.

Note that on Figures 21 and 22, one TAZ is circled. This TAZ (#2870) had been shown with a strong concentration of employees in a major retail and office center that would serve residents on land likely to be developed by 2045 (formerly known as Rural Lands West) and nearby residents in eastern Golden Gate Estates. The demand for this center was forecasted in 2017 by CIGM based on the assumption that the development pattern would be a new town immediately east of Golden Gate Estates.

Given the current uncertainty whether a town will in fact be built at that location, the concentration of employees (and commercial square footage) in TAZ 2870 was deemed no longer appropriate. Consequently, that concentration was reduced to match the currently proposed commercial development levels for the four villages that could replace the previously proposed town. The remaining commercial demand has been relocated nearby (further east on the south side of Oil Well Road). This relocation concept was presented to the Technical and Citizens Advisory Committees in November and the MPO Board in December and was endorsed by each group.

DATA ON WORKERS BY PLACE OF RESIDENCE: The latest D1-RPM travel model requires a new type of data: the number of workers in each TAZ, by place of residence.

This data was provided by Florida DOT for the year 2015. For 2045, the 2015 data was increased for all TAZs with more than nominal increases in households through 2045. The number of additional households forecasted by the CIGM for each TAZ was converted to the number of additional workers by applying the average 2015 ratio of workers per household in each larger zone cluster.

The number of workers for Scenario B was computed in the same manner. The total number of workers is lower in Scenario B due to the lower population in Scenario B.

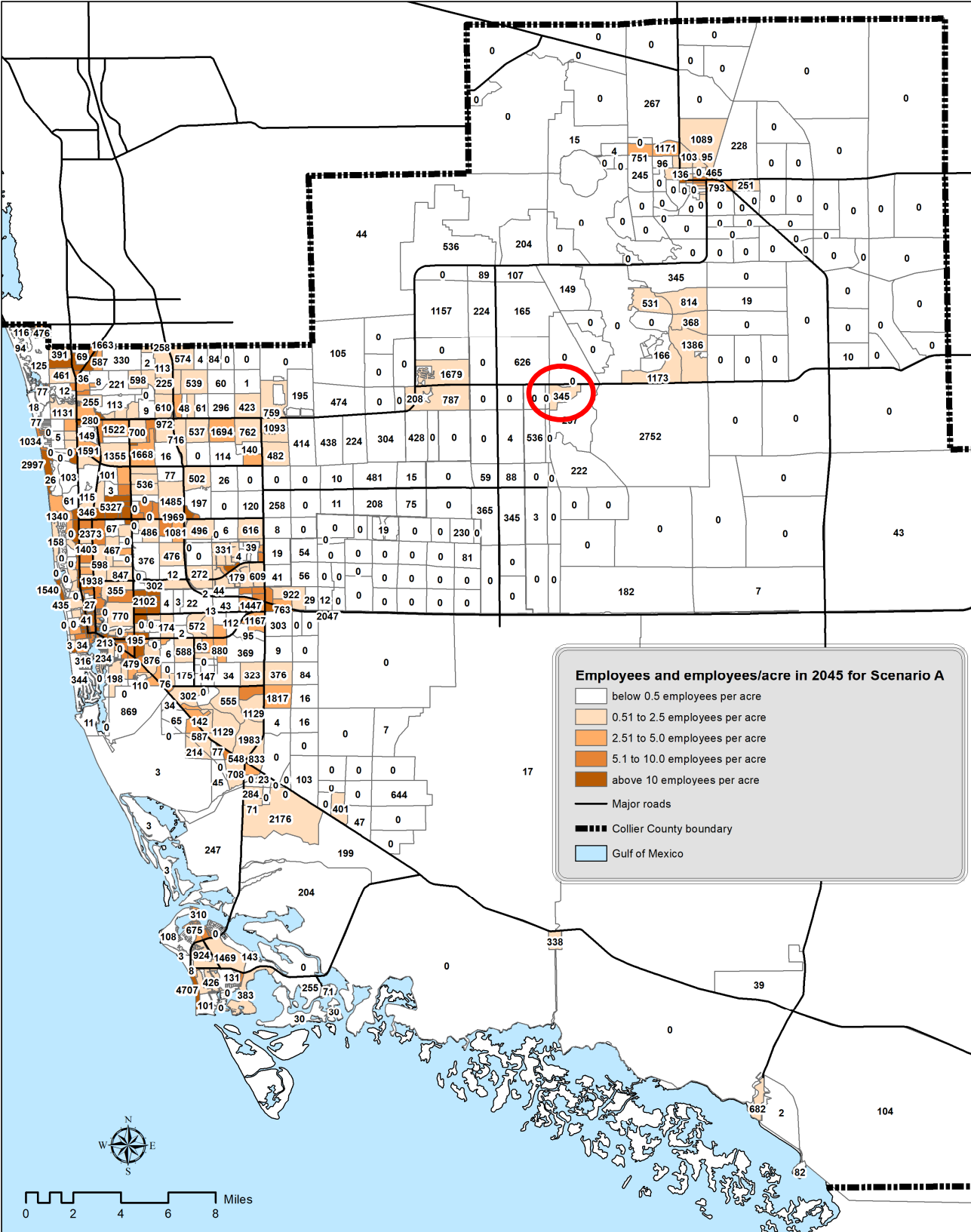


Figure 21, Employees, in each TAZ and per acre, in 2045 in Scenario A

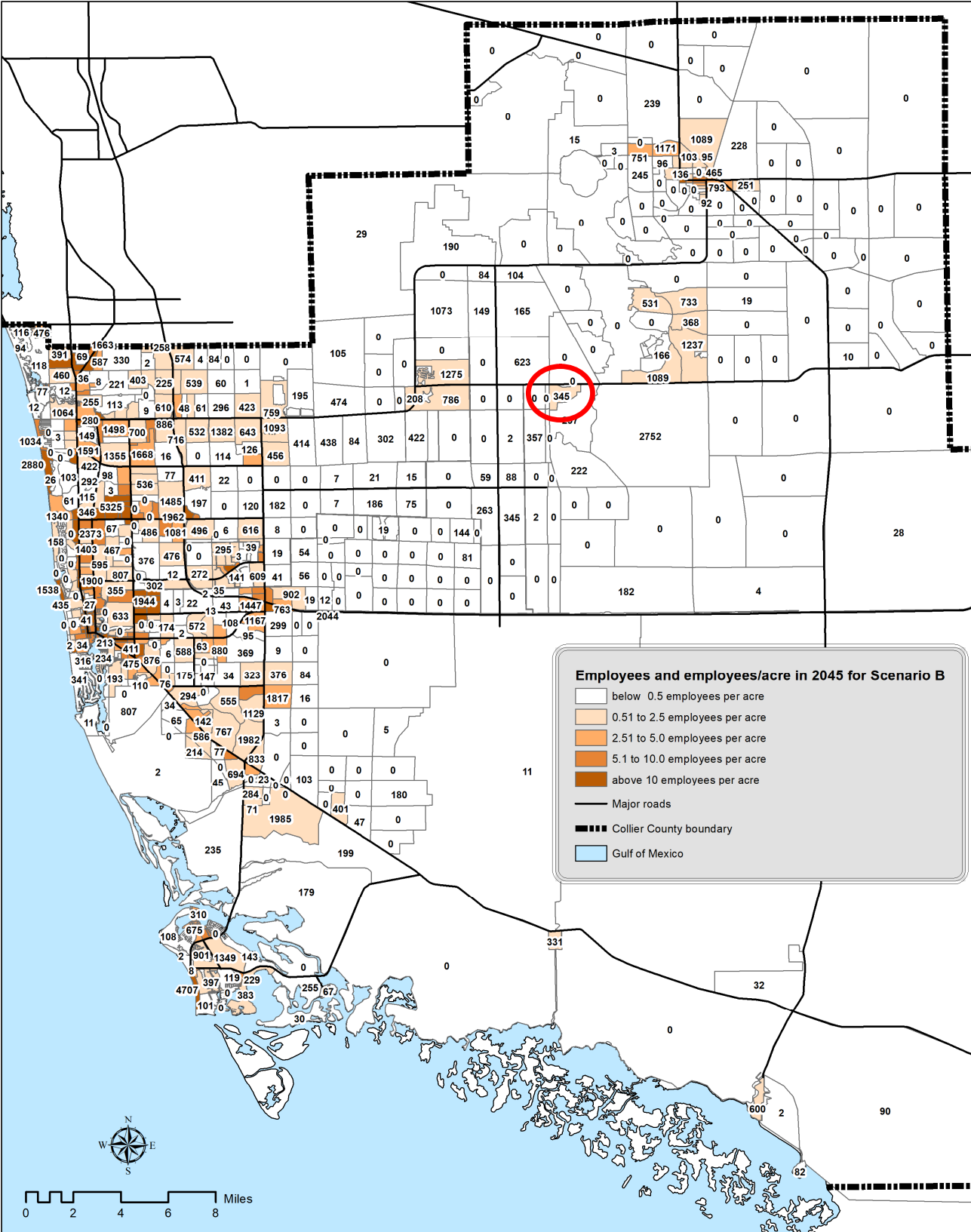


Figure 22, Employees, in each TAZ and per acre, in 2045 in Scenario B

Variations Between Year 2015 and Scenarios A & B

Figure 23 summarizes county-wide variations between the base year (2015) and Scenarios A and B for 2045.

Figure 23			
<u>SOCIO-ECONOMIC DATA</u>	<u>Year 2015</u> <u>(2015 SE data)</u>	<u>Scenario A</u> <u>(Original CIGM)</u>	<u>Scenario B</u> <u>(BEBR Medium)</u>
Single-Family Dwelling Units	102,622	163,366	151,104
Population in Single-Family Units	184,377	329,398	300,152
Multi-Family Dwelling Units	115,147	132,547	130,655
Population in Multi-Family Units	173,386	216,838	210,085
Residential Population (in SF + MF units)	357,763	547,290	510,237
Hotel/Motel Rooms	8,817	9,642	9,380
Students in School (including colleges)	67,922	79,817	75,117
Employees (at place of work)	143,044	223,011	212,780
Workers (at place of residence)	179,594	213,735	194,090

Detailed SE Datasets for 2015 and 2045

The full SE dataset for 2015, as prepared by Florida DOT, can be downloaded in GIS format from:

www.spikowski.com/details/CollierMPOscenarios.html

The full datasets for both 2045 scenarios are available in Excel format from the same address. These Excel files can be mapped and viewed in GIS by using the TAZ15_ fields to link the Excel files to the latest TAZ boundaries in the 2015 dataset.

Automated, Connected, Electric and Shared-Use Mobility White Paper



2045

LONG RANGE TRANSPORTATION PLAN



Collier MPO

Automated, Connected, Electric and Shared-Use Mobility White Paper – Draft

November 2020



Jacobs



Automated, Connected, Electric and Shared Mobility White Paper

Introduction

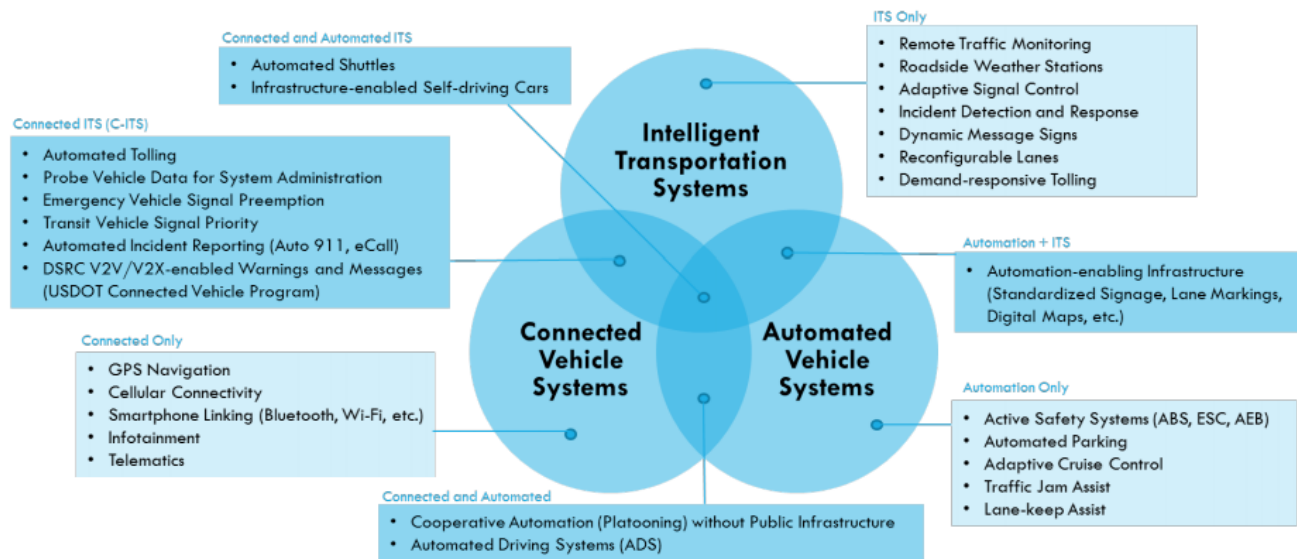
The Federal Highway Administration and the Federal Transit Administration are encouraging Florida and other Metropolitan Planning Organizations (MPOs) to incorporate Automated, Connected, Electric and Shared-Use (ACES) vehicles into their next round of Long Range Transportation Plans (LRTP). In 2016, Florida passed a bill mandating that MPOs “assess capital investment and other measures necessary to...make the most efficient use of existing transportation facilities to relieve vehicular congestion, improve safety and maximize the mobility of people and goods. Such efforts must include, but are not limited to, consideration of infrastructure and technological improvements necessary to accommodate advances in vehicle technology, such as automated technology and other developments.” Because no Florida Department of Transportation (FDOT) policy or design guidance existed to help MPOs plan for the transition to ACES, FDOT prepared a guidance document to help Florida MPOs deal with the amount of potential change as they plan for their transportation needs between now and 2045 (FDOT 2018).

Defining ACES

ACES (or connected and automated vehicle [CAV]) can refer to a variety of existing vehicle technologies. These technologies may work at the vehicle level, transportation system level, or both. **Figure 1** presents the various approaches that can be identified within three categories: intelligent transportation systems (ITS), automated vehicle (AV) systems, and connected vehicle (CV) systems.

Figure 1. Advance Transportation Technologies

Source: Center for Automotive Research (2017)



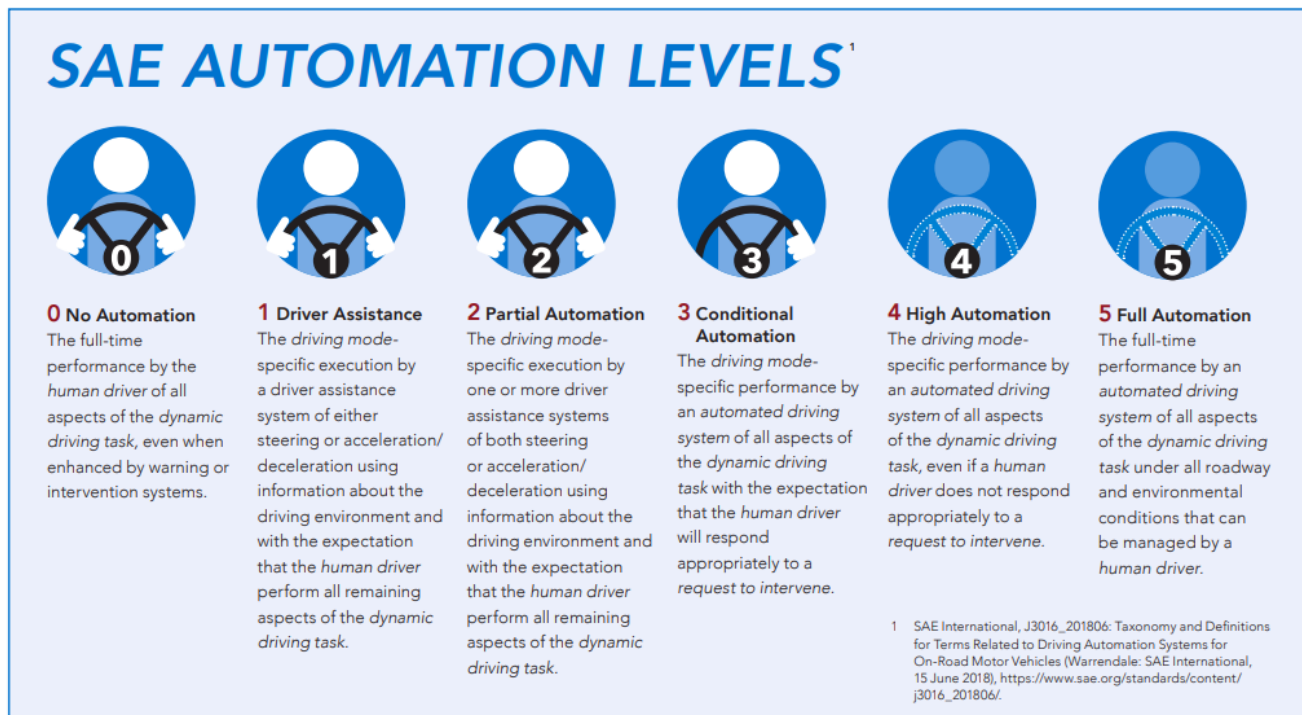
ITS use information and communication technologies in the existing transportation infrastructure including traffic signals, automated tolling, transit vehicle signal priority (that is, dedicated bus lanes), and cooperative systems (for example, vehicle-to-vehicle [V2V] or vehicle-to-infrastructure [V2I] communications). V2V systems describe wireless communication between vehicles, such as safety warnings and messages. V2I systems describe wireless communication between vehicles and the infrastructure (for example, connecting a vehicle to cellular towers for navigation purposes).

CV systems exchange digital communications wirelessly between the vehicle and the outside world. Some vehicles receive data communication, some send data, and some both send and receive communications. These vehicles are primarily digital and do not use sensors (for example, radar or LIDAR [Light Detection and Ranging]) or analog (for example, AM/FM radio or CB radio) to communicate.

AV systems are electronic and influence the motion of the vehicle (NHTSA 2020). They use a combination of hardware (sensors, cameras, or radar) and software to help the vehicle identify risks to warn the driver to act. Automated driving systems can operate a vehicle independently (without a human driver). The Society of Automotive Engineers (SAE) developed framework for Levels of Automation as well as definitions for terms related to automated driving systems (refer to **Figure 2**). Automation Levels range from Level 0 to Level 5. Level 1 through Level 3 require a human driver, but have some varying degree of automation, such as adaptive cruise control or lane assist. Levels 4 and 5 do not require a human driver and are fully automated.

Figure 2. SAE Automation Levels

Source: USDOT (2018)



Benefits and Drawbacks of ACES Technologies

Because emerging technologies have the potential to transform conventional transportation practices, it is important to understand the potential benefits and drawbacks of the various technologies. The key benefit to these emerging technologies is the potential to improve safety by reducing injuries and fatalities caused by human error and distractions. However, ACES technologies also introduce a great deal of unknowns, such as costs, social inequities, and new planning requirements that make navigating policy difficult. Concerns for MPOs related to potential ACES impacts include significant changes to where people live and work affecting planning for land use and travel. Additionally, as a significant share of the vehicle fleet no longer pays motor fuel taxes because of a shift to electric vehicles, existing transportation funding sources will be reduced, leaving MPOs to adjust their investment programs. **Table 1** presents potential positive and negative effects from these emerging technologies as noted in the FDOT ACES guidance document.

Table 1. Potential Positive and Negative Effects Resulting from ACES Technologies

Technology	Potential Negative Effect(s)	Potential Positive Effect(s)
Automated Vehicles	<ul style="list-style-type: none"> • Potential increase in vehicle miles traveled from empty vehicles • Changes in land use or urban form 	<ul style="list-style-type: none"> • Increased mobility for children, elderly, or the disabled at potentially lower costs • Reduced parking demand

Table 1. Potential Positive and Negative Effects Resulting from ACES Technologies

Technology	Potential Negative Effect(s)	Potential Positive Effect(s)
		<ul style="list-style-type: none"> • Changes in land use or urban form • Crash-free driving and improved vehicle safety • Reduced need for new roadway infrastructure and reduced maintenance costs
Connected Vehicles	<ul style="list-style-type: none"> • Potential hacking of a transportation network 	<ul style="list-style-type: none"> • Potential increase in roadway capacities • New safety features • Improved congestion management • Crash-free driving and improved vehicle safety • Reduced need for new roadway infrastructure and reduced maintenance costs • Substantially reduce uncertainty in travel times via real-time, predictive assessment of travel times on all routes
Electric Vehicles	<ul style="list-style-type: none"> • Decrease in transportation funding sources from reduction in motor fuel tax revenues 	<ul style="list-style-type: none"> • Potential reduction in air emissions (depending on energy sources used to generate electricity) • Reduced energy consumption and efficient infrastructure
Shared-Use Vehicles	<ul style="list-style-type: none"> • Complete Street design challenges because of competition for limited curb space in urban areas 	<ul style="list-style-type: none"> • Opportunities for mobility hubs and new funding sources

Planning for ACES

The Collier MPO 2045 LRTP development process began early in 2019 by establishing the plan's goals and objectives. The LRTP goals and objectives are a critical part of the planning process because the transportation project needs are based on these goals and objectives. Each goal was assigned a weighting factor, and evaluation criteria were used to evaluate and compare how well potential transportation projects met the goals and objectives. Collier MPO staff addressed the MPO Citizens Advisory Committee and Technical Advisory Committee during one of their regular meetings on May 20, 2019, to request input on the 2045 goals and objectives. In response to the state requirements to plan for ACES, the following goal was added to the LRTP:



Goal #11: Consider Connected and Autonomous Vehicles (CAV) Technology in Future

Advances in automotive infrastructure technology through connected vehicles or self-driving cars pose some of the biggest challenges to transportation planning (for example, equity among users). The potential for disruptions to transportation systems includes changes to land uses and the system network itself. However, because of the potential safety benefits, the

Collier MPO is exploring ways to incorporate these technologies into the transportation network. The total weighting factor for this goal is 4 percent.

The goal objectives include:

- Explore options for application and implementation of CAV technologies, in light of the lack of current guidance.
- Consider new guidance and developments during the LRTP process. Identify, evaluate, and adopt strategies to address identified vulnerabilities.

The evaluation criteria for this goal asks if the transportation project uses technological improvements (for example, ITS or transit signal priority). When ranking the transportation projects in the Needs Plan as they relate to use of technological improvements, projects received a score of 5 if they incorporated technology into the improvements and a score of 0 if they did not.

For the 2045 LRTP update, one CAV planning scenario was modeled by FDOT. As noted in the FDOT White Paper in **Attachment A**, vehicles with Level 3 automation may represent 30 to 60 percent of the vehicle fleet by 2035. The FDOT D1RPM Model Network included special-use lanes and ramps on I-75 in Lee and Collier counties. The CAV planning scenario assumed 35 percent of the vehicles on the MPO network were CAV, and vehicle trips were separated into CAV and non-CAV trips. CAV trips were coded with special-use lanes that were used exclusively by CAV. The CAV scenario model output resulted in minor capacity improvements to the overall network in the Collier County area.

The FDOT's ACES guidance document notes that given the uncertainties around ACES deployment and impacts, MPOs should consider high-level strategic planning and performance-setting activities that involve:

- Identifying transportation and societal goals and objectives that may be achieved through AV and CV technologies
- Setting the general parameters under which CV and AV deployment can be facilitated to achieve agency and societal goals
- Developing performance measures that support specific safety, congestion, mobility, and environmental goals that may be supported by AV and CV systems and can be used to track the results of testing and investment in these systems over time
- Outlining potential communication toward building the business case for investing in ACES, generating support for adoption of safety and mobility applications, and promoting incentives for producers to improve applications and technology

The FDOT Florida Connected Vehicle Initiative includes multiple planning, design/implementation, and operational connected vehicle projects throughout the state (FDOT 2019). While there are currently no projects or initiatives in Collier County, there is one project in neighboring Lee County: US 41 Florida's Regional Advanced Mobility Elements (FRAME), which is in the initial phases. The overall goal is to improve efficient operations of the traffic signals along the corridor, thereby improving mobility as well as provide information for connected vehicles. The project covers approximately 30 miles and 71 traffic signals and includes the following initiatives:

- Traffic signal controllers/cabinets upgrades
- Connected Vehicle Road Side Units deployment
- Pedestrian detection using LIDAR detectors
- Deployment of Automated Traffic Signal Performance Measures

The 2045 LRTP includes multiple intersection projects along US 41 including at Immokalee Road, Goodlette-Frank Road, Collier Boulevard, Pine Ridge Road, and Golden Gate Parkway, as well as a study along a constrained portion of US 41 from Immokalee Road to Old US 41. All of these projects will benefit from lessons learned during the design and implementation of the FDOT-funded FRAME project.

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Attachment A

Implementation of CAV into the D1RPM in Development of 2045 LRTP Updates White Paper



White Paper -- Implementation of CAV into the D1RPM in Development of 2045 LRTP Updates

PURPOSE

In light of emerging technologies and State legislative guidance (Appendix 1), Metropolitan Planning Organizations/Transportation Planning Organizations (MPO/TPO) must address the potential effects of Connected and Automated Vehicles (CAV) in developing their 2045 Long-Range Transportation Plan (LRTP) updates. Development of the District 1 Regional Planning Model D1RPM is currently underway by the Florida Department of Transportation (FDOT) District 1 with MPO/TPO alternative testing scheduled for completion prior to the adoption of the MPO/TPO LRTPs in 2020-2021. The purpose of this white paper is to explore the potential effects of level 2 and level 3 CAV on traffic forecasting in developing the new 2015-2045 (D1RPM) and explain steps the District is taking to assist the MPO/TPOs in addressing these new requirements.

INTRODUCTION

The new automotive technologies addressed in this paper include adaptive cruise control, traffic incident warning, and self-parking systems provided by some new car models on the road today. Defined by Society of Automotive Engineers as “levels 2-3 automation”, these vehicles are anticipated to provide safer and more efficient travel as their numbers increase and become a significant portion of vehicles on Florida’s roadways. For example, the study: *Planning for Cars That Drive Themselves: Metropolitan Planning Organizations, Regional Transportation Plans, and Autonomous Vehicles*, Erick Guerra, *Journal of Planning Education and Research*, 2015, suggests that by providing safer and more efficient spacing or platooning of vehicles, these CAVs can potentially bring significant increases roadway capacity and reductions in vehicle collisions.

While we may continue to speculate about when fully autonomous vehicles (levels 4 and 5 automation) will become a significant portion of the vehicle mix, it is understood this level of technology has the potential to fundamentally change transportation infrastructure planning, engineering, and operations. It also promises to expand mobility for the very young, the elderly, and the disabled and may substantially lower travel costs for all.

According to the 2018 FDOT report “Guidance for Assessing Planning Impacts and Opportunities of Automated, Connected, Electric and Shared-Use Vehicles (ACES)”, level 3 automation may represent 30% to 60% of the vehicle fleet by 2035 (see table A 2-1 in Appendix 3). As previously mentioned, this significant increase could yield an increase in roadway lane capacity. Therefore, our discussion begins by considering the impact this may have on the development and use of the 2045 D1RPM model in District 1.

MODEL PLANNING ELEMENTS

White Paper -- Implementation of CAV into the D1RPM in Development of 2045 L RTP Updates

With respect to Travel Demand Forecasting, the FDOT report *“Emerging Technology, Demographic Changes, and Travel Behavior; Trends, Key Parameters, and Scenarios”*, FDOT-2016” proposes several key parameters in modeling CAV technology.

- Capacity of Freeway and Major Arterial Segments associated with reduced headway
- Trip Generation/Generational Effects associated with 0 car households and unlicensed driver mobility
- Value of In-Vehicle Time (IVT) associated with trip length
- Auto Operating Cost (including Parking Costs)

While data is not yet available to reliably forecast the potential effects of many of these elements, data is available pertaining to potential increases in roadway capacity due to the effects of decreased and consistent vehicle headways, or following distance, of Level 2 and 3 automation which is available on many vehicles today.

D1RPM CAV IMPROVEMENTS

As presented at past Florida Statewide Model Task Force (MTF) meetings, the 2045 D1RPM model under development has been improved to include features that allow for the testing of potential roadway capacity effects of CAV. These features include:

- A *saturation-rate* parameter used to determine the proportion of CAV in the vehicle fleet (currently on a system-wide basis);
- A *lookup table* used to estimate the effects of CAV on roadway capacity based on fleet saturation rate and facility type;
- A *separate trip purpose* designation for CAV;
- *Special-use lanes* which may be designated for exclusive use by CAV resulting in a maximum capacity increase.

A summary of other CAV related improvements to the D1RPM are as follows:

- The Model Network
 - Special-use lanes and ramps have been included in the roadway network on I-4 in Polk County; on I-75 in Sarasota/Manatee County; and on I-75 in Lee and Collier Counties.
 - Link capacity for certain facility types is modified according to the current *“lookup”* table of capacity effects which is in use.
- Auto Occupancy and Mode Choice
 - Vehicle trips are split into two tables for identification of CAV and non-CAV vehicle trips.

White Paper -- Implementation of CAV into the D1RPM in Development of 2045 LRTP Updates

- Highway Assignment
 - CAV trips are identified with a special *'linkgroup'* code which enables special-use lanes to be used exclusively by CAV.
- Reporting
 - Model output reports modified to reflect inclusion of CAV.

Figure 1 was developed by District 1 in coordination with Professor Xiaoping (Shaw) Li, PhD with the Center for Urban Transportation Research (CUTR) at the University of South Florida (USF), to reflect his extensive research and field experiments in testing autonomous vehicles. Dr. Li's research provides a reasonable, albeit conservative estimate of the effects of platooning and CAV fleet saturation rates on roadway capacity. Additional data on potential capacity effects are included in Appendix 2.

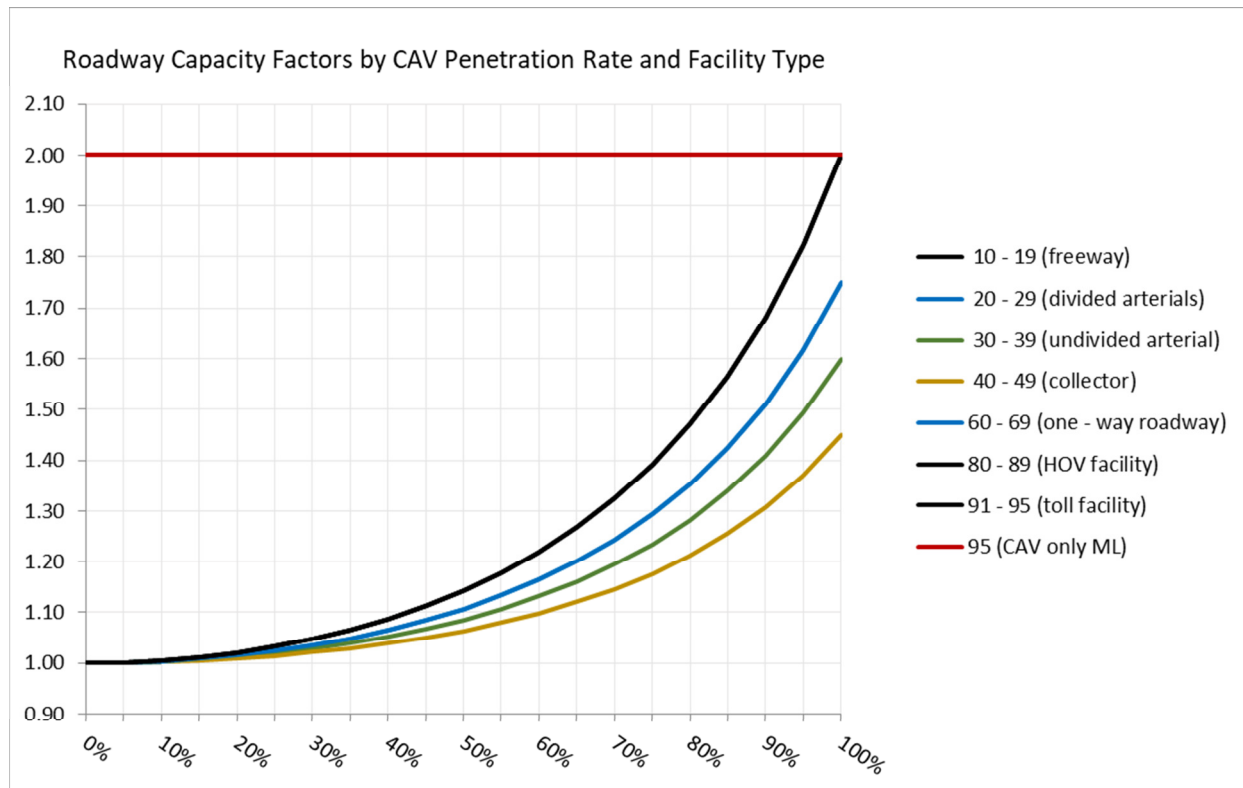


Figure 1: Roadway Capacity Factors by CAV Penetration Rate and Facility Type

IMPLEMENTATION OF D1RPM CAV CAPABILITIES IN THE MPO/TPO 2045 LRTP UPDATES

In consideration of Federal and State of Florida legislative guidance, FDOT District 1 proposes to assist District MPO/TPOs in the development of their upcoming 2045 LRTP Updates by

White Paper -- Implementation of CAV into the D1RPM in Development of 2045 LRTP Updates

incorporating these model procedures within the D1RPM, as deemed appropriate, as an initial step in addressing the potential effects of CAV on roadway capacity.

Appendix 1 – Legislative Guidance

Federal Highway Administration, Section 1430 of the FAST ACT, with respect to Use of Modeling and Simulation Technology, states *“It is the sense of Congress that the Department should utilize, to the fullest and most economically feasible extent practicable, modeling and simulation technology to analyze highway and public transportation projects authorized by this Act to ensure that these projects: (1) will increase transportation capacity and safety, alleviate congestion, and reduce travel time and environmental impacts; and (2) are as cost effective as practicable.”*

Recent CAV legislation available on the FDOT Florida Automated Vehicles site, (automatedfl.com) conveys the following:

Florida HB 7027 Recommends MPOs consider advances in vehicle technology when developing long-range transportation plans and requires FDOT to accommodate advances in vehicle technology when updating the Strategic Intermodal System Plan.

Statute 339.175 – (with respect to Long Range Transportation Plans) directs FDOT to make the most efficient use of existing transportation facilities to relieve vehicular congestions, improve safety, and maximize the mobility of people and goods. Further, it states that such efforts must include, but are not limited to, consideration of infrastructure and technological improvements necessary to accommodate advances in vehicle technology, such as autonomous technology and other developments.

Statute 339.64 (3)(c) – (with respect to Strategic Intermodal System Plan) directs FDOT to coordinate with federal, regional, and local partners, as well as industry representatives, to consider infrastructure and technological improvements necessary to accommodate advances in vehicle technology, such as autonomous technology and other developments, in Strategic Intermodal System facilities.

Appendix 2 Roadway Capacity Factors by CAV Penetration Rate and Facility Type

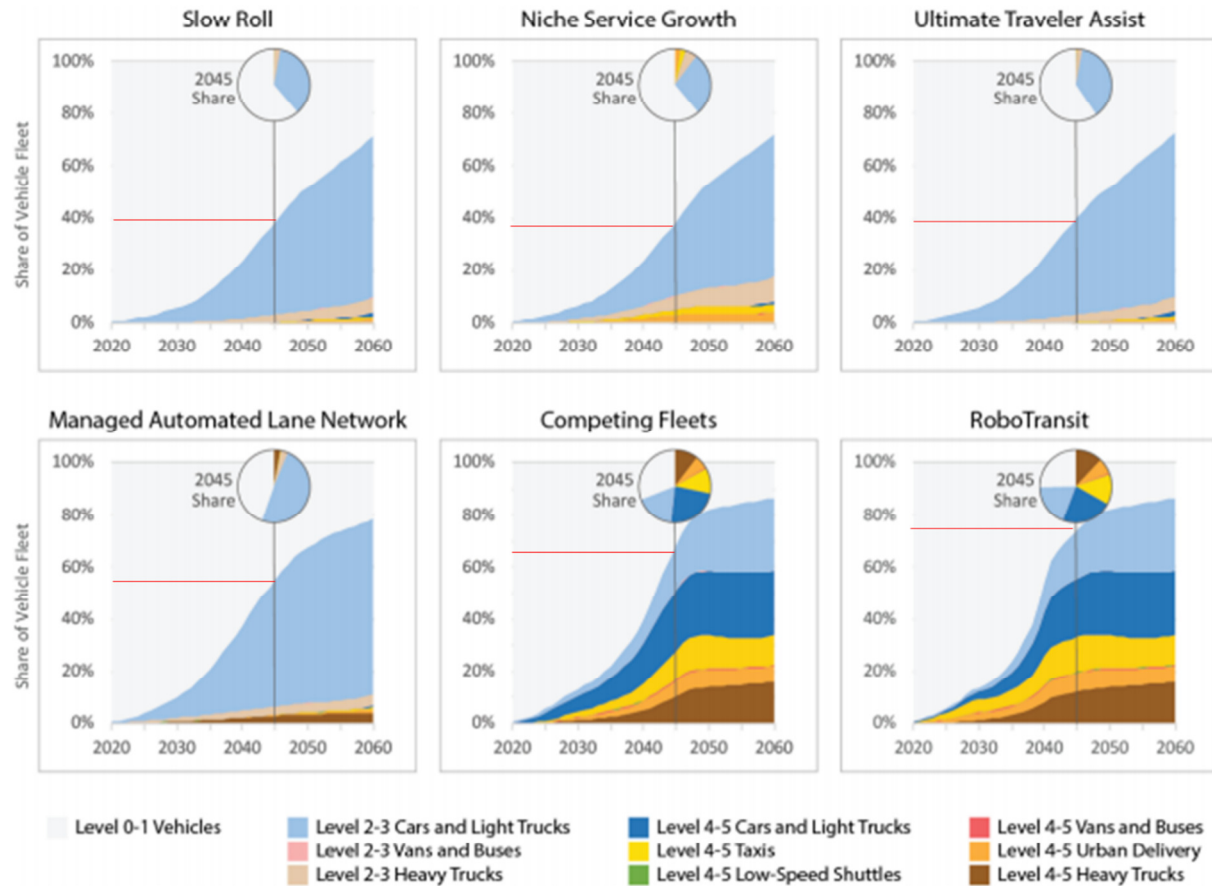
D1RPM Lookup Table: Roadway Capacity Factors by CAV Penetration Rate and Facility Type

Facility Type		10 - 19 (freeway)	20 - 29 (divided arterials)	30 - 39 (undivided arterial)	40 - 49 (collector)	60 - 69 (one - way roadway)	80 - 89 (HOV facility)	91 - 95 (toll facility)	95 (CAV only ML)
CAV Pct.	0%	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	2.0000
	5%	1.0013	1.0009	1.0008	1.0006	1.0009	1.0013	1.0013	2.0000
	10%	1.0050	1.0038	1.0030	1.0023	1.0038	1.0050	1.0050	2.0000
	15%	1.0114	1.0085	1.0068	1.0051	1.0085	1.0114	1.0114	2.0000
	20%	1.0204	1.0153	1.0122	1.0092	1.0153	1.0204	1.0204	2.0000
	25%	1.0323	1.0242	1.0194	1.0145	1.0242	1.0323	1.0323	2.0000
	30%	1.0471	1.0353	1.0283	1.0212	1.0353	1.0471	1.0471	2.0000
	35%	1.0652	1.0489	1.0391	1.0294	1.0489	1.0652	1.0652	2.0000
	40%	1.0870	1.0652	1.0522	1.0391	1.0652	1.0870	1.0870	2.0000
	45%	1.1127	1.0845	1.0676	1.0507	1.0845	1.1127	1.1127	2.0000
	50%	1.1429	1.1071	1.0857	1.0643	1.1071	1.1429	1.1429	2.0000
	55%	1.1782	1.1337	1.1069	1.0802	1.1337	1.1782	1.1782	2.0000
	60%	1.2195	1.1646	1.1317	1.0988	1.1646	1.2195	1.2195	2.0000
	65%	1.2678	1.2009	1.1607	1.1205	1.2009	1.2678	1.2678	2.0000
	70%	1.3245	1.2434	1.1947	1.1460	1.2434	1.3245	1.3245	2.0000
	75%	1.3913	1.2935	1.2348	1.1761	1.2935	1.3913	1.3913	2.0000
	80%	1.4706	1.3529	1.2824	1.2118	1.3529	1.4706	1.4706	2.0000
	85%	1.5656	1.4242	1.3393	1.2545	1.4242	1.5656	1.5656	2.0000
	90%	1.6807	1.5105	1.4084	1.3063	1.5105	1.6807	1.6807	2.0000
	95%	1.8223	1.6167	1.4934	1.3700	1.6167	1.8223	1.8223	2.0000
	100%	2.0000	1.7500	1.6000	1.4500	1.7500	2.0000	2.0000	2.0000

Estimated CAV percentage ranges based on 2018 ACES guidance (Appendix 3)

Appendix 3 – 2018 ACES GUIDEBOOK ADOPTION RATE ESTIMATE TABLE

Figure A2-1 Autonomous Vehicle (AV) Fleet Share by Scenario, 2020-2060



Transportation Network's Vulnerability to Climate Change White Paper



2045

LONG RANGE TRANSPORTATION PLAN



Collier MPO

Transportation Network's Vulnerability to Climate Change White Paper – Draft

November 2020



Jacobs



Transportation Network's Vulnerability to Climate Change White Paper

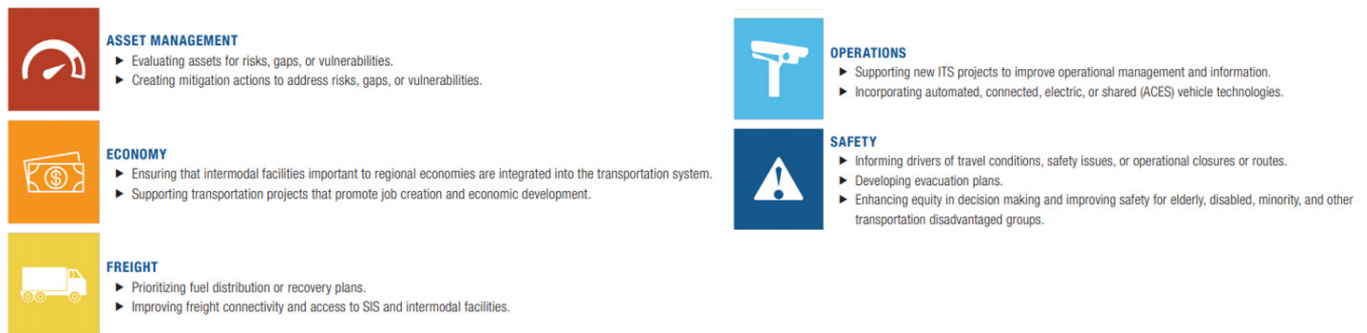
Introduction

Southwest Florida contains the largest area of tidally influenced public lands in the Gulf of Mexico and the fastest growing urban landscape in Florida. Both the human and natural components of the ecosystem are under increasing risk because of the threats of a growing human population, sea level rise (SLR), and tropical cyclones. Changing conditions including increased inland flooding, SLR, increased frequency of severe storms with high winds and greater rainfall, increased duration of droughts and rapidly spreading fires, and economic recessions. Rapid degradation and a decreased lifespan of transportation facilities is expected as these conditions increase. The Collier Metropolitan Planning Organization (MPO) along with its partnering agencies are considering the unique challenges they face to better plan for ways to protect and preserve their infrastructure.

Title 23 of the Code of Federal Regulations Part 450.306(b)(9) requires transportation planning agencies, in cooperation with the state and public transportation operators, to “improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation” in the long-range transportation planning process. Planning for resilience involves considering objectives and strategies in other planning areas, as shown on **Figure 1**.

Figure 1. Resiliency Planning Considerations

Source: *FDOT Resilience Quick Guide: Incorporating Resilience in the MPO Long Range Transportation Plan, January 2020*



Collier County Resiliency Program

Collier County initiated their own coastal resiliency program in the mid-1990s to improve the County’s ability to resist storm surge, erosion, and wave impacts, and has conducted four major renourishments since 1996. The renourishments include hauling and placing more than 1.3 million cubic yards of sand on various beaches between Wiggins Pass and Gordon Pass, which are designated by the state of Florida as critically eroded. Additionally, in September 2019 and October 2020, the Board of County Commissioners approved beach renourishment projects on Park Shore, North Park Shore, and Clam Pass beaches, and Naples Beach from Doctors Pass to just north of Lowdermilk Park, respectively.

Planning for Resiliency

The Florida Department of Transportation (FDOT) *Resilience Quick Guide* was developed by the FDOT Office of Policy Planning to outline the steps for an MPO to consider through the development of the Long Range Transportation Plan (LRTP) including:

- examining the plan goals and objectives to address resilience
- developing performance measures to track progress on the objectives
- ensuring that the Needs Plan assesses the impacts on assets and mobility
- including projects and actions in the Cost Feasible Plan that will make the MPO region more resilient



The Collier MPO 2045 LRTP development process began early in 2019 by establishing the plan's goals, and objectives. The LRTP goals and objectives are a critical part of the planning process because the transportation project needs are based on these goals and objectives. Each goal was assigned a weighting factor and evaluation criteria were used to evaluate and compare how well potential transportation projects met the goals and objectives. The Collier MPO staff addressed the MPO Citizens Advisory Committee and Technical Advisory Committee during one of their regular meetings on May 20, 2019, to request input on the 2045 goals and objectives. In response to the federal requirements to plan for resilience, the following goal was added to the LRTP:



Goal #10: Consider Climate Change Vulnerability and Risk in Transportation Decision Making

A resilient transportation system is one that supports mobility, system preservation, and evacuation needs, and addresses social equity. The total weighting factor for this goal is 4 percent.

The goal objectives include:

- Identify key climate impacts of concern (rising sea levels, hurricanes, wildfires, etc.)
- Identify sensitive assets and thresholds for impacts
- Identify, evaluate, and adopt strategies to address identified vulnerabilities
- Screen projects during planning to avoid making investments in particularly vulnerable areas

The evaluation criteria for this goal asks if the transportation project promotes transportation infrastructure resiliency in the face of climate change and SLR.

To rank the roadway transportation project needs, the National Oceanic and Atmospheric Administration (NOAA) Sea Level Rise Viewer (version 3.0.0) tool was used to evaluate potential SLR and flooding to the Collier Metropolitan Area transportation network. The tool is for screening-level evaluations and uses best-available, nationally consistent data sets and analyses. The SLR viewer can be used at several scales to help estimate impacts and prioritize actions for different scenarios. For the 2045 LRTP, an intermediate high scenario was selected, which results in a 1.35 feet rise in sea level by 2040 and 1.9 feet SLR by 2050. While the data and maps provided by the tool illustrate the scale of potential flooding, the exact location of SLR and flooding is an estimate. **Attachment A** presents a map of potential SLR and coastal flooding in Collier County with a 1-foot SLR and the results of the NOAA SLR tool.

When ranking the transportation projects in the Needs Plan as they related to promoting transportation infrastructure resiliency in the face of climate change and SLR, projects received a score of 5 if they were within 0.25 miles of potential SLR and coastal flooding (assuming a 1-foot SLR), and a score of 3 if they were within 0.25 miles of a potential low-lying area.

Ongoing Studies for Possible Mitigation Strategies

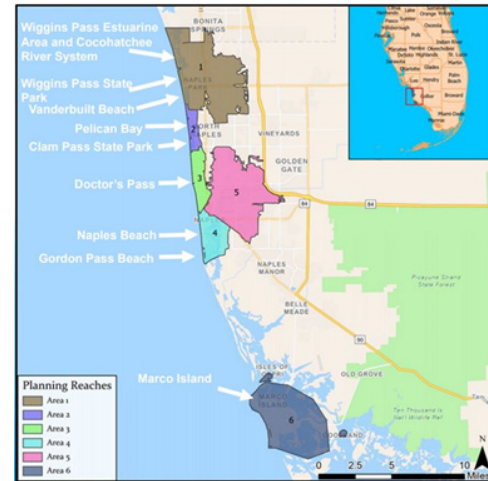
To better understand planning needs and potential actions to mitigate SLR, the County, City of Naples, City of Marco Island, and City of Everglades teamed with Florida Gulf Coast University and the University of Florida to sponsor a grant application from the National Centers for Coastal Ocean Science (a subsidiary of NOAA) for a 3-year study to develop a web-based interactive decision-support tool for Adaptation of Coastal Urban and Natural Ecosystems (ACUNE) in Southwest Florida. The Board approved a Resolution of Support for the project on September 13, 2016, and the NOAA grant was awarded. The ACUNE project began in June 2017 to develop the tool to aid resource managers, municipalities, and agencies in Collier County with decisions related to the preservation and restoration of mangrove, marsh, and beach habitats; water management; and coastal planning, zoning, and land acquisition. Further, the study is expected to provide a framework for greater community resilience and long-term adaptation strategies. The study was expected to be complete by late

spring of 2020, but has been delayed because of the COVID-19 pandemic. The anticipated release date for the ACUNE mapping tool is January 2021 at the earliest.

The U.S. Army Corps of Engineers (USACE) Collier County Coastal Storm Risk Management Feasibility Study began in October 2018 and is developing, analyzing, and evaluating coastal storm risk management alternatives for the North Collier County (including Naples) and Marco Island study areas (covering both Gulf-facing shorelines and inland bay areas). Expected to be complete by September 2021, the study divided the County into six primary planning reaches based on hydrologic boundaries and existing County project limits (refer to **Figure 2**). The USACE study estimates that relative SLR in the study area is estimated between 0.45 feet and 1.54 feet by 2045. The draft report was released on July 31, 2020, and included a tentative resilience plan called a Tentatively Selected Plan that includes structural and nonstructural measures to reduce coastal storm risk and damage to the coastal areas of the County. Structural measures include six surge-barrier systems (miter and/or sluice gates), three tide gates (sluice gates), and three floodwalls, as well as approximately 9.5 miles of beach and dune fill. Nonstructural measures include acquisition and elevation of residential structures and floodproofing of commercial structures and critical infrastructure. The total project cost is estimated at \$4.8 billion and would take 50 years to complete.

Figure 2. USACE Collier County Coastal Storm Risk Management Feasibility Study Planning Reaches

Source: USACE



One area already experiencing the impacts of SLR is Goodland Drive (CR 92A) between Goodland and the City of Marco Island. Because of its low elevation, the existing roadway is frequently flooded during peak tides and storms, cutting off access to Goodland and damaging the pavement. Current mitigation strategies employed by the County include road raising and the addition of cross-drain pipes to allow tidal and storm flows to more easily pass from one side of the road to the other.

Collier County's vulnerability to flooding from coastal and weather events is expected to remain into the foreseeable future. Based on the information presented in Attachment A, it appears that US 41 south of San Marco Road, Collier Boulevard south of US 41, San Marco Road, and SR 29 will experience significant flooding issues by 2040. Additionally, the infrastructure associated with the areas of Goodland, City of Marco Island, and Everglades City will also experience significant flooding. Because mitigation studies and model development are still underway, the 2050 LRTP update or future amendments to the 2045 LRTP should include projects and actions based on the results of the ongoing studies.

References

National Oceanic and Atmospheric Administration (NOAA). 2020a. "Sea Level Rise Viewer". NOAA Office for Coastal Management. Accessed August. <https://coast.noaa.gov/digitalcoast/tools/slr.html>

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Florida Department of Transportation (FDOT). 2020. *FDOT Resilience Quick Guide: Incorporating Reliance in the MPO Long Range Transportation Plan*. January. http://floridatransportationplan.com/pdf/2020-01-29_FDOT%20Resilience%20Quick%20Start%20Guide_FINAL.pdf

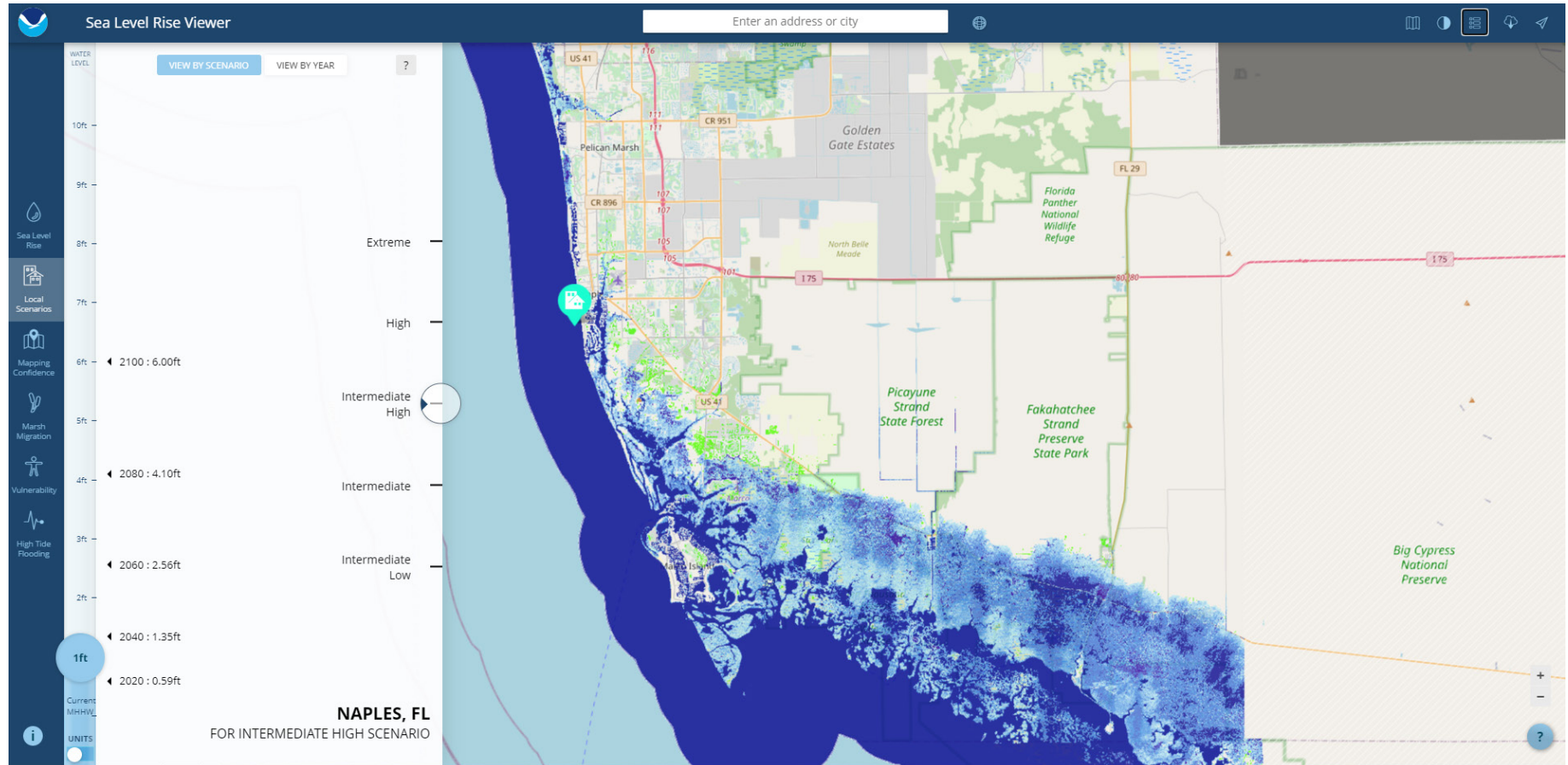
National Oceanic and Atmospheric Administration (NOAA) RESTORE Science Program. 2020b. “A Web-Based Interactive Decision-Support Tool for Adaptation of Coastal Urban and Natural Ecosystems (ACUNE) in Southwest Florida”. Accessed August. <https://restoreactscienceprogram.noaa.gov/projects/local-coastal-tool>



Attachment A
Potential SLR and Coastal Flooding in Collier County Map
NOAA Sea Level Rise Viewer (v 3.0.0) Tool Results



NOAA Sea Level Rise Viewer (v 3.0.0) Tool Results



Project Cost Development Methodology Technical Memorandum



2045

LONG RANGE TRANSPORTATION PLAN



Collier MPO

Project Cost Development Methodology Technical Memorandum – Final

November 2020



Jacobs



Project Cost Development Methodology

Background

The Financial Plan for the Collier MPO 2045 Long Range Transportation Plan (LRTP) update establishes the basis for determining how many of the projects identified during the Needs Assessment can be included in the Cost Feasible Plan and establishes the project cost framework for developing planning-level cost estimates for each individual project. Costs were developed for each project phase including Project Development and Environment (PD&E) Study, preliminary engineering/design (PE), right of way (ROW), construction (CST), and environmental mitigation. The project phase costs were developed using the Florida Department of Transportation (FDOT) 2045 LRTP Cost Estimation Tool. The cost components are applied to individual projects from the Needs Assessment to develop the Cost Feasible Plan for the LRTP. Once the projects are prioritized, the FDOT present-day cost inflation factors available in the FDOT cost estimating tool will be applied to develop Year of Expenditure costs for each project in the Cost Feasible Plan.

Project Cost Methodology and Assumptions

Once the Needs Assessment revealed a list of required projects within Collier County, project costs for PD&E, PE, ROW, CST, and environmental mitigation were developed. Costs associated with Interstate 75 improvements (managed lanes, new interchanges, or interchange modifications) and other state roads will be defined by FDOT for compliance with the Strategic Intermodal System First Five Year Plan (FY2019/2020 – FY 2023/2024), Second Five Year Plan (FY2024/2025 – FY 2028/2029), and Long Range Cost Feasible Plan (FY 2029 – FY 2045).

Prior to estimating any costs, basic information for each project including a typical section, project description, project length, and location were entered into the FDOT 2045 LRTP Cost Estimation Tool. A required tool entry called Future Area Type is based on the future typical section of each project (Rural, Urban, or Suburban). The Future Area Type and project description determined the Rural, Urban, or Suburban typical section option for each project. The cost estimating tool allows for overriding of some cells to manually enter costs that may already be known or when more detailed cost information is available.

PD&E and Preliminary Engineering Costs

Both the PD&E and PE costs are estimated by the cost estimating tool as a percentage of the total construction costs. The PD&E phase costs for each project are 5 percent of the total construction costs, and the PE phase costs are 15 percent of the total construction costs.

Right of Way Acquisition Costs

To develop the ROW costs, the existing roadway widths provided by Collier County were entered into the cost estimating tool for each project. If the project was a new corridor, the existing roadway width was entered in as zero. The proposed ROW width is based on the Future Area Type selected in the tool along with the project improvements (for example, add two additional lanes). To determine ROW costs, the tool requires entry of either High, Medium, or Low for ROW Estimate Range, which is tied to the FDOT typical section of Rural (High, Medium, and Low), Urban (High, Medium, or Low), and Suburban (High, Medium, and Low). **Table 1** lists the FDOT 2045 LRTP Cost Estimation Tool ROW Unit Cost Definitions. The tool populated the proposed ROW width and after the length of each project (in miles) was entered into the tool, the total ROW needs and cost were generated for each project. **As is standard practice, a ROW Estimate Range of rural low was assumed for all projects, which is equal to \$130,680 per acre of ROW impact.**



Table 1. FDOT ROW Unit Cost Definitions

<p>URBAN HIGH Land in the high-density urban core. Land values are relatively high and usually development is on commercial non-acreage size lots with retail, business, and professional, parking and other commercial use land uses. This may also apply to very high traffic volume roads in any part of the urban area where commercial sites are afforded maximum exposure and commercial growth is increasing.</p>	<p>URBAN MEDIUM Land is contiguous to the urban core. Land values are relatively high, but lower than the core area. Tracts are usually commercial size lots and may contain some larger commercial tracts, however slightly lower density. Land use is typically retail, professional, and mixed use commercial. This cost may apply to high and moderate state and local high traffic volume roads. This may apply to the CBD of smaller cities within the county as well.</p>	<p>URBAN LOW Land between the urban medium and the transition area to suburban, but still within corporate limits. Land uses are mostly mixed use with more neighborhood commercial uses than residential uses. Land uses are typically neighborhood shopping centers and other neighborhood commercial uses. This may apply to the commercial areas of smaller towns/commercial nodes within the county.</p>
<p>SUBURBAN HIGH Less commercialized urban fringe typically outside corporate limits. Residential land uses dominate except along highway frontage. Neighborhood commercial uses front on high volume state and local highways. This cost may apply to areas abutting the central urban area of small cities and towns within the county where there is a dominance of commercial uses.</p>	<p>SUBURBAN MEDIUM Less commercialized urban fringe areas outside corporate limits where residential land uses dominate. However, neighborhood commercial uses and some high density residential uses share frontage on high volume state and local highways. Land values are lower than the suburban high area. This cost may apply to areas abutting the central urban area of small cities and towns within the county where there is a dominance of less intense commercial uses.</p>	<p>SUBURBAN LOW Urban fringe areas outside the corporate limits where there may be mixed use properties, but residential uses dominate the area including road frontage. This may also apply to smaller cities and rural towns within the county where there is mix of commercial and residential uses along roads and highways.</p>
<p>RURAL HIGH Low density rural areas on the suburban fringe, outside the urban service area where the typical size property may be large and estate size residential tracts. Land values are relatively lower than the suburban area. Evidence of transition to more intense uses; area most likely for subdivision of larger tracts or PUDs. May be used for suburban high for small cities and towns within the county.</p>	<p>RURAL MEDIUM Lesser developed rural areas well beyond the suburban fringe where many of the properties are larger tracts. Land values are lower than the suburban area. Area static, but FLUM shows more intense land uses are planned. Slightly higher density than RURAL LOW. May be used for suburban areas of small cities and towns within the county.</p>	<p>RURAL LOW Land use in undeveloped rural areas well beyond the suburban fringe where the typical size properties are large tracts. Land values are significantly lower than the suburban area. Land use changes are possible, but rural/agricultural character is likely to remain. May be woodlands. Development is minimal and sporadic. May be used for rural area surrounding small cities and rural towns.</p>

Notes:

CBD = Central Business District

FLUM = Future Land Use Map

Construction Costs

Based on the typical section selected for each project, the cost estimating tool estimates unit cost per mile for construction. The tool then adds the following costs based on the preliminary construction costs:

- Maintenance of Traffic (MOT) = 10 percent of construction costs



- Mobilization = 10 percent of construction costs
- Construction, Engineering and Inspection (CEI) = 15 percent of construction costs
- Project Unknowns = 25 percent of the subtotal of construction costs, MOT, Mobilization, and CEI

The resulting total construction costs per project include the preliminary construction costs, MOT costs, mobilization costs, CEI costs, and project unknowns.

Environmental Mitigation Costs

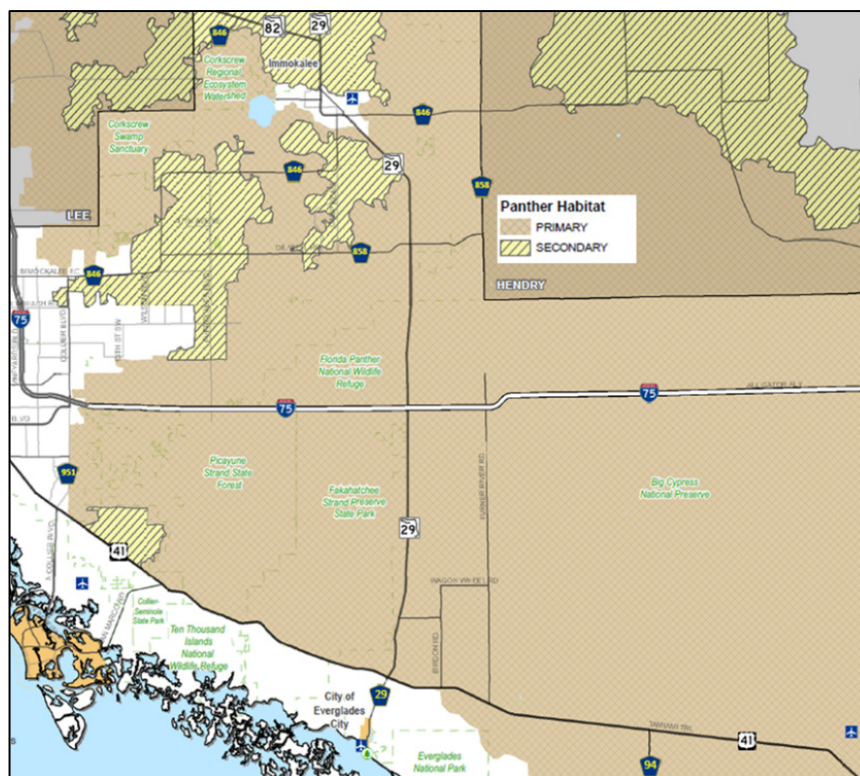
As an integral part of the Needs Assessment process, an evaluation of potential impacts to wildlife, habitat, and wetlands was conducted for each facility in the needs network. Although impacts to natural resources are to be avoided or minimized, a worst-case scenario evaluation of potential environmental mitigation costs was performed. The natural resources evaluation was limited to wetland and panther habitat impacts using the U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory and Florida Panther Habitat databases. Once the potential impact areas were determined for each project, mitigation costs were estimated. The assumptions for estimating the environmental mitigation costs are provided in the following text. The calculations were performed to determine planning-level mitigation costs. It should be noted that costs for additional mitigation, such as secondary impacts to wetlands or additional species surveys (for example, Florida bonneted bat), are not typically included at this planning level of evaluation. Mitigation costs are routinely determined at the time of permitting of a project, but planning-level cost estimates are used to better determine the overall project costs. Prior to determining the environmental mitigation costs, the area of environmental impacts for each project was determined using geographic information system tools.

Panther Habitat Mitigation Costs

To secure and permanently protect the Florida panther habitat, a federal permit is required to convert panther habitat to other uses and an equal Panther Habitat Units (PHUs) value must be purchased elsewhere in the Panther Focus Area. PHUs are calculated for each acre of land in each zone in the Panther Focus Area.

The Panther Focus Area is separated into two zones: Primary Zone and Secondary Zone, as shown on **Figure 1**. The Primary Zone lands are considered essential to the long-term viability and persistence of the panther in the wild. The Secondary Zone lands, while contiguous with the Primary Zone, are currently used by few panthers but could accommodate expansion of the panther population south of the Caloosahatchee River.

Figure 1. Panther Habitat Focus Areas in Collier County



Research of recent Collier County project's panther habitat mitigation costs indicates that a single PHU costs between \$745 to \$850. Florida panther mitigation costs were calculated by multiplying the project's final number of PHUs by \$745 (based on the most recent Collier County projects for PHU costs). The number of PHUs for each project were calculated based on the USFWS Panther Habitat Assessment Methodology (September 24, 2012):

PHU = Panther Focus Area Habitat Impacted (acres) x USFWS Base Ratio (2.5) x Habitat Functional Value x Landscape Multiplier

- **USFWS Base Ratio (2.5):** The USFWS Base Ratio of 2.5 provides for the protection of sufficient acreage of Primary Zone equivalent lands for a population of 90 panthers.
- **Habitat Functional Value:** The habitats within the project impact area are assigned a habitat functional value. The habitat functional value reflects the suitability of the habitat for the panther. **Table 2** presents the assigned USFWS habitat functional values for various land cover types near the Panther Focus Area. One land cover type with a habitat value of 9 was assumed for all projects in the Collier 2045 LRTP project cost estimates. **A habitat value of 5.7 for Unimproved Pasture was assumed for all projects and was derived from the average value (from 0 to 9.5).**
- **Landscape Multiplier:** The landscape multiplier is a function of whether the project is in a Primary or Secondary Zone. For the 2045 LRTP project cost estimates, all projects were assumed to be in the Primary Zone and, therefore, were assigned a landscape multiplier of 1. **Projects in the Primary Zone are multiplied by 1.0, while projects in the Secondary Zone are multiplied by 0.69.**

Table 2. Florida Panther Habitat Unit Values

Source: USFWS (2012)

Table PM2. Revised panther habitat unit values for use in assessing habitat value to the Florida panther.

Land Cover Type	Value	Land Cover Type	Value	Land Cover Type	Value
Reservoirs	*	Xeric scrub	4.5	Dry prairie	6.3
STAs	**	Orchards/groves	4.7	Upland Hardwood Forest	9.0
Urban	0	Marsh/ wet prairie	4.7	Cypress swamp	9.2
Water	0	Cropland	4.8	Hardwood swamp	9.2
Barren/Disturbed lands	3	Improved pasture	5.2	Hardwood-Pine	9.3
Coastal wetlands	3	Shrub swamp/brush	5.5	Upland-Hydric Pine forest	9.5
Exotic/nuisance plants	3	Unimproved pasture	5.7		

* PHU values for reservoirs are evaluated based on open water for the main water areas and the appropriate categories for berms and other non-water sections. Refer to pages 5- 7 for the accompanying text for guiding criteria for these systems.

** PHU values for stormwater treatment areas vary depending on design criteria, mode of operation, location in native or non-native habitats, and other landscape features. Refer to page 6 for the accompanying text for guiding criteria for these systems.

Wetland Mitigation Costs

Wetland mitigation serves to offset unavoidable wetland impacts. The ecological benefits of wetland mitigation compensate for the functional loss resulting from the permitted wetland impact. To determine the amount of mitigation needed to offset potential adverse impacts to jurisdictional wetlands and surface waters, an evaluation to assess their ecological functions is required. There are three ecological functional assessment categories: location and landscape support, water environment, and community structure. These are scored with respect to the value they provide to wildlife and fisheries. Each functional assessment category is scored on a scale from 0 to 10 (where 10 indicates a minimally impaired or high quality wetland system). Scores are based on site-specific conditions, such as the wetland's size, connection to other natural areas, structural complexity, wildlife habitat, distance from development, and water quality. The functional assessment categories scores are summed then divided by 30 to determine a weighted wetland impact score between 0 and 1 (the higher the number the higher the wetland quality). Once the wetland impact score is known, it is multiplied by the area of potentially impacted wetlands (acres) to yield the number of wetland credits required to be mitigated.

For the 2045 LRTP update, an impact score of 0.6 was assumed for all project wetlands. The wetland credits determined for each project (area of potentially impacted jurisdictional wetlands multiplied by 0.6) was then multiplied by an estimate of \$105,000 per wetland credit to yield the wetland mitigation cost. Research of recent Collier County project's wetland mitigation costs indicates that a conservative wetland mitigation credit is approximately \$105,000.

References

U.S. Fish and Wildlife Service. 2012. *Panther Habitat Assessment Methodology*. September 24.
https://www.fws.gov/verobeach/MammalsPDFs/20120924_Panther%20Habitat%20Assessment%20Method_Appendix.pdf



Financial Resources Technical Memorandum



2045

LONG RANGE TRANSPORTATION PLAN



Collier MPO

Financial Resources Technical Memorandum – Final

November 2020



Jacobs



Financial Resources Technical Memorandum

Background

This Technical Memorandum documents the assumptions used to develop future revenues for the Collier Metropolitan Planning Organization (MPO) 2045 Long Range Transportation Plan (LRTP) update. The assumptions give the Collier MPO a reasonable estimate of future revenues that can be used to fund the multimodal transportation projects included in the Collier MPO 2045 LRTP. Consistent with the requirements of Title 23 of United States Code Section 134 (23 U.S. Code §134), the revenues identified for the 2045 LRTP are reasonably expected to be available during the planning period through 2045. Three multi-year phases used to report available revenues and project costs are shown on **Figure 1** and are consistent with the state and federal requirements for LRTPs.

Figure 1. Revenue Bands

Collier 2045 Long Range Transportation Plan				
Funding Document	TIP	LRTP Cost Feasible Plan		
Time Period	Present – 2025	2026 – 2030 (5 Years)	2031 – 2035 (5 Years)	2036 – 2045 (10 Years)

Revenue Projections

The Collier MPO 2045 LRTP includes revenue projections from federal, state, and county sources. The following section describes the revenue sources used to develop the 2026–2045 Cost Feasible Plan. **Table 1** summarizes the total projected revenues as future Year of Expenditure (YOE) dollars that are anticipated to be available for the LRTP. The statewide estimates for federal and state revenues for use in the metropolitan planning process, and methodology to develop the estimates, were developed in coordination with the Florida Department of Transportation (FDOT).

Collier County (hereafter, “the County”) has funded transportation projects using a variety of local sources including fuel taxes, impact fees, and General Fund transfers (ad valorem) in addition to federal and state revenues. For the 2045 LRTP update, it is assumed that the County will continue to use these revenue sources to contribute funding toward the 2026–2045 Cost Feasible Plan. The following sections briefly describe the individual revenue sources used to develop the 2026–2045 Cost Feasible Plan. The sections also include a projection of the total future year dollars that will be used in the LRTP for demonstrating financial feasibility using YOE revenues and costs.

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 2045. At a statewide level, these forecasts are allocated to the seven FDOT districts. FDOT has further subdivided the District 1 revenue forecast by County for use in the Collier MPO 2045 LRTP (refer to **Attachment A**). **Table 2** highlights these revenues for Collier MPO in YOE format as required by MAP-21¹ and is followed by a description of each revenue source and the associated assumptions.

¹ MAP-21 is the Moving Ahead for Progress in the 21st Century Act, which was signed into law on July 6, 2012, by President Obama.

Table 1. LRTP Revenue Projections Summary

Jurisdiction	Funding Source	Total 2026–2045 (YOE)
Revenues Dedicated to Transit Operations		
Federal	Transit Operations	\$50,770,000
State	Transit Operations	\$30,414,000
Local	Transit Operations	\$177,500,000
Fares	Transit Operations	\$23,821,000
Local	Transportation Disadvantaged	\$24,454,000
	Subtotal – Transit Operations	\$306,959,000
Revenues Dedicated to Transit Capital Projects		
Federal	Transit Capital	\$81,966,000
Federal/State	Transit Capital	\$281,000
Local	Transit Capital	\$17,186,000
	Subtotal – Transit Capital Projects	\$99,433,000
Total Transit Revenues		\$406,392,000
Revenues Dedicated to Roadway Operations and Maintenance		
County	General Fund (Ad Valorem)	\$240,000,000
County	Fuel Tax (48% of \$375.53M Net Revenues)	\$180,254,000
	Total Operations and Maintenance	\$420,254,444
Revenues Dedicated for Collier 2045 LRTP Roadway Projects		
Federal	Transportation Alternatives Program	\$6,760,000
Federal	Transportation Management Area	\$100,360,000
Federal	Strategic Intermodal System	\$337,404,000
State	Other Arterial Construction & Right of Way (ROW)	\$443,200,000
State	Other Arterial Project Development and Environment and Design	\$97,504,000
County	Transportation Impact Fees	\$346,275,700
County	Fuel Tax (52% of \$375.53M Net Revenues)	\$195,275,300
Total for Collier MPO 2045 LRTP Roadway Projects		\$1,526,779,000

Table 2. Federal and State Revenue Projections (YOE)

Jurisdiction	Funding Source	2026–2030	2031–2035	2036–2045	Total 2026–2045
Federal	Transportation Alternatives (Urban Area)	\$1,690,000	\$1,690,000	\$3,380,000	\$6,760,000
Federal	Transportation Management Area (TMA)	\$25,090,000	\$25,090,000	\$50,180,000	\$100,360,000
State and Federal	Other Arterial (OA)/ Construction & ROW	\$100,620,000	\$110,540,000	\$232,040,000	\$443,200,000
State	Transportation Regional Incentive Program (TRIP)	\$3,924,000	\$4,368,000	\$8,952,000	\$17,244,000
State and Federal	Transit	\$33,016,000	\$39,662,000	\$90,761,000	\$163,439,000
Total Revenues		\$164,340,000	\$181,350,000	\$385,313,000	\$731,003,000
Jurisdiction	Funding Source	2026–2030	2030–2045	Total 2026–2045	
Federal	Strategic Intermodal System	\$38,622,000	\$298,782,000	\$337,404,000	

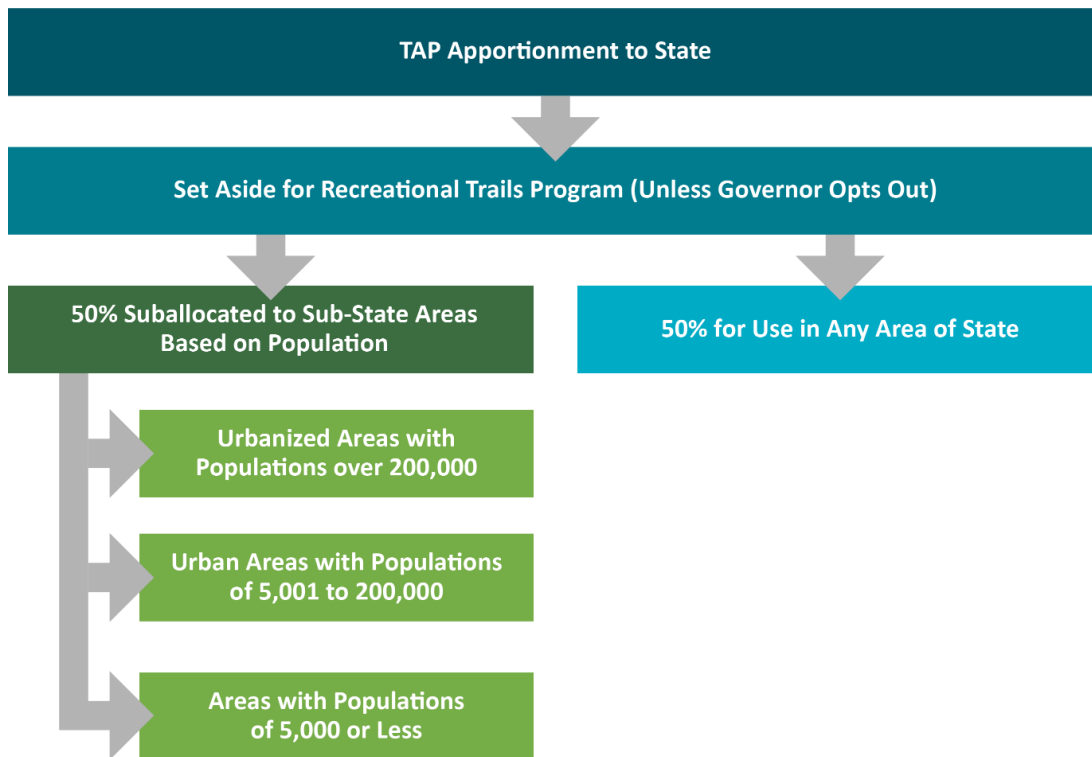
Transportation Management Area

Additional federal funds are distributed to an urban area that has a population greater than 200,000 (known as a TMA), as designated by the U.S. Census Bureau following the 2010 Census. These revenues are listed as the Surface Transportation Program Urban Attributable (XU) funds in the FDOT *Five-Year Work Program* (FDOT 2020). As indicated in Attachment A, approximately **\$100.36 million** in future revenues will be available from 2026–2045 for the County.

Transportation Alternatives Program

Created as a new funding program under current federal transportation legislation (MAP-21), the Transportation Alternatives Program (TAP) combines three previous programs—Transportation Enhancements, Safe Routes to School, and Recreational Trails Program. Revenue estimates for the TAP are developed into categories based on population. Designed solely to fund projects that are non-auto-based, nine eligible project types can be funded by these revenues, as outlined in 23 USC Section 213(b) and 101(a)(29). The one revenue category of the TAP that is available to the County is the Transportation Alternatives–Urban Area funds, which are available to urbanized areas designated as a TMA (greater than 200,000 population). **Figure 2** illustrates how the TAP revenues are distributed throughout the state. Approximately **\$6.76 million** in future TAP revenues are estimated to be available to the Collier MPO from 2026–2045.

Figure 2. Distribution of Transportation Alternatives Program Revenues



Strategic Intermodal System

The Strategic Intermodal System (SIS) capacity program provides funds for construction, improvements, and associated ROW acquisition on the State Highway System (SHS) roadways that are designated as part of SIS. SIS planning, led by FDOT, includes a First Five-Year Plan (FY 2019/2020 – FY 2023/2024), a Second Five-Year Plan (FY 2024/2025–FY2028/2029), and the SIS Long Range Cost Feasible Plan (FY 2029–2045). Using the Second Five-Year and the Long Range Cost Feasible SIS plans, approximately **\$337.4 million** in improvements have been identified for 2026–2045 within the County.

Other Arterial Construction/Right of Way

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 revenue includes additional funding for the Economic Development Program and the County Incentive Grant Program. The Economic Development Program is a sub-program of the OA program that may provide funds for access roads and highway improvements for new and existing businesses and manufacturing enterprises that meet certain criteria. As shown in Attachment A, approximately **\$443.2 million** in future revenues will be available to the Collier MPO for roadway infrastructure projects for the 2026–2045 timeframe.

Transportation Regional Incentive Program

TRIP was established as part of the state’s major growth management legislation enacted with Senate Bill 360. The 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 roadway network that identifies regional facilities that could be eligible for TRIP funding. For long-range planning purposes, it is assumed that this FDOT-district-allocated revenue could be divided among the counties of FDOT District 1 based on population. FDOT District 1 revenues are projected to be \$143.7 million (2014 dollars) for the 2026–2045 timeframe. A population-based

distribution of the TRIP funds within District 1 results in approximately **\$17.2 million** in future revenues that could be available for the County during the 2026–2045 planning horizon. However, because this revenue source is not directly allocated to Collier County, it was not assumed as a revenue source in developing the 2045 Cost Feasible Plan.

Federal/State Transit Revenues

Estimates of federal and state transit revenues are based on information provided in the FDOT 2045 *Revenue Forecasting Guidebook* and the Collier Area Transit (CAT) 10-Year Transit Development Plan (TDP). CAT recently updated their TDP through the year 2030 for both capital and operating expenses (CAT 2020). Revenue assumptions in the TDP and the Collier MPO 2045 LRTP will be coordinated as both plans develop. The total federal and state transit revenues assumed for the 2026–2045 planning timeframe in future year dollars for capacity projects are **\$101.8 million**. For transit operations, the total federal, state, and local revenues for the 2026–2045 period are **\$310.5 million**. The development of the TDP may result in additional revenues available for future transit service improvements.

Local Revenue Sources

Transportation Impact Fees

Transportation impact fees (TIFs) provide revenue for financing the addition and expansion of roadway facilities needed to accommodate specific new growth and development. If growth rates are high, the County will have more impact fee revenues to fund growth-related infrastructure sooner, rather than later. If growth slows down, less revenue will be generated and the timing and need for future infrastructure will be realized later, rather than sooner.

To project TIF revenues through 2045, historical TIF collections, historical permitting, and population growth projections were considered.

1. Future population was projected using 2045 medium-level population projections provided by the Bureau of Economic and Business Research (BEBR) at the University of Florida (BEBR 2020).
2. Total housing units (broken down by single- and multi-family units) was obtained using TAZ-level data from the Collier Interactive Growth Model and in-house long-range demographic modeling. Additional existing housing unit data (for mobile homes and retirement communities) was inferred from historical permitting data.
3. Projected growth in housing units between 2026–2045 was calculated using the above data. Total projected housing units in 2045 was obtained by using average occupants per household data and medium-level 2045 population projections from BEBR. Growth was allocated among various housing types (single-family, multi-family, mobile homes, and retirement communities).
4. Projected units were then multiplied by the current adopted impact fee rates in Collier County. It was assumed that these rates will remain constant and that the County will continue to collect TIFs through 2045. After residential TIF revenues were projected, non-residential TIF revenues were determined using a ratio analysis based on the County's historical impact fee collection. Approximately 75 percent of all impact fee revenues are estimated to come from residential development with the remaining 25 percent coming from non-residential development.

Additionally, the revenue projections for earlier years were adjusted to account for the impact fee pre-payment requirements in Collier County. The County requires that 33 percent of the estimated TIF be paid prior to approval of a Site Development Plan or Residential Plat and issuance of a Certificate of Adequate Public Facilities (COA) for transportation concurrency. As of August 2020, the County has a COA balance of approximately \$44.5 million, which indicates that there is a large number of future permits for which impact fees have already been collected. It was assumed that approximately 20 percent of this total would remain by 2026, and the



remaining funds would be exhausted during the 2026–2030 timeframe. For the Collier MTP 2045 LRTP, **\$346.3 million** in future-year revenues are anticipated to be available from 2026 to 2045 (refer to [Table 3](#)).

Table 3. Transportation Impact Fee Revenue Projections (YOE)

Transportation Impact Fee	2026–2030	2031–2035	2036–2045	Total 2026–2045
Total (Residential + Non-Residential)	\$117,117,446	\$86,601,470	\$142,556,813	\$346,275,729

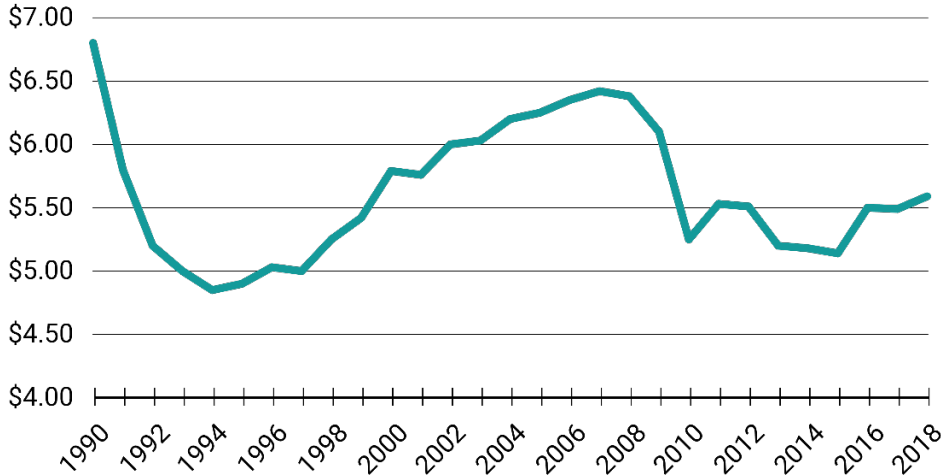
Fuel Taxes

Fuel taxes represent a major portion of Collier County’s local transportation revenues. The County currently charges a 12 cents of local option fuel tax in addition to the 3 cents of state fuel tax for local use. Fuel tax revenue is dedicated to both transportation capacity expansion and maintenance and operations. This section provides a brief outline of adopted and available fuel taxes as well as historical trends and projected future revenues for all fuel tax options in the County.

Figure 3 illustrates the trend in historical fuel tax revenue per capita for the County fuel tax (1 cent). As shown, the fuel tax revenue per capita has decreased by an annual average of 1.21 percent since 1989. Throughout Florida, the fuel tax per capita has decreased by 0.28 percent during this same time.

Figure 3. Collier County Fuel Tax (1 Cent) Per-Capita Trend

Source: Collier MPO Financial Resources Technical Memorandum



Local fuel tax revenues are based on a set pennies-per-gallon charge, not a percentage of the sale. Therefore, fuel taxes do not increase as gas prices increase or with the effects of inflation. Since 1980, fuel efficiency has increased by approximately 0.50 percent each year. Because of recent changes in fuel efficiency standards for new vehicles, the fleet-wide fuel efficiency is expected to increase by more than 5 percent annually through 2025, which will reduce fuel tax revenues. Moreover, as electric vehicle market share continues to increase, motor vehicle demand for fuel will decrease even if overall vehicle miles travelled remain the same (or even increase). Therefore, based on the combination of ongoing fuel efficiency improvements and the continued market share increase for electric vehicles, it was assumed that fuel tax revenue levels will decrease by approximately 1.5 percent annually through 2045.

Table 4 provides projected fuel tax revenues for the County through 2045. Fuel taxes collected by the cities within the County have not been considered during the LRTP. Future decisions to include city fuel tax revenues can be determined based on project funding needs. These projections assume that all locally adopted fuel taxes

will continue to be implemented as they are currently and at their current rates through 2045. Current obligations that are fulfilled through fuel tax revenues, as shown in the Collier County Budget, are shown in **Table 4**. The result is **\$375.5 million** of future year net revenues between 2026 and 2045 for the LRTP.

Table 4. Fuel Tax Revenue Projections for Collier County (YOE)

Jurisdiction	Funding Source	2026–2030	2031–2035	2036–2045	Total 2026–2045
County	Constitutional Fuel Tax	\$20,972,071	\$19,445,650	\$34,748,345	\$75,166,066
County	County Fuel Tax	\$9,226,138	\$8,554,628	\$15,286,666	\$33,067,432
County	9-Cent Fuel Tax	\$8,020,836	\$7,437,051	\$13,289,616	\$28,747,503
County	6-Cent 1st Local Option Fuel Tax	\$45,011,202	\$41,735,129	\$74,578,461	\$161,324,792
County	5-Cent 2nd Local Option Fuel Tax	\$34,214,541	\$31,724,287	\$56,689,618	\$122,628,446
Total Revenues					\$420,934,239
County	Transfer for Cities	-\$12,668,203	-\$11,746,167	-\$20,989,777	(\$45,404,147)
Net Revenues					\$375,530,092

Constitutional Fuel Tax (2 Cents Per Gallon)

- Tax applies to every net gallon of motor and diesel fuel sold within a county; collected in accordance with Article XII, Section 9 (c) of the Florida Constitution.
- The state of Florida allocates 80 percent of this tax to counties after first withholding amounts pledged for debt service on bonds issued pursuant to provisions of the Florida Constitution for road and bridge purposes.
- Funds can be used for ROW acquisition, construction, and maintenance of roads.
- Counties are not required to share the proceeds of this tax with their municipalities.

Based on the distribution provided in the *Local Government Financial Information Handbook* (EDR 2019), the County will receive approximately **\$4.7 million** from the Constitutional Fuel Tax in FY 2019/2020.

County Fuel Tax (1 Cent Per Gallon)

- Tax applies to every net gallon of motor and diesel fuel sold within a county.
- The primary purpose of these funds is to help reduce a county's reliance on ad valorem taxes.
- Proceeds are to be used for transportation-related expenses including reduction of bond indebtedness incurred for transportation purposes. Authorized uses include acquisition of ROW, construction, reconstruction, operation, maintenance; repair of transportation facilities, roads, bridges, bicycle paths, and pedestrian pathways; and reduction of bond indebtedness incurred for transportation purposes.
- Counties are not required to share the proceeds of this tax with their municipalities.

Based on the distribution provided in the *Local Government Financial Information Handbook*, the County will receive approximately **\$2.1 million** from the County Fuel Tax in FY 2019/2020.

9th-Cent Fuel Tax (1 Cent Per Gallon)

- Tax applies to every net gallon of motor and diesel fuel sold within a county.
- Proceeds may be used to fund transportation expenditures as defined in Section 336.027(7), Florida Statutes.
- To accommodate statewide equalization, this tax is automatically levied on diesel fuel in every county, regardless of whether a county is levying the tax on motor fuel at all.
- Counties are not required to share the proceeds of this tax with their municipalities.

Based on the distribution provided in the *Local Government Financial Information Handbook*, the County will receive approximately **\$1.8 million** from this fuel tax in FY 2019/2020. It was assumed that the County allocates a similar portion of these revenues to the municipalities as it does with the 1st Local Option Fuel Tax (14.52 percent to municipalities).

6-Cent 1st Local Option Fuel Tax

- Tax applies to every net gallon of motor and diesel fuel sold within a county.
- Proceeds may be used to fund transportation expenditures as defined in Section 336.025(7), Florida Statutes.
- To accommodate statewide equalization, all 6 cents are automatically levied on diesel fuel in every county, regardless of whether a county is levying the tax on motor fuel at all or at the maximum rate.
- Proceeds are distributed to a county and its municipalities according to a mutually agreed-upon distribution ratio or by using a formula contained in the Florida Statutes.

Based on the distribution provided in the *Local Government Financial Information Handbook*, the County will receive approximately **\$10.2 million** from this fuel tax in FY 2019/2020, with 85.48 percent allocated to the County and the remaining 14.52 percent distributed to cities.

5-Cent 2nd Local Option Fuel Tax

- Tax applies to every net gallon of motor fuel sold within a county except for diesel fuel.
- Tax must be levied by an ordinance adopted by a majority plus one vote of the membership of the governing body or voter approval in a countywide referendum.
- Proceeds may be used to fund transportation expenditures needed to meet requirements of the capital improvements element of an adopted Local Government Comprehensive Plan or for expenditures needed to meet the immediate local transportation problems and for other transportation-related expenditures that are critical for building comprehensive roadway networks by local governments. Routine maintenance of roads is not considered an authorized expenditure.
- Proceeds are distributed to a county and its municipalities according to a mutually agreed-upon distribution ratio or by using a formula contained in the Florida Statutes.

Based on the distribution provided in the *Local Government Financial Information Handbook*, the County will receive approximately **\$7.7 million** from this fuel tax in FY 2019/2020, with approximately 85.48 percent allocated to the County and the remaining 14.52 percent distributed to cities.



General Fund/Ad Valorem

In the past, the 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, the County will continue to contribute General Fund revenues only to non-capacity roadway improvements.

As outlined in the Collier County FY 2020/2021 adopted budget, the County will transfer General Fund dollars into Capital Fund 310 to support the maintenance and improvement of the transportation network. For LRTP purposes, it was assumed that the County would continue to transfer General Fund revenues to this transportation fund and that the funds would continue to be available to fund transportation-related operations and maintenance improvements. Additionally, it was assumed that the County would continue to transfer these funds at the current level through 2045. FY 2021 General Fund transfers to Fund 310 total approximately **\$12.4 million**. To account for projected population growth in the County, an annual adjustment factor of 1.2 percent was used consistent with the population projections used for the LRTP. As the County's population increases, the revenues transferred to Fund 310 will increase in the same proportion.

In addition to the General Fund transfers for operations and maintenance, the current budget indicates a transfer for Transportation Disadvantaged services. Using the latest "FY 2015 Current" values, General Fund transfers total approximately \$2.3 million annually for Funds 427 and 429. Similar to the transportation-related transfers, the projections for these funds have been adjusted to account for projected population growth in the County. The revenue projections from these transfers are highlighted in **Table 5**.

Table 5. General Fund Revenue Projections (YOE)

Jurisdiction	Funding Source	2026–2030	2031–2035	2036–2045	Total 2026–2045
County	General Fund/Ad Valorem	\$60,000,000	\$60,000,000	\$120,000,000	\$240,000,000
Total Revenue					\$240,000,000

Sales Tax

The Collier Board of County Commissioners placed a 1-cent infrastructure sales surtax referendum on the November 6, 2018, General Election Ballot. It was subsequently approved by a majority of County voters. This sales tax is estimated to produce an average of \$70 million a year for 7 years (or \$490 million in total revenue). Collier County will receive approximately \$420 million of this projected sales tax revenue. Of this amount, the County will allocate approximately \$191 million for transportation projects between 2019 and 2026.

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Attachment A
2045 Forecast of State and Federal Revenues for Statewide and
Metropolitan Plans – Revenue Forecast for the Collier MPO Long Range
Plan Update



2045 REVENUE FORECAST COLLIER MPO

WITH STATEWIDE, DISTRICTWIDE AND COUNTY-SPECIFIC PROJECTIONS

2045 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

Overview

This report documents the Florida Department of Transportation (FDOT) revenue forecast through 2045. Estimates for major state programs for this metropolitan area, for FDOT Districts, and for Florida as whole are included. This includes state and federal funds that “flow through” the FDOT work program. This information is used for updates of Metropolitan Planning Organization (MPO¹) Long Range Transportation Plans (LRTPs) and related documents.

Background

In accordance with federal statute, longstanding FDOT policy and leadership by the Metropolitan Planning Organization Advisory Council (MPOAC), the Office of Policy Planning (OPP) provides projections of future available funding to Florida’s 27 MPOs. This data is known as the Revenue Forecast. Consistent data is being applied to the development of the FDOT Strategic Intermodal System (SIS) Highway Cost Feasible Plan.

The department developed a long-range revenue forecast through 2045. The forecast is largely based upon recent federal legislation (e.g., the FAST Act²) and changes in multiple factors affecting state revenue sources and current policies. This 2045 forecast incorporates (1) amounts contained in the department’s work program for FYs 2018 through 2022, (2) the impact of the department’s objectives and investment policies, and (3) the Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds. All estimates are expressed in nominal dollars, also known as year of expenditure (YOE) dollars.

Purpose

This version of the forecast (in word processing or portable document format) provides one specific MPO, and all interested parties, with dollar figures that will be necessary and useful as it prepares its 2045 LRTP. If more detail or particular additional numbers are needed, these may subsequently be delivered in spreadsheet format. This document does not forecast funds that do not “flow through” the state work program. Further information concerning local sources of revenue is available from State of Florida sources, particularly *Florida’s Transportation Tax Sources: A Primer*, and the *Local Government Financial Information Handbook*.³

¹ In this document, the general term MPO is used to refer to organizations whose names take different forms, including TPO, TPA and MTPO.

² Fixing America’s Surface Transportation (FAST) Act, Public Law 114-94, December 4, 2015.

³ FDOT’s tax source primer is available at <http://www.fdot.gov/comptroller/pdf/GAO/RevManagement/Tax%20Primer.pdf>. The financial information handbook is prepared by the Office of Economic and Demographic Research, part of the Florida Legislature; it is available at <http://edr.state.fl.us/Content/local-government/reports/lgfih17.pdf>.

This forecast features county level estimates for major FDOT capacity programs, specifically Other Roads and Transit. If an MPO includes more than one county, the county level estimates are totaled to produce an overall MPO estimate. If an MPO's boundary doesn't match county boundaries, the FDOT District will determine appropriate funding totals for that MPO. OPP is available for consultation and support, and Districts are asked to share their method and results with our office. However, final responsibility rests with the appropriate District.

There is a long-term goal to focus planning on metropolitan areas which do not correspond to county or city boundaries. In some cases, analyses and plans are based on census designated urbanized areas (UZAs). But for most sources of funding, it is more practical to define geographic areas by county boundaries.

This forecast does not break down SIS Highway expenditures to the county or District level. SIS Highway expenditures are addressed in the SIS Cost Feasible Plan (CFP), which is under preparation by the FDOT Systems Implementation Office.⁴ Districts always inform MPOs of projects that are proposed to be included in the CFP, and, conversely, CFP projects need to be included in the appropriate MPO LRTP(s) to receive federal funding.

This Forecast lists funding for FDOT programs designed to support, operate, and maintain the state transportation system. The FDOT has set aside sufficient funds in the 2045 Revenue Forecast for these programs, referred to as "non-capacity programs" here, to meet statewide objectives and program needs in all metropolitan and non-metropolitan areas. Specific District level amounts are provided for existing facilities expenditures. Funding for these programs is not included in the county level estimates.

2045 Revenue Forecast (State and Federal Funds)

The 2045 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 appropriate statewide capacity and non-capacity programs consistent with statewide priorities.
3. County level estimates for the Other Roads and Transit programs were developed, along with County, District or Statewide estimates for other funding categories that are of particular interest to the 27 Florida MPOs.

Forecast of State and Federal Revenues

The 2045 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 estimates revenues from federal, state, and Turnpike sources included in the Department's 5-Year Work Program.

The forecast does 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 (REC) in September 2017 for state fiscal years (FYs) 2019 through 2028. Estimates of federal revenue sources were based on the Department's Federal Aid Forecast for FYs 2018 through 2027. Assumptions about revenue growth are shown in Table 1:

⁴ Formerly known as the Systems Planning Office.

Table 1
Revenue Sources and Assumptions

Revenue Sources	Years	Assumptions*
State Taxes (includes fuel taxes, tourism-driven sources, vehicle-related taxes and documentary stamp taxes)	2019-2028	Florida REC Estimates; these average in the range from 2.5% to 3.0% per year
	2029-2045	Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045
Federal Distributions (Total Obligor Authority)	2018-2027	FDOT Federal Aid Forecast
	2028-2045	Annual 0.0% increase through 2045
Turnpike	2018-2028	Turnpike Revenue Forecast
	2029-2045	Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045

* Note all growth rates show nominal, or year of expenditure, dollar figures. Consistent with REC assumptions, a constant annual inflation rate of 2.60% is projected forward indefinitely. Therefore, *an assumption of nominal growth of 1.93% signifies a real decline of about 0.65% per year.*

A summary of the forecast of state, federal and Turnpike revenues is shown in Table 2. The *2045 Revenue Forecast Guidebook* contains inflation factors that can be used to adjust project costs expressed in “present day cost” to “year of expenditure” dollars.

Table 2
Forecast of Revenues
2045 Revenue Forecast (Millions of Dollars)

(Percentages reflect percentage of total period funding produced by that source. For example, Federal funding is projected to provide 24% of all funding for the period of 2021 through 2025)

Major Revenue Sources	Time Periods (Fiscal Years)					26-Year Total ² 2020-2045
	2020 ¹	2021-2025 ¹	2026-2030	2031-2035	2036-2045	
Federal	2,353 28%	10,884 24%	11,878 23%	12,108 21%	24,217 20%	61,440 22%
State	5,263 62%	27,311 61%	34,040 65%	38,164 66%	80,399 66%	185,178 65%
Turnpike	814 10%	6,572 15%	6,688 13%	7,861 14%	16,518 14%	38,453 13%
Total²	8,430	44,768	52,606	58,133	121,134	285,071

¹ Based on the FDOT Adopted Work Program for 2018 through 2022.

² Columns and rows sometimes do not equal the totals due to rounding.

Estimates for State Programs

Long range revenue forecasts assist in determining financial feasibility of needed transportation improvements, and in identifying funding priorities. FDOT policy places primary emphasis on

safety and preservation. Remaining funding is planned for capacity programs and other priorities.

The 2045 Revenue Forecast includes the program funding levels contained in the July 1, 2017 Adopted Work Program for 2018 through 2022. The forecast of funding levels for FDOT programs for 2020-2045 was developed based on the corresponding Program and Resource Plan (PRP), which includes the Adopted Work Program and planned funding for fiscal years 2023-2026. This Revenue Forecast provides information for Capacity and Non-Capacity state programs. The information is consistent with “Financial Guidelines for MPO Long Range Plans” moved forward by the Metropolitan Planning Organization Advisory Council Policy and Technical Committee on July 13, 2017.

The Revenue Forecast entails long-term financial projections for support of long-term planning. The forecast is delivered well in advance of the 5-year LRTP adoption schedule, roughly 18 months in advance of the first required adoption. This forecast is considered satisfactory for the remainder of the 5-year cycle; in other words, it is useful for MPOs whose adoptions come at the end of the cycle, about 3½ years after the first MPOs. However, FDOT reserves the right to consider adjustments to the Revenue Forecast during the LRTP adoption cycle, if warranted.

Capacity Programs

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (such as highways and transit). Table 3 includes a brief description of each major capacity program and the linkage to the program categories used in the PRP.

Statewide Forecast for Capacity Programs

Table 4 identifies the statewide estimates for capacity programs in the 2045 Revenue Forecast. \$285 billion is forecast for the entire state transportation program from 2020 through 2045; about \$149 billion (52%) is forecast for capacity programs.

Metropolitan Forecast for Capacity Programs

Pursuant to federal law, transportation management area (TMA) funds and certain Transportation Alternatives (TALU) funds are projected based on current population estimates. These 2 categories only apply to federally designated TMAs; 15 of the State’s 27 MPOs qualify for these funds. District estimates for certain Transportation Alternatives (TA) funds and the Other Roads program were developed using the current statutory formula.⁵ For planning purposes, transit program funds were divided between Districts and counties according to population.

⁵ The statutory formula is 50% population and 50% motor fuel tax collections.

TABLE 3
Major Capacity Programs Included in the 2045 Revenue Forecast
and Corresponding Program Categories in the Program and Resource Plan (PRP)

2045 Revenue Forecast Programs	PRP Program Categories
<u>SIS Highways Construction & ROW</u> - 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 Highway Construction SIS Highway Traffic Operations SIS Highway Right of Way (ROW) SIS Advance Corridor Acquisition
<u>Other Arterial Construction/ROW</u> - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for local assistance programs such as the Transportation Regional Incentive Program (TRIP), and the County Incentive Grant Program (CIGP).	Arterial Traffic Operations Construction County Transportation Programs Economic Development Other Arterial & Bridge Right of Way Other Arterial Advance Corridor Acquisition
<u>Aviation</u> - 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
<u>Transit</u> - 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
<u>Rail</u> - 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.	Rail/Highway Crossings Rail Capacity Improvement/Rehabilitation High Speed Rail Passenger Service
<u>Intermodal Access</u> - Improving access to intermodal facilities, airports and seaports; associated rights of way acquisition.	Intermodal Access
<u>Seaport Development</u> - 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
<u>SUN Trail</u> – FDOT is directed to make use of its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by the Florida Department of Environmental Protection (FDEP).	Other State Highway Construction Other State Highway ROW Other Roads Construction Other Roads ROW Other SIS Highway Construction SIS Highway ROW

Table 4
Statewide Capacity Program Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Programs	Time Periods (Fiscal Years)					26-Year Total ²
	2020 ¹	2021-25 ¹	2026-30	2031-35	2036-45	2020-2045
SIS Highways Construction & ROW	2,199	12,940	12,490	13,933	28,971	70,534
Other Roads Construction & ROW	885	6,483	7,918	8,550	17,783	41,618
Aviation	211	1,143	1,433	1,596	3,354	7,738
Transit	417	2,306	2,881	3,154	6,580	15,339
Rail	178	850	1,255	1,425	2,985	6,692
Intermodal Access	40	262	345	379	791	1,816
Seaports	114	622	837	938	1,970	4,481
SUN Trail	25	125	125	125	250	650
Total Capacity Programs	4,068	24,731	27,284	30,100	62,684	148,868
Statewide Total Forecast	8,430	44,768	52,606	58,133	121,134	285,071

¹ Based on the FDOT Tentative Work Program for FYs 2018 through 2022.

² Columns and rows sometimes do not equal the totals due to rounding.

Estimates for the Other Roads and Transit program categories for this metropolitan area are included in Table 5.

Table 5
County Level Capacity Program Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)
Estimates for the Collier Metropolitan Planning Organization

Capacity Programs*	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Other Roads Construction & ROW	9.09	78.40	100.62	110.54	232.04	530.69
Transit	6.60	36.67	46.24	50.64	105.50	245.66
Total - Main Programs	15.69	115.08	146.86	161.18	337.54	776.35

* Estimates for 2018 through 2022 are contained in the FDOT Adopted Work Program.

Other Roads estimates do not include projected funding for the TRIP program of the Federal TMA program (SU Fund Code).

^ Transit estimates do not include projected funding for the Florida New Starts program.

A few programs fund capacity projects throughout the state on a competitive basis. The two most prominent programs for MPOs are the Transportation Regional Incentive Program (TRIP) and the Florida New Starts Transit Program. Formerly, TRIP was referred to as a Documentary Stamp Tax program, but there are currently multiple sources of funding. With the economic recovery, the forecast funding for TRIP is now over five times the level of 5 years ago. Also, amounts for the federally funded TMA program (Fund Code SU) are provided in Table 6, and not included in Table 5. Neither TRIP, Florida New Starts or TMA funds are included above.

Table 6
Transportation Management Area (TMA) Funds Estimates
(Known as SU Funds in FDOT Work Program)
Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Collier Metropolitan Area (Defined as Collier County)	Time Periods (Fiscal Years)					26 Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
TMA / SU Funds	5.02	25.09	25.09	25.09	50.18	130.47

Projects which would be partially or entirely funded by TRIP or FL New Starts cannot be counted as “funded” in LRTPs. This is because there is no guarantee of any specific project receiving TRIP or FL New Starts funding in the future. Both programs are competitive, and only a small percentage of potentially eligible projects receive funding. However, these projects can be included in LRTPs as “illustrative” projects.⁶ If MPOs have specific questions, they should consult with their District liaison and planning staff; District staff will contact the OPP, Work Program, or other Central Office staff as needed. Conditional estimates of TRIP funds by District are in Table 7. Statewide estimates of FL New Starts funds are in Table 8.

The FAST Act continued funding for Transportation Alternatives projects. Categories impacting MPOs include funds for (1) Transportation Management Areas (TALU funds); (2) areas with populations greater than 5,000 up to 200,000 (TALL funds), and (3) any area of the state (TALT funds). Estimates of Transportation Alternatives Funds are shown further below in Table 9.

Table 7
Districtwide Transportation Regional Incentive Program Estimates
State Funds from the 2045 Revenue Forecast (Millions of Dollars)

FDOT District	5-Year Period (Fiscal Years)					26-Year Total ²
	2020 ¹	2021-25	2026-30	2031-35	2036-2045	2020-2045
District 1	3.1	21.9	32.7	36.4	74.6	168.8
District 2	2.5	17.6	26.3	29.2	59.9	135.5
District 3	1.6	11.6	17.3	19.2	39.3	89.0
District 4	4.1	28.9	43.1	47.9	98.2	222.3
District 5	4.7	32.8	49.0	54.4	111.7	252.6
District 6	2.8	19.7	29.4	32.7	67.0	151.6
District 7	3.3	23.2	34.6	38.4	78.8	178.2
Statewide Total Forecast	22.2	155.8	232.3	258.2	529.5	1,197.9

¹ Estimates for 2018 through 2022 are contained in the FDOT Adopted Work Program.

² Columns and rows sometimes do not equal the totals due to rounding.

⁶ Other projects for which funding is uncertain may also be included as illustrative projects.

Table 8
Transit - Florida New Starts Program Estimates
State Funds from the 2045 Revenue Forecast (Millions of Dollars)

Statewide Program	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Statewide Total Forecast	41.8	226.3	259.2	282.4	593.4	1,403.1

Table 9
Transportation Alternatives Funds Estimates
Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Collier Metropolitan Area (Defined as Collier County)	Time Periods (Fiscal Years)					26 Year Total ¹
	2020 ¹	2021-25	2026-30	2031-35	2036-45	2020-2045
TALU (Urban); Funds for TMA	0.34	1.69	1.69	1.69	3.38	8.79
TALL (<200,000 population); Entire FDOT District	0.55	2.73	2.73	2.73	5.46	14.20
TALT (Any Area); Entire FDOT District	3.45	17.25	17.25	17.25	34.49	89.67

¹ Rows sometimes do not equal the totals due to rounding.

Other projects for which funding is uncertain may also be included in LRTPs as “illustrative” projects.

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 10 includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

County level estimates are not needed for these programs. Instead, FDOT has included sufficient funding in the 2045 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 2045 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each

TABLE 10
Major Non-Capacity Programs Included in the 2040 Revenue Forecast
and Corresponding Program Categories in the Program and Resource Plan (PRP)

2045 Revenue Forecast Programs	PRP Program Categories
<u>Safety</u> - 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
<u>Resurfacing</u> - Resurfacing of pavements on the State Highway System and local roads as provided by state law.	Interstate Arterial and Freeway Off-System Turnpike
<u>Bridge</u> - 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
<u>Product Support</u> - 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
<u>Operations & Maintenance</u> - Activities to support and maintain transportation infrastructure once it is constructed and in place.	Operations & Maintenance Traffic Engineering & Operations Toll Operations Motor Carrier Compliance
<u>Administration and Other</u> - 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). The “Other” category consists primarily of debt service.	Administration Fixed Capital Outlay Office Information Systems Debt Service

District and metropolitan area. Table 11 identifies the statewide estimates for non-capacity programs. About \$136 billion (48% of total revenues) is forecast for non-capacity programs.

Table 11
Statewide Non-Capacity Expenditure Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Categories	Time Periods (Fiscal Years)					26-Year Total ¹
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Safety	141	820	826	825	1,659	4,271
Resurfacing	633	4,354	4,150	4,241	8,756	22,135
Bridge	1,035	1,051	2,403	2,946	6,122	13,556
Product Support	1,302	6,576	6,709	7,096	14,614	36,299
Operations and Maintenance	1,384	7,442	8,596	9,162	18,939	45,523
Administration and Other	429	2,770	2,891	2,819	5,559	14,468
Statewide Total Forecast	4,923	23,013	25,576	27,089	55,650	136,251

¹ Columns and rows sometimes do not equal the totals due to rounding.

Table 12 contains District-wide estimates for State Highway System (SHS) existing facilities expenditures for information purposes. Existing facilities expenditures include all expenditures for the program categories Resurfacing, Bridge, and Operations and Maintenance (O&M). In the previous Revenue Forecast, these expenditures were described as SHS O&M, but the expenditures on the Resurfacing and Bridge categories, in combination, are about as much as those for O&M. These existing facilities estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration (FHWA) Division Office.

Table 12
State Highway System Existing Facilities Estimates by District
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Programs	Time Periods (Fiscal Years)					26-Year Total ¹
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
District 1	457	1,922	2,267	2,446	5,060	12,151
District 2	606	2,551	3,009	3,247	6,716	16,129
District 3	495	2,084	2,458	2,652	5,487	13,176
District 4	410	1,728	2,038	2,199	4,549	10,924
District 5	561	2,362	2,785	3,006	6,217	14,931
District 6	203	854	1,007	1,087	2,248	5,399
District 7	319	1,345	1,586	1,712	3,541	8,503
Statewide Total Forecast	3,051	12,847	15,150	16,348	33,817	81,214

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

¹ Columns and rows sometimes do not equal the totals due to rounding.

Advisory Concerning Florida's Turnpike Enterprise

Within the framework of FDOT, Florida's Turnpike Enterprise (Turnpike) is given authority, autonomy and flexibility to conduct its operations and plans in accordance with Florida Statute and its Bond Covenants. The Turnpike's traffic engineering consultant projects Toll Revenues and Gross Concession Revenues for the current year and the subsequent 10-year period, currently FYs 2018-2028. The consultant's official projections are available at http://www.floridasturnpike.com/documents/reports/Traffic%20Engineers%20Annual%20Report/1_Executive%20Summary.pdf.

Projections of Turnpike revenues within the State of Florida Revenue Forecast beyond FY2028 are for planning purposes, and no undue reliance should be placed on these projections. Such amounts are generated and shared by the FDOT Office of Policy Planning (OPP) for purposes of accountability and transparency. They are part of the Revenue Forecast process, which serves the needs of MPOs generating required Long Range Transportation Plans (LRTPs).

MPOs do not program capital projects or make decisions concerning Turnpike spending. OPP projections are not part of the Turnpike's formal revenue estimating process and are not utilized for any purpose other than to assist MPOs and perform related functions. Such amounts do not reflect the Turnpike's requirement to cover operating and maintenance costs, payments to bondholders for principal and interest, long-term preservation costs, and other outstanding Turnpike obligations and commitments.

**REVENUE FORECAST FOR THE COLLIER
MPO LONG RANGE PLAN UPDATE**

**2045 Forecast of State and Federal Revenues
for Statewide and Metropolitan Plans**

Long Range Transportation Plan Scenario Network Modeling Technical Memorandum



2045

LONG RANGE TRANSPORTATION PLAN



Collier MPO

Long Range Transportation Plan Scenario Network Modeling Technical Memorandum – Draft

November 2020



Jacobs



Long Range Transportation Plan Scenario Networking Modeling Technical Memorandum

Travel Demand and Forecasting

A major element of the 2045 Long Range Transportation Plan (LRTP) development was to identify growth patterns so that planners and officials will know where growth is forecasted to occur. This was helpful to determine transportation projects needed to accommodate that growth. To identify growth patterns, the Collier Metropolitan Planning Organization (MPO) used Collier County's Interactive Growth Model (CIGM), which takes into account historical growth trends, local zoning, and land use policies. The CIGM informed the establishment of the 2015 base year socioeconomic (SE) variables and the geographic distribution of forecasted 2045 variables. The 2015 data were input to the travel demand model and the resulting traffic assignments were compared to known ground counts to calibrate and validate the models. Once the model was validated to be able to approximate current conditions, the 2045 forecast data were used as input to the transportation planning models to estimate capacity needs and project performance in the future year.

Travel Model Development Process

The Florida Department of Transportation (FDOT) Districtwide Regional Planning Model (D1RPM) was the primary travel forecasting tool for updating the 2045 LRTP. To update D1PRM, several coordination meetings were held with FDOT and Collier MPO staff related to the model development process (including providing additional model data and input assumptions to FDOT) and the use of the model for developing the Needs Plan and the Cost Feasible Plan. **Table 1** lists the various traffic modeling coordination events and dates. The next steps in the process included the review of intermediate model data files provided by FDOT. Also, the traffic demand model and all LRTP maps related to the Needs Plan and the Cost Feasible Plan were created in a PDF format and a GIS platform. **Figure 1** provides the D1RPM Development Process chart and schedule (provided by FDOT on February 24, 2020).

Alternative Scenario Development and Testing

Travel models follow a sequence of steps that simulate responses people make about how to travel, given various possible configurations of highway and transit service. These configurations are effectively "scenarios" of different travel networks that could exist in Collier County in the year 2045. Travel-network alternative scenarios are tested to see how they perform given a hypothetical distribution of people and their destinations across Collier County in 2045. Before any travel-network scenarios can be tested, the forecasted distribution of population, employment, shopping, schools, and others for the year 2045 must be entered into the model. This dataset is referred to as SE data, which must be provided for each Traffic Analysis Zone. FDOT runs the travel model for all MPOs in District 1, but they rely on individual MPOs to provide forecasted SE data for 2045. The CIGM, prepared for Collier County in 2017 by Metro Forecasting Models, contributed to the development of the forecasted SE data for 2045 entered into the travel model. Travel demand projections were analyzed using D1PRM relative to the performance measures and targets to determine the location of service deficiencies.

Table 2 summarizes the travel demand forecasting alternative scenarios conducted by FDOT. Six alternative network scenarios were modeled and evaluated for the Collier MPO 2045 LRTP update. Revisions made to alternatives were based on comments received from presentations given to the Collier MPO Board, the Technical Advisory Committee (TAC), and Citizens Advisory Committee (CAC) throughout the development process. Coordination and comments between the Collier MPO Board, TAC, and CAC were carefully considered and guided the development of the needs list and cost feasible list.

Existing Plus Committed (E+C) Network

A key element of the System-Wide Highway Needs Assessment is the Existing plus Committed (E+C) transportation network. The E+C characterizes the transportation network expected to be in place, or nearly so,

by the year 2023. The E+C network is the initial model run developed using the current Collier MPO Transportation Improvement Program (TIP) and the FDOT Five Year Work Program. Existing projects are those that were completed since the last LRTP update (by 2019), and Committed projects are funded through construction by Fiscal Year (FY) 2023. The E+C travel network used the 2045 data to estimate future deficiencies in 2045 network. Once potential deficiencies were understood, the new projects were identified as alternative network scenarios for input to the model. The E+C network was presented to the TAC/CAC in October 2019, and the Collier MPO Board approved submittal of the E+C Network to FDOT in November 2019.

The E+C model run identified which roadways were deficient throughout Collier County and its associated municipalities. Deficient roadways were classified by using a ratio of Average Annual Daily Traffic (AADT) divided by FDOT's Generalized Level of Service D Volumes (LOS D). **Table 3** and **Figure A-1** in **Attachment A** identifies roadway segments determined to be deficient as a result of having an AADT/LOS D ratio greater than 1.15. **Table 4** lists the projects in the E+C network.

Alternative 1

Alternative 1 was developed by evaluating deficiencies identified using the 2045 travel demand and E+C network results. Projects included in Alternative 1 were adopted from the 2040 LRTP needs network. Capacity improvements, new connections, and parallel relievers were determined as needs and incorporated into Alternative 1 including the following new corridors/improvements:

- CR 951 Extension: New two-lane road to Bonita Beach Road in Lee County (in coordination with Lee County MPO)
- Benfield Road Extension: New two-lane road in a four-lane footprint
- Big Cypress Parkway: New two-lane road (right of way expandable to four lanes); east of Desoto Boulevard
- SR 29 Bypass: new bypass around the north side of the downtown Immokalee area
- I-75 managed lanes (ten lanes including three general-use lanes [in each direction] and two toll lanes [in each direction]).

These projects or improvements are financially unconstrained needs that are designed to test the Collier County network through 2045. **Attachment B-1** lists the projects entered into D1RPM for the year 2045.

The Alternative 1 model run identified deficient or failing roadways through 2045 based on the improvements in **Attachment B-1**. **Table 5** and **Figure A-2** in **Attachment A** indicate roadway segments determined to be deficient by 2045 as a result of having an AADT/LOS D ratio greater than 1.15.

Alternative 2

The resulting deficiencies of the Alternative 1 network were used to identify additional improvements and develop a revised list of needed projects/improvements. Projects were also removed from the original needs list used in Alternative 1 to test their impact on future travel demand. The combination of new projects and projects from the previous list of needs resulted in the Alternative 2 project list (**Attachment B-2**). Similar to Alternative 1, these projects are financially unconstrained. These projects were tested to determine the performance of Collier County network through 2045. **Attachment B-2** lists the projects used in Alternative 2, along with notes highlighting changes or corrections made within the Alternative 2 Network. Total present-day cost (PDC) estimations were identified for each project from Alternative 2 using the FDOT 2045 LRTP Project Costing Tool.

Using D1PRM, the Alternative 2 model run identified deficient or failing roadways through 2045 based on the improvements in **Attachment B-2**. **Table 6** and **Figure A-3** in **Attachment A** indicate roadway segments determined to be deficient by 2045 as a result of having an AADT/LOS D ratio greater than 1.15. Based on public and agency comments, revisions were made to Alternative 2, which resulted in the Needs Plan (**Figure C-1** in **Attachment C**).

Alternative 3

The list of projects used for the Alternative 3 network was developed using criteria designed to determine an initial list of projects that are financially constrained. First, the Alternative 2 list of projects were evaluated using the goals approved by the Collier MPO Board early in the LRTP development process. The evaluation involved ranking each project based on a specific scoring criterion for each goal. Projects ranking the highest were given priority consideration for inclusion into the Alternative 3 network (refer to the 2045 LRTP *Evaluation Framework Technical Memorandum*). Finally, projects were selected for Alternative 3 based on their evaluation score and their total PDC to develop a list of projects that is financially constrained, while meeting the Collier MPO's transportation planning goals. The projects list in **Attachment B-3** was used for the Alternative 3 network.

The Alternative 3 model run identified deficient or failing roadways through 2045 based on the improvements in **Attachment B-3, Table 7** and **Figure A-4** in **Attachment A** indicate roadway segments determined to be deficient by 2045 as a result of having an AADT/LOS D ratio greater than 1.15.

Alternative 4

The resulting deficiencies of the Alternative 3 network were used to identify additional improvements and develop a revised financially constrained list of projects. Projects were also removed from the list used in Alternative 3 to test their impact on future travel demand. The combination of new projects and projects from the previous constrained list resulted in the Alternative 4 project list (**Attachment B-4**). Similar to Alternative 3, these projects are financially constrained. These projects were tested to determine the performance of Collier County network through 2045. **Attachment B-4** lists the projects used in Alternative 4, along with notes highlighting changes or corrections made within the Alternative 3 network. Total PDC estimations were identified for each project from Alternative 3 using the FDOT 2045 LRTP Project Costing Tool.

The Alternative 4 model run identified deficient or failing roadways through 2045 based on the improvements in **Attachment B-4, Table 8** and **Figure A-5** in **Attachment A** indicate roadway segments determined to be deficient by 2045 as a result of having an AADT/LOS D ratio greater than 1.15. **Figure A-6** in **Attachment A** shows Alternative 4 with 35 percent of the vehicle fleet being Connected and Autonomous Vehicles (CAV).

Alternative 4 including the following assumptions/results:

- Per FDOT directive, Alternative 4 was run with 10 lanes and without I-75 managed lanes (six lanes).
- At the request of Collier County, the new I-75/Everglades Boulevard interchange was added to Alternative 4.
- The results of the model run showed potential improvement (compared to Alternative 3) to projects on Collier Boulevard, Golden Gate Parkway, and Vanderbilt Beach Road
- The results of the model run showed segments failing, including Old US 41 (potentially because of I-75) and Everglades Boulevard (potentially because of the new I-75/Everglades Boulevard interchange).

Alternative 5

The resulting deficiencies of the Alternative 4 network were used to identify additional improvements and develop a revised financially constrained list of projects. Projects were also removed from the list used in Alternative 4 to test their impact on future travel demand. The combination of new projects and projects from the previous constrained list resulted in the Alternative 5 project list (**Attachment B-5**). Similar to Alternative 4, these projects are financially constrained. These projects were tested to determine the performance of Collier County network through 2045. **Attachment B-5** lists the projects used in Alternative 5, along with notes highlighting changes or corrections made within the Alternative 4 network. Total PDC estimations were identified for each project from Alternative 5 using the FDOT 2045 LRTP Project Costing Tool.

The Alternative 5 model run identified deficient or failing roadways through 2045 based on the improvements in **Attachment B-5, Table 9** and **Figure A-7** in **Attachment A** indicate roadway segments determined to be deficient

by 2045 as a result of having an AADT/LOS D ratio greater than 1.15. [Figure A-8](#) in [Attachment A](#) shows Alternative 5 with 35 percent of the vehicle fleet being CAV.

Alternative 5 including the following FDOT directives:

- **I-75:** Alternative 5 was run with I-75 managed lanes (10 lanes).
- **New Interchanges on I-75:** FDOT will not be including any proposed interchanges within the District in this LRTP update that have not received Federal Highway Administration approval through the Interchange Justification Report process. However, upon the request of Collier County, FDOT included the four-laning of Everglades Boulevard and the I-75/Everglades Boulevard Interchange in the model network to meet the needs of the community.
- **Cost Feasible Strategic Intermodal System (SIS) projects:** FDOT was exploring various funding strategies and, therefore, these four projects (I-75 and SR 29 segments that are partially funded in SIS Cost Feasible Plan shall remain in the LRTP network):
 - MAP ID #29: I-75 Managed Lanes north of Golden Gate Parkway
 - MAP ID # 53: SR 29 (SEGMENT D) [4175403]
 - MAP ID #54: SR 29 (SEGMENT E) [4175402]
 - MAP ID #46: SR 29 [4178784]
- **SIS Cost Feasible Plan update:** The SIS 5-Year Plan (adopted July 2020) and the FDOT 2045 SIS Second 5-Year Plan (approved July 2020) were used to determine SIS roadway improvements through the year 2030. In October 2020, FDOT Central Office put an indefinite hold on development of the FDOT 2045 SIS Cost Feasible Plan update because of COVID-related revenue forecasting issues. Therefore, FDOT reverted back to the 2045 SIS Cost Feasible Plan (adopted 2018) for use in determining SIS roadway improvements for the years 2031 to 2045.
- **Innovative intersections projects:** Per FDOT, grade-separated intersections (for example, overpasses, single-point urban interchanges, diverging diamond interchanges) are not explicitly coded in the D1RPM macro traffic forecast model network. Innovative intersection projects will remain on the Needs Plan and the Cost Feasible Plan, as appropriate.

As a result, Alternative 5 included the following assumptions/results:

- Everglades Boulevard (MAP ID #13, MAP#14) from Vanderbilt Beach Road Extension to I-75 was included in Alternative 5 as a four-lane widening.
- SR 29 (MAP ID #48) from I-75 to Oil Well Road was removed.
- I-75 Managed Lanes was extended to north of Golden Gate Parkway
- The new I-75 interchange at Everglades Boulevard was included.
- Everglades Boulevard remains a two-lane facility south of Vanderbilt Beach Road to I-75 (undivided arterial).

Alternative 6 (Final Cost Feasible Network)

The resulting deficiencies of the Alternative 5 network were used to identify additional improvements and develop a revised financially constrained list of projects. Projects were also removed from the list used in Alternative 5 to test their impact on future travel demand. The combination of new projects and projects from the previous constrained list resulted in the Alternative 6 project list ([Attachment B-6](#)). Similar to Alternative 3, these projects are financially constrained. These projects were tested to determine the performance of Collier County network through 2045. [Attachment B-6](#) lists the projects used in Alternative 4, along with notes



highlighting changes or corrections made within the Alternative 3 network. Total PDC estimations were identified for each project from Alternative 3 using the FDOT 2045 LRTP Project Costing Tool.

The Alternative 6 model run identified deficient or failing roadways through 2045 based on the improvements in **Attachment B-6, Table 10** and **Figure A-9** in **Attachment A** indicate roadway segments determined to be deficient by 2045 as a result of having an AADT/LOS D ratio greater than 1.15. **Figure A-10** in **Attachment A** shows Alternative 6 with 35 percent of the vehicle fleet being CAV.

Based on public and agency comments, revisions were made to Alternative 6, which resulted in the Cost Feasible Plan (**Figure C-2** in **Attachment C**).

Alternative 6 included the following FDOT directives:

- **I-75:** Alternative 5 was run with I-75 managed lanes (10 lanes).
- **Cost Feasible SIS projects:** FDOT was exploring various funding strategies and, therefore, these four projects (I-75 and SR 29 segments that are partially funded in SIS Cost Feasible Plan) shall remain in the LRTP network:
 - MAP ID #29: I-75 Managed Lanes north of Golden Gate Parkway
 - MAP ID # 53: SR 29 (SEGMENT D) [4175403]
 - MAP ID #54: SR 29 (SEGMENT E) [4175402]
 - MAP ID #46: SR 29 [4178784]
- **SIS CFP update:** The SIS 5-Year Plan (adopted July 2020) and the FDOT 2045 SIS Second 5-Year Plan (approved July 2020) were used to determine SIS roadway improvements through the year 2030. In October 2020, FDOT Central Office put an indefinite hold on development of the FDOT 2045 SIS Cost Feasible Plan update because of COVID-related revenue forecasting issues. Therefore, FDOT reverted back to the 2045 SIS Cost Feasible Plan (adopted 2018) for use in determining SIS roadway improvements for the years 2031 to 2045.
- **Innovative intersections projects:** Per FDOT, grade-separated intersections (for example, overpasses, single-point urban interchanges, diverging diamond interchanges) are not explicitly coded in the D1RPM macro traffic forecast model network. Innovative intersection projects will remain on the Needs Plan and the Cost Feasible Plan, as appropriate.

As a result of FDOT, agency, and public comments, Alternative 6 included the following assumptions:

- I-75 Managed Lanes (10 lanes) was extended to north of Golden Gate Parkway
- Two Corridor segments (MAP ID #C1, MAP#C2, replacing Everglades Boulevard [MAP ID #13, MAP#14]) were added from Vanderbilt Beach Road Extension to I-75 were included as a four-lane road.
- MAP ID #22: The new interchange at I-75 and Everglades Boulevard was included.
- MAP ID #30: Added from Needs Plan to the CFP with updated limits for a planning study for 1st Street/ CR 846 Immokalee Road from Camp Keais Road to Eustis Avenue (not in model as it is partially funded).
- MAP ID #48: SR 29 from I-75 to Oil Well Rd was removed from the model.
- MAP ID #60: US 41 was identified as constrained and requiring further study; improvements included potential Transportation System Management and Operations, Safety, Bike/Pedestrian, Complete Streets, and Congestion Management to meet multimodal local transportation needs and safety.
- MAP ID #69 Everglades Boulevard on Needs Plan north of Oil Well Road was added on project list for further study (not in model as it is partially funded).



Figure 1. District 1 2045 Cost Feasible LRTP Model Development Process and Schedule (2/24/2020)

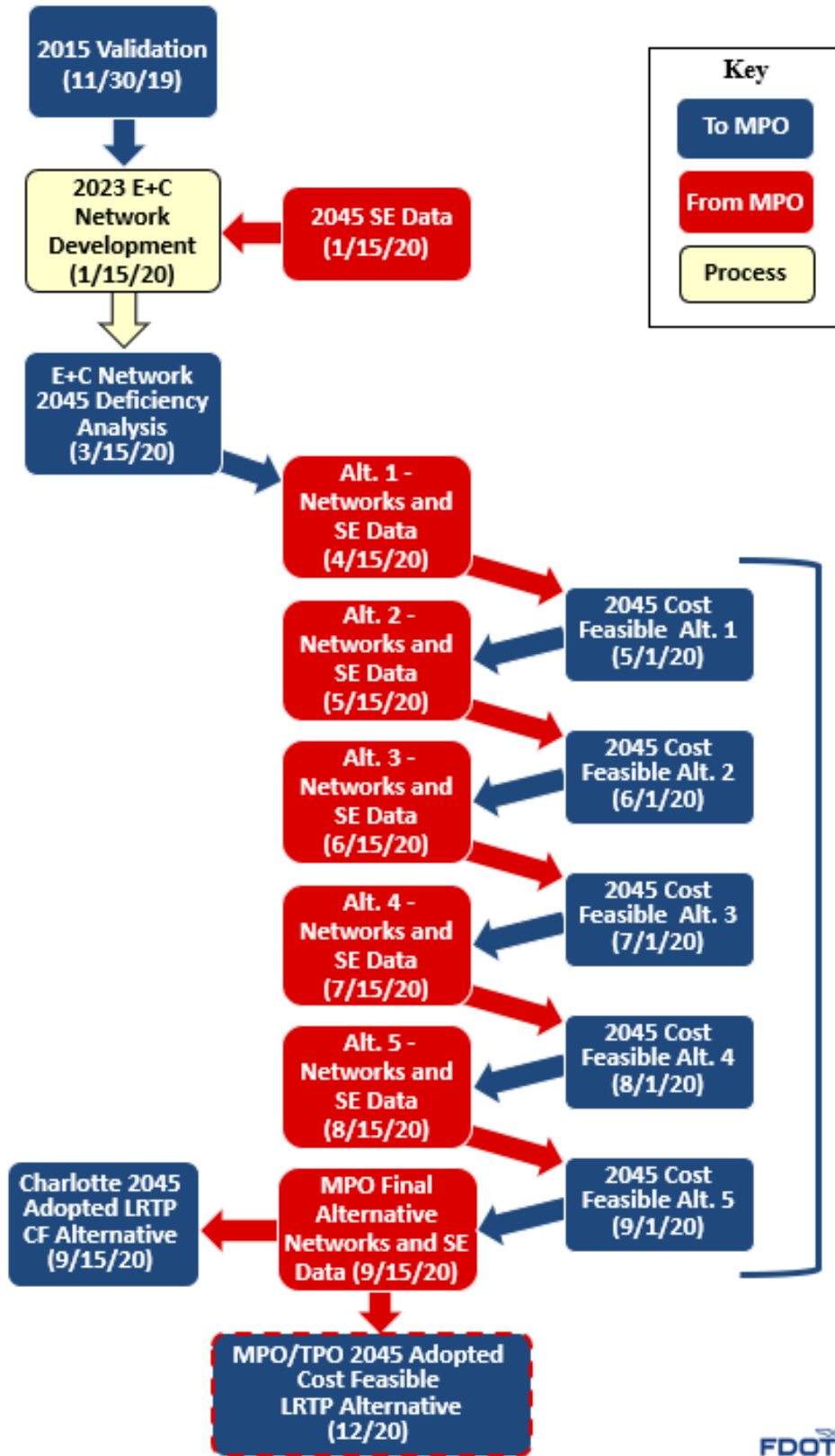


Table 1. Traffic Modeling Coordination Events

Event Details	Group	Date
2045 External Station Volume Projections Coordination Meeting	MPO Staff and Representatives, FDOT Traffic Staff and Representatives	1/24/2020
2045 External Station Volume Projections Coordination Meeting	MPO Staff and Representatives, FDOT Traffic Staff and Representatives	2/3/2020
2045 LRTP Socioeconomic Data Coordination meeting	MPO Staff and Representatives, FDOT Traffic Staff and Representatives	3/26/2020
Traffic and Socioeconomic Data Coordination	MPO Staff and Representatives, Collier County Staff	4/9/2020
Alternative 1 Modeling Coordination	MPO Staff and Representatives, Collier County Staff	4/15/2020
2045 LRTP Network Scenarios Coordination	MPO Staff and Representatives, Collier County Staff	5/6/2020
Alternative 1 Modeling Results and Alternative 2 Modeling Coordination	MPO Staff and Representatives, Collier County Staff, Lee County MPO Director	5/12/2020
Alternative 2 Modeling Coordination	MPO Staff and Representatives, Collier County Staff	5/14/2020
Presentation of Alternative 1 Network Scenario modeling results and Proposed Alternative 2 Network Scenario; Technical Advisory Committee and Citizens Advisory Committee provided input	TAC/CAC	5/18/2020
Alternative 2 Modeling Results and Alternative 3 Modeling Coordination	MPO Staff and Representatives, Collier County Staff	6/9/2020
Presentation of Alternative 2 Network Scenario modeling results and Proposed Alternative 3 Cost Feasible Network; TAC/CAC and MPO Board provided input	TAC/CAC	6/10/2020
	MPO Board	6/12/2020

Table 1. Traffic Modeling Coordination Events

Event Details	Group	Date
Needs Plan Projects List Evaluation Scoring Coordination	MPO Staff and Representatives, Collier County Staff	6/30/2020
Alternative 3 Modeling Results and Alternative 4 Modeling Coordination	MPO Staff and Representatives, Collier County Staff	7/7/2020
Transit Planning and Congestion Management Coordination	MPO Staff and Representatives, Collier County Staff, FDOT Staff and Representatives, Lee County MPO Director	7/14/2020
Alternative 4 Modeling Coordination	MPO Staff and Representatives, Collier County Staff	7/16/2020
Alternative 4 Modeling Results and Alternative 5 Modeling Coordination	MPO Staff and Representatives, Collier County Staff, Lee County MPO Director	8/6/2020
2045 LRTP Revenue Projections Coordination	MPO Staff and Representatives, Collier County Staff	8/10/2020
Alternative 5 Modeling Coordination	MPO Staff and Representatives, Collier County Staff	8/17/2020
Alternative 5 Modeling Coordination	MPO Staff and Representatives, Collier County Staff	8/18/2020
Alternative 5 Modeling Results and Cost Feasible Plan Projects Coordination	MPO Staff and Representatives, Collier County Staff	9/9/2020
2045 LRTP Cost Feasible Plan Projects and Alternative 5 Comments Coordination	MPO Staff and Representatives, Collier County Staff, FDOT Staff and Representatives	9/11/2020

Table 2. Alternative Scenarios for 2045

Alternative	Description
E+C Network Refer to Figure A-1	Initial Traffic Demand Model run is primarily to identify deficiencies using: a) Existing (2019) and Committed (2023) Transportation Network based on the current MPO Transportation Improvement Program and FDOT Work Program b) 2045 SE Data based on Bureau of Economic and Business Research Medium Projections
Alternative 1 Refer to Figure A-2	Alternative 1 will evaluate the adopted 2040 LRTP needs network with 2045 SE data to determine the impact of planned long-range projects on demand and includes: a) Needs network to relieve highway segments with poor level of service b) Capacity improvement projects c) New connectivity projects for parallel relievers
Alternative 2 Refer to Figure A-3	Alternative 2 is similar to Alternative 1 Needs network and is designed to test the performance of a list of proposed needed/financially unconstrained projects; it may include: a) Additional capacity improvement projects (for example, applying freeway design criteria to arterials, and overpasses) b) Corridor Improvement Studies recommendations (for example, Pine Ridge Rd. and Immokalee Rd.)
Alternative 3 Refer to Figure A-4	Final Needs Plan Network is designed to test the performance of a list of proposed needed/financially unconstrained projects. Transportation scenarios include: a) Transportation corridors (for example, bus rapid transit corridors, intermodal hubs, express service, park-and-ride system) consistent with Congestion Management Process (2017).
Alternative 4 Refer to Figure A-5 (without CAV) and Figure A-6 (with CAV)	Draft Cost Feasible Network is designed to test the performance of a list of proposed financially constrained projects. Transportation scenarios may include: a) Connected and Automated Vehicles on limited-access facilities to maximize capacity and efficiency.
Alternative 5 Refer to Figure A-7 and Figure A-8 (with CAV)	Revised Draft Cost Feasible Network a) Connected and Automated Vehicles on limited-access facilities to maximize capacity and efficiency.
Alternative 6 Refer to Figure A-9 and Figure A-10 (with CAV)	Final Cost Feasible Network based on Final SE Data a) Connected and Automated Vehicles on limited-access facilities to maximize capacity and efficiency.

Table 3. E+C Network Deficient Roadway Segments

AADT/LOS D	Roadway	Location
E+C Deficient Roadway Segments		
1.15 to 1.5	Santa Barbara Blvd.	S of Rattlesnake Hammock Rd. to N of Huntington Woods Dr.
1.15 to 1.5	Golden Gate Pkwy.	W of I-75 to E of I-75
1.15 to 1.5	Collier Blvd.	N of Golden Gate Pkwy. to S of 23rd Ave. SW
1.15 to 1.5	Pine Ridge Rd.	W of I-75 to E of I-75
1.15 to 1.5	Park Shore Dr.	W of Crayton Rd. to W of Park Shore Landing
1.15 to 1.5	Vanderbilt Beach Rd.	E of Bay Laurel Dr. to W of Bay Laurel Dr.
1.15 to 1.5	Vanderbilt Beach Rd.	W of US 41 to East of Vanderbilt Dr.
1.15 to 1.5	US 41	S of Immokalee Rd. to Old Us 41
1.15 to 1.5	Old US 41	US 41 to Bonita Beach Rd. SE
1.15 to 1.5	Immokalee Rd.	W of I-75 to E of Lakeland Ave.
1.15 to 1.5	Immokalee Rd.	E of I-75 to Tarpon Bay Blvd.
1.15 to 1.5	I-75	N of Immokalee Rd. to S of Bonita Beach Rd. SE
1.15 to 1.5	Immokalee Rd.	Collier Blvd. to W of Randall Blvd.
1.15 to 1.5	Everglades Blvd.	Oil Well Rd. to N of 39th Ave. NE
1.15 to 1.5	Oil Well Rd.	Everglades Blvd. to Oil Well Grade Rd.
1.15 to 1.5	Immokalee Rd.	Camp Keais Rd. to S of Colorado Ave.
1.15 to 1.5	SR 29	N of New Market Rd. for 1/2 mile
>1.5	Golden Gate Blvd.	E of 18th S.t NE to Everglades Blvd.
>1.5	Randall Blvd.	E of Immokalee Rd. to W of Approach Blvd.
>1.5	SR 29	Westclox Rd. to N of New Market Rd.

Table 4. 2045 Existing Plus Committed (E+C) Projects

Map ID	Roadway	From	To	Improvement	Agency or Municipality	Included in 2021-2025 TIP?
Existing (2015–2019)						
19	I-75	North of SR 951	Golden Gate Pkwy	Widen from Four to Six Lanes	FDOT FPN: 406313-4	N/A
20	SR 951	Manatee Road	North of Tower Rd	Widen from Two to Four Lanes	FDOT FPN: 435111-2	N/A
21	City Gate Blvd. Extension	White Lake Blvd.	East of Brennan Dr.	New Four-Lane Facility	Collier County	N/A
22	Golden Gate Blvd.	Wilson Blvd.	Everglades Blvd.	Widen from Two to Four Lanes	Collier County	N/A
23	Logan Blvd.	North of Immokalee Rd.	Lee County Line	New Two-Lane Facility	Collier County	N/A
24	Massey St./Woodcrest Dr.	Calusa Pines Dr.	Immokalee Rd.	New Two-Lane Facility	Collier County	N/A
25	Pristine Dr.	Wolfe Rd.	Vanderbilt Beach Rd	New Two-Lane Facility	Collier County	N/A
26	Tree Farm Rd.	Davila St	Massey St	New Two-Lane Facility	Collier County	N/A
51	I-75	Golden Gate Parkway Southbound Off Ramp	-	Interchange Improvements	FDOT FPN: 429907-1	N/A
53	SR 29	Jefferson Avenue	9th Street	Add Turn Lanes	FDOT FPN: 431390-2	N/A
54	SR 82	Corkscrew Road	-	Add Turn Lanes	FDOT FPN: 433175-1	N/A
55	Airport Pulling Rd.	North Horseshoe Dr.	-	Intersection Improvements	Collier County	N/A
56	Golden Gate Pkwy.	Livingston Rd.	-	Intersection Improvements	Collier County	N/A
57	Pine Ridge Rd.	US 41	-	Intersection Improvements	Collier County	N/A
70	8th Street Bridge			New Bridge	Collier County	N/A



Table 4. 2045 Existing Plus Committed (E+C) Projects

Map ID	Roadway	From	To	Improvement	Agency or Municipality	Included in 2021-2025 TIP?
79	Vanderbilt Beach Rd.	Gulf Pavilion Dr.	US 41 (SR 90) (Tamiami Trail E)	Constrained to Four Lanes	Collier County	N/A
Committed (2019–2023)						
29	Airport Pulling Rd. ^a	Vanderbilt Beach Rd.	Immokalee Rd.	Widen from Four to Six Lanes	Collier County	Yes
30	Randall Blvd.	Immokalee Rd.	8th St.	Widen from Two to Four Lanes	Collier County	Yes
32	Vanderbilt Beach Rd. Extension ^a	Collier Blvd.	Curry Canal	Widen from Two to Six Lanes	Collier County	Yes
33	Veterans Memorial Blvd.	Old US 41	Secoya Reserve Cir	New Four-Lane Facility	Collier County	Yes
34	Veterans Memorial Blvd.	Secoya Reserve Cir	Strand Blvd.	Widen from Two to Four Lanes	Collier County	Yes
35	Whippoorwill Lane	Pine Ridge Rd.	Stratford Ln.	Widen from Two to Four Lanes	Collier County	Yes
36	SR 82	Gator Slough Lane	SR 29	Widen from Two to Four Lanes	FDOT FPN: 430849-1	Yes
37	Vanderbilt Beach Rd. Extension ^a	Curry Canal	Wilson Blvd.	New Four-Lane Facility	Collier County	Yes
38	Vanderbilt Beach Rd. Extension ^a	Wilson Blvd.	16th St.	New Two-Lane Facility Expandable to Four Lanes	Collier County	Yes
58	US 41	Oasis Visitor Center	-	Add Left-Turn Lane	FDOT FPN: 441975-1	Yes
59	Immokalee Rd.	Woodcrest Dr.	-	Intersection Improvements	Collier County	Yes
60	Pine Ridge Rd. ^a	Livingston Rd.	-	Intersection Improvements	Collier County	Yes
61	Randall Blvd. ^a	Immokalee Rd.	-	Intersection Improvements	Collier County	Yes



Table 4. 2045 Existing Plus Committed (E+C) Projects

Map ID	Roadway	From	To	Improvement	Agency or Municipality	Included in 2021-2025 TIP?
62	Triangle Blvd. ^a	Celeste Dr.	-	Roundabout Implementation	Collier County	Yes
63	10th St.	5th Ave North	-	Roundabout Implementation	City of Naples	Yes
64	3rd Ave. South	8th St. South	-	Roundabout Implementation	City of Naples	Yes
67	Mooring Line Dr.	Crayton Rd.	-	Roundabout Implementation	City of Naples	Yes
71	16th Street Bridge	16th St.	16th St.	New Bridge	Collier County	Yes
73	Crayton Rd.	Harbour Dr.	-	Roundabout Implementation	City of Naples	Yes
75	Price St. ^a	Waterford Dr.	-	Roundabout Implementation	Collier County	Yes
100	Wilson Blvd.	Golden Gate Blvd.	Immokalee Rd.	Widen from Two to Four Lanes	Collier County	Yes
101	I-75	Pine Ridge Rd.		Interchange Improvement	FDOT FPN: 445296-2	Yes
102	Corkscrew Rd. N.	Wildcat Dr.	E. of Wildcat Dr.	Widen and Resurface	Collier County	Yes
103	Santa Barbara Blvd.	Green Blvd.		Minor Intersection Improvement	Collier County	Yes
104	I-75	Collier Blvd. (SR 951)		Interchange Improvement	FDOT FPN: 4258432	Yes

Sources: FDOT Collier County Five Year Work Program FY 2019-2023, Collier County AUIR Five Year Work Program FY 2019-2023, Collier County One-Cent Sales Surtax Website

^a Collier One-Cent Sales Surtax Transportation Project

Note:

FPN = Financial Project Number



Table 5. Alternative 1 Network Deficient Roadway Segments

AADT/LOS D	Roadway	Location
Alternative 1 Deficient Roadway Segments		
1.15 to 1.5	Collier Blvd.	N. of Bellmeade Rd. to Manatee Rd.
1.15 to 1.5	Santa Barbara Blvd.	Rattlesnake Hammock Rd. to S. of Hollow Dr.
1.15 to 1.5	Gulf Shore Blvd.	S. of Park Shore Dr. to Park Shore Dr.
1.15 to 1.5	Pine Ridge Rd.	at I-75
1.15 to 1.5	Vanderbilt Beach Rd.	Beach Gate Dr. to Gulf Pavilion Dr.
1.15 to 1.5	US 41	Immokalee Rd. to Old US 41
1.15 to 1.5	Immokalee Rd.	E. of I-75
1.15 to 1.5	Immokalee Rd.	W. of I-75
1.15 to 1.5	I-75	Pine Ridge Rd to S. of Immokalee Rd.
1.15 to 1.5	I-75	N. of Immokalee Rd. to Lee County Line
1.15 to 1.5	Wilson Blvd.	Vanderbilt Beach Rd. to 16th Ave. NE
>1.5	Everglades Blvd.	Oil Well Rd. to 43rd NE

Table 6. Alternative 2 Network Deficient Roadway Segments

AADT/LOS D	Roadway	Location
Alternative 2 Deficient Roadway Segments		
1.15 to 1.5	Collier Blvd.	N. of Bellmeade Rd. to Manatee Rd.
1.15 to 1.5	Collier Blvd.	Yellowbird St. to N. Barnfield Dr.
1.15 to 1.5	Gulf Shore Blvd.	S. of Park Shore Dr. to Park Shore Dr.
1.15 to 1.5	Pine Ridge Rd.	at I-75
1.15 to 1.5	Vanderbilt Beach Rd.	Gulf Shore Dr. to Gulf Pavilion Dr.
1.15 to 1.5	US 41	N. of Immokalee Rd. to Old US 41
1.15 to 1.5	Immokalee Rd.	Livingston Rd. to I-75
1.15 to 1.5	Immokalee Rd	W. of I-75
1.15 to 1.5	Golden Gate Pkwy.	E. of I-75
1.15 to 1.5	Golden Gate Pkwy.	at Santa Barbara Blvd.
1.15 to 1.5	Lake Tafford Rd.	at N 19th St.
>1.5	Golden Gate Pkwy.	at I-75



Table 7. Alternative 3 Network Deficient Roadway Segments

AADT/LOS D	Roadway	Location
Alternative 3 Deficient Roadway Segments		
1.15 to 1.5	Collier Blvd.	N. of Bellmeade Rd. to Manatee Rd.
1.15 to 1.5	Pine Ridge Rd.	at I-75
1.15 to 1.5	Vanderbilt Beach Rd.	Beach Gate Dr. to Gulf Pavilion Dr.
1.15 to 1.5	US 41	Immokalee Rd. to S. of Old US 41
1.15 to 1.5	Immokalee Rd.	Livingston Rd. to W. of I-75
1.15 to 1.5	Immokalee Rd.	Tarpon Bay Blvd. to E. of I-75
1.15 to 1.5	I-75	N. of Immokalee Rd. to Veterans Memorial Blvd.
1.15 to 1.5	I-75	S of Lee County Line to Lee County Line

Table 8. Alternative 4 Network Deficient Roadway Segments

AADT/LOS D	Roadway	Location
Alternative 4 Deficient Roadway Segments		
1.15 to 1.5	Collier Blvd.	N. of Bellmeade Rd. to Manatee Rd.
1.15 to 1.5	Collier Blvd.	Davis Blvd. to White Lake Blvd.
1.15 to 1.5	Pine Ridge Rd.	at I-75
1.15 to 1.5	Vanderbilt Beach Rd.	Beach Gate Dr. to Gulf Pavilion Dr.
1.15 to 1.5	US 41	Immokalee Rd. to Lee County Line
1.15 to 1.5	Immokalee Rd.	Livingston Rd. to W. of I-75
1.15 to 1.5	Immokalee Rd.	Tarpon Bay Blvd. to E. of I-75
1.15 to 1.5	Immokalee Rd.	Randal Blvd. to Wilson Blvd. N.



Table 9. Alternative 5 Network Deficient Roadway Segments

AADT/LOS D	Roadway	Location
Alternative 5 Deficient Roadway Segments		
1.15 to 1.5	Collier Blvd.	N. of Bellmeade Rd. to Manatee Rd.
1.15 to 1.5	Pine Ridge Rd.	at I-75
1.15 to 1.5	Vanderbilt Beach Rd.	Beach Gate Dr. to Gulf Pavilion Dr.
1.15 to 1.5	I-75	N. of Pine Ridge Rd. to S. of Immokalee Rd.
1.15 to 1.5	I-75	N. of Immokalee Rd. to Lee County Line
1.15 to 1.5	US 41	Immokalee Rd. to Old US 41
1.15 to 1.5	Immokalee Rd.	Livingston Rd. to W. of I-75
1.15 to 1.5	Immokalee Rd.	Tarpon Bay Blvd. to E. of I-75
1.15 to 1.5	Immokalee Rd.	Randal Blvd. to Wilson Blvd. N.
>1.5	Old US 41	US 41 to Lee County Line

Table 10. Alternative 6 Network Deficient Roadway Segments

AADT/LOS D	Roadway	Location
Alternative 6 Deficient Roadway Segments		
1.15 to 1.5	Collier Blvd.	N. of Bellmeade Rd. to Manatee Rd.
1.15 to 1.5	Golden Gate Pkwy.	at I-75
1.15 to 1.5	Pine Ridge Rd.	at I-75
1.15 to 1.5	Vanderbilt Beach Rd.	Beach Gate Dr. to Gulf Pavilion Dr.
1.15 to 1.5	Immokalee Rd.	Livingston Rd. to W. of I-75
1.15 to 1.5	US 41	Immokalee Rd. to Old US 41



Attachment A

Network Deficiency Plots



Figure A-1. E+C Network Deficient Plot

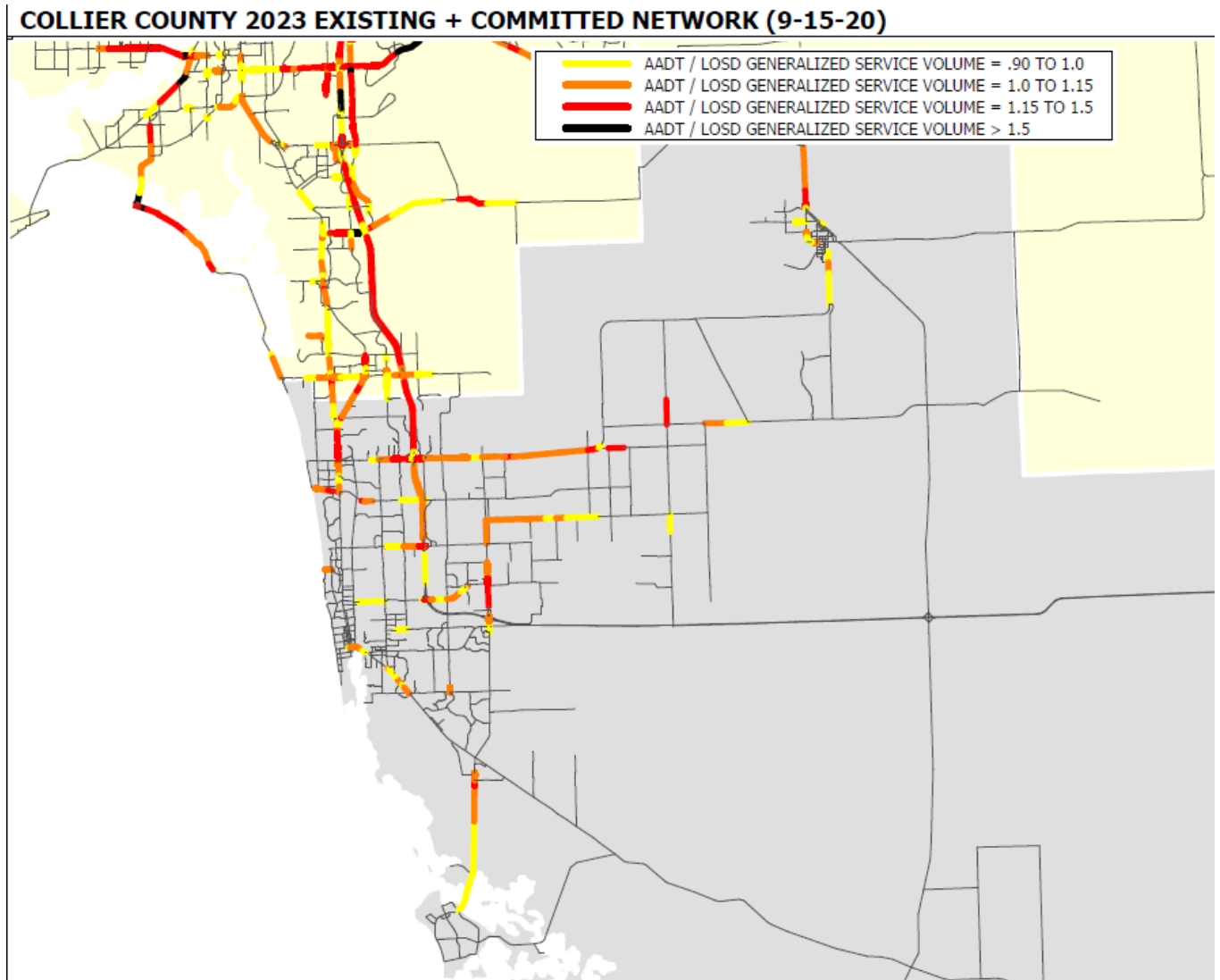


Figure A-2. Alternative 1 Network Deficiency Plot

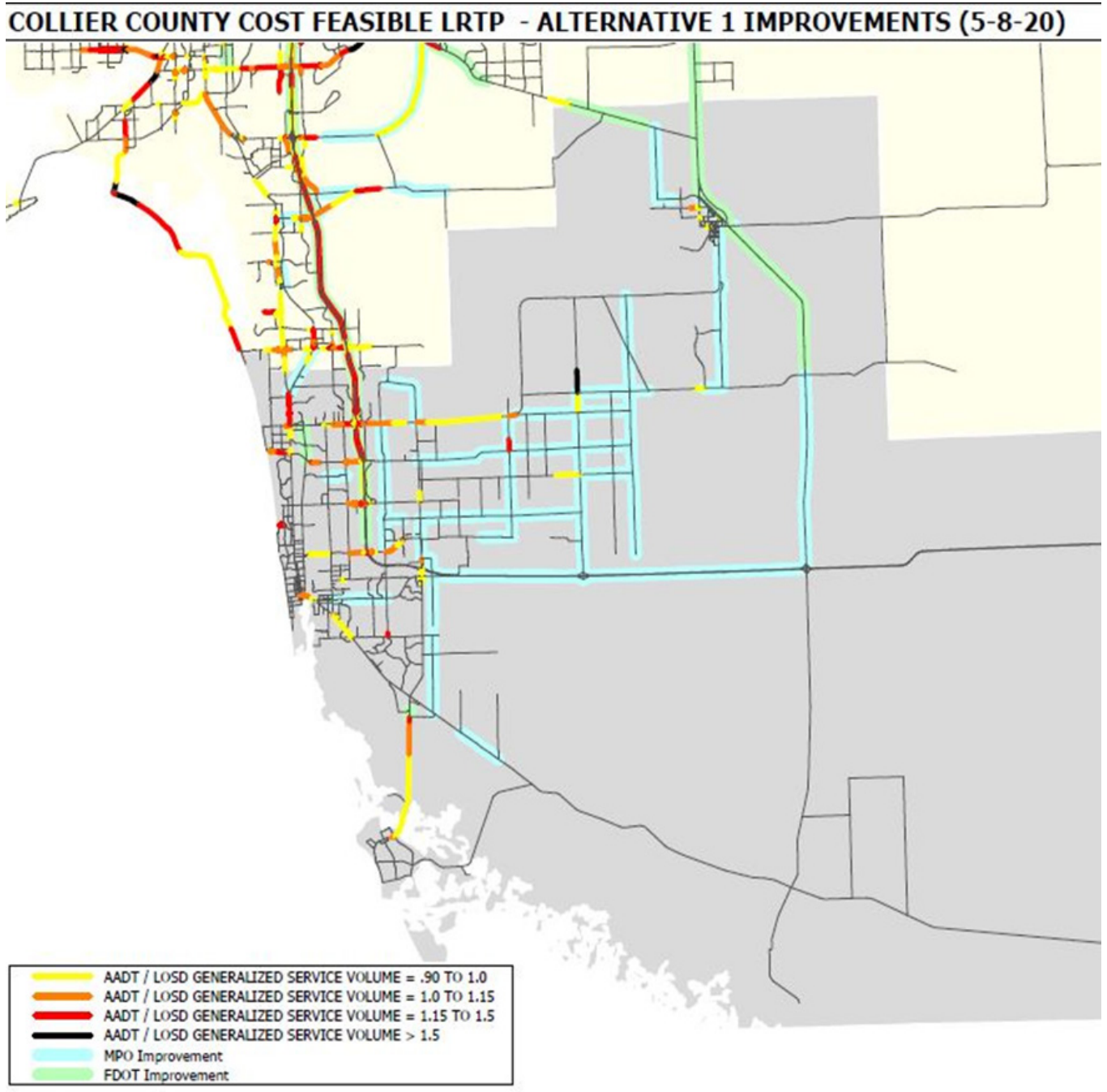


Figure A-3. Alternative 2 Network Deficiency Plot

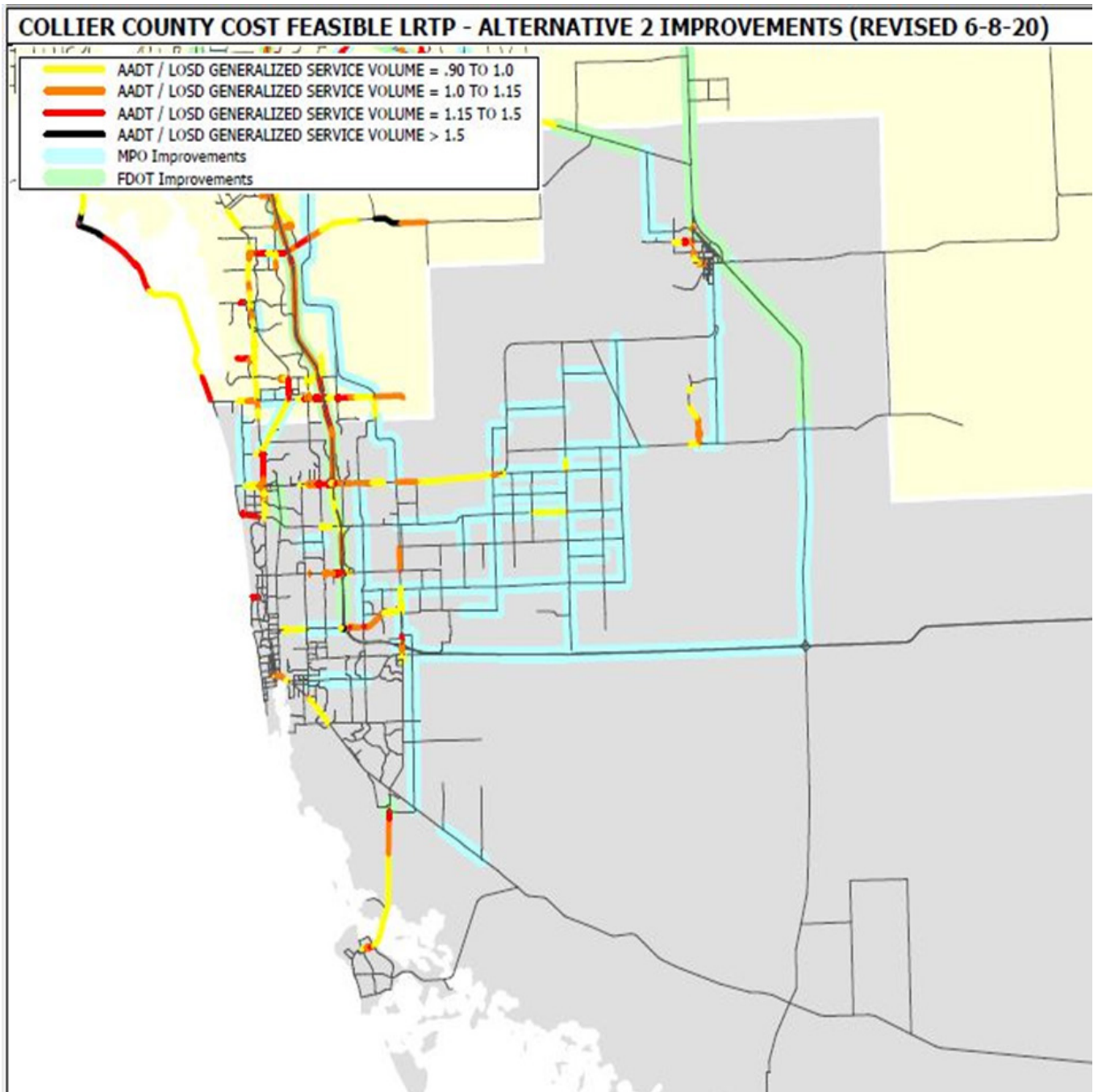


Figure A-4. Alternative 3 Network Deficiency Plot

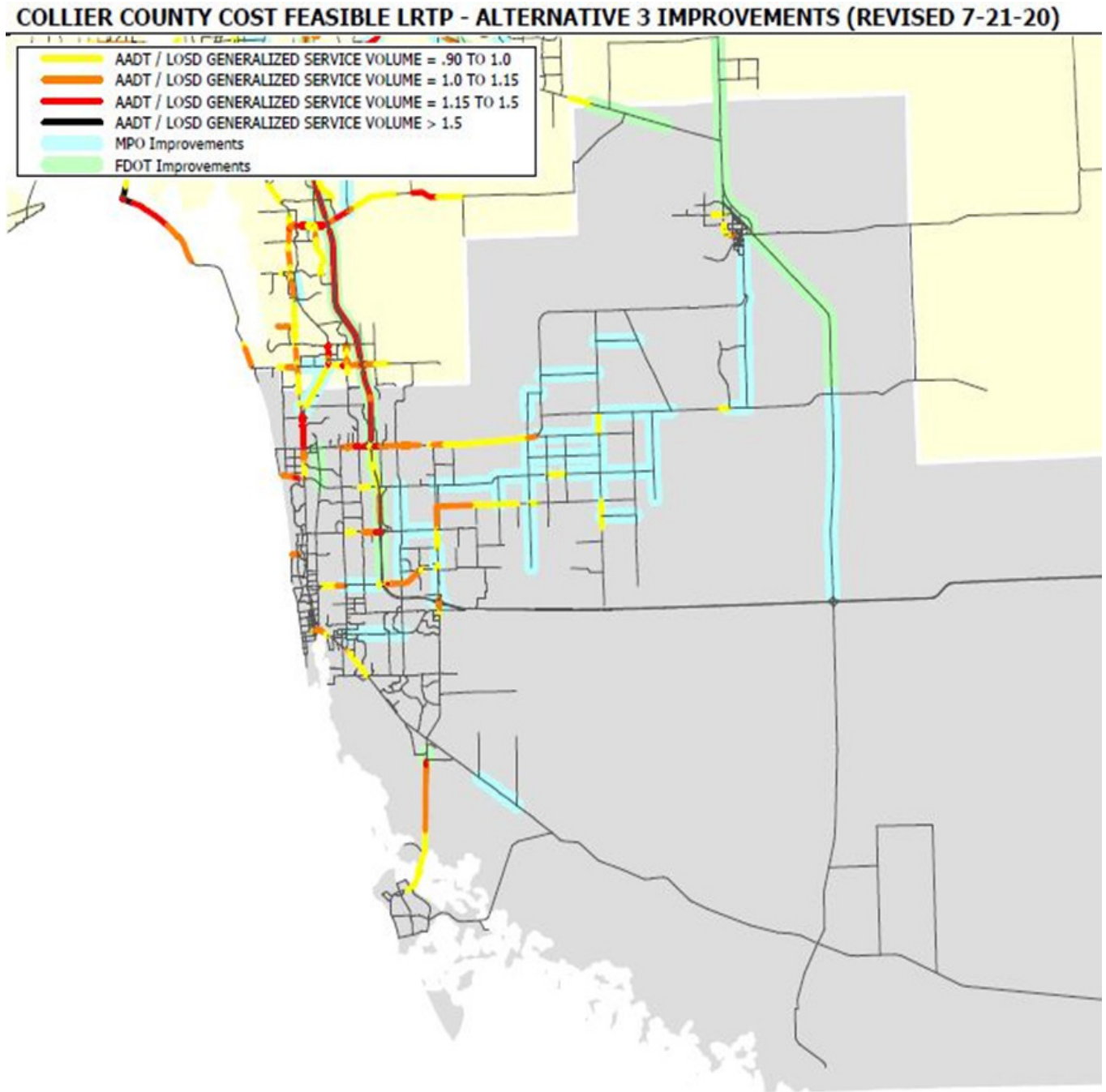


Figure A-5. Alternative 4 Network Deficiency Plot without CAV

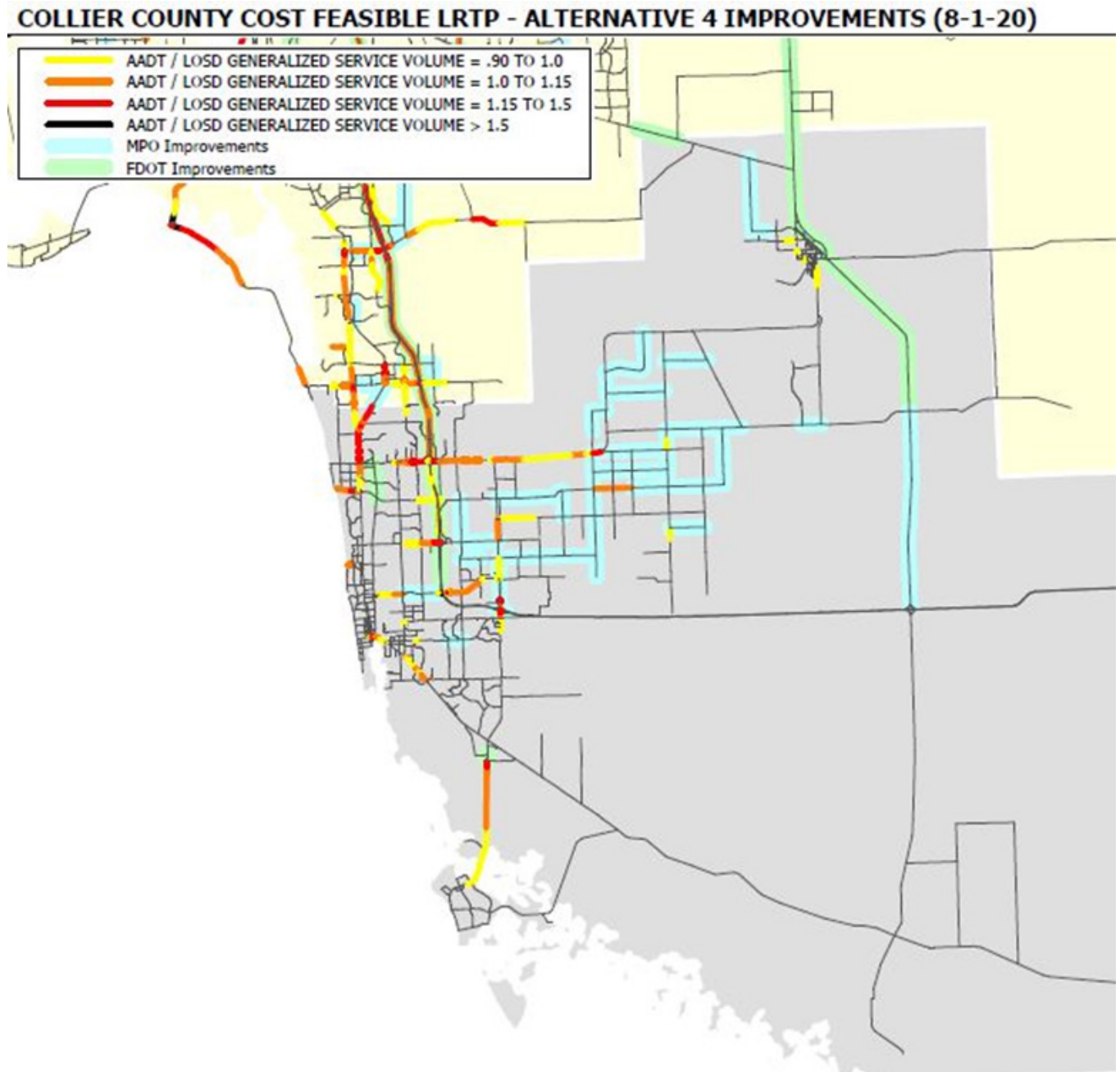


Figure A-6. Alternative 4 Network Deficiency Plot with CAV

COLLIER COUNTY COST FEASIBLE LRTP - ALTERNATIVE 4 IMPROVEMENTS WITH 35% CAV (8-1-20)

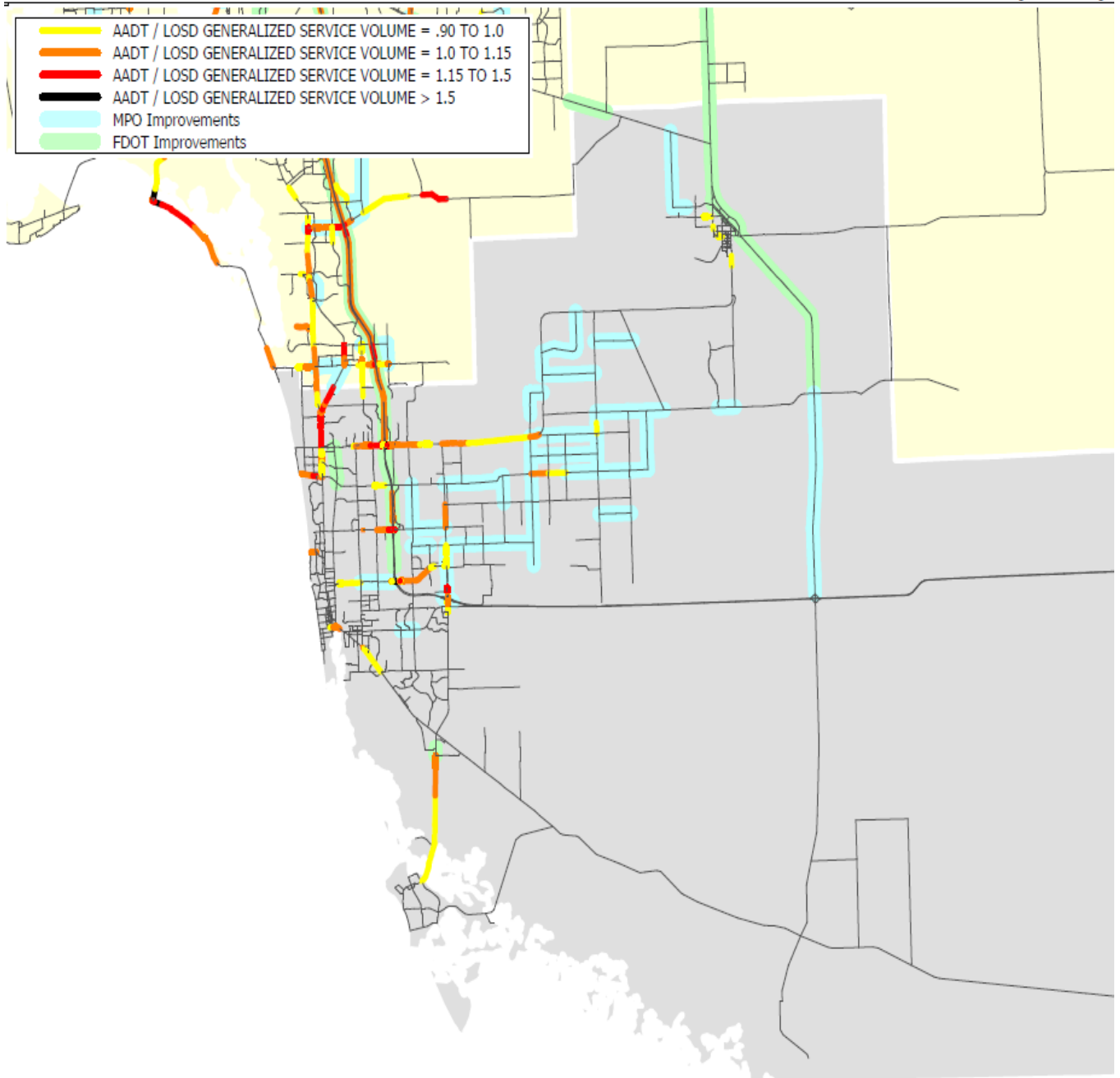


Figure A-7. Alternative 5 Network Deficiency Plot without CAV

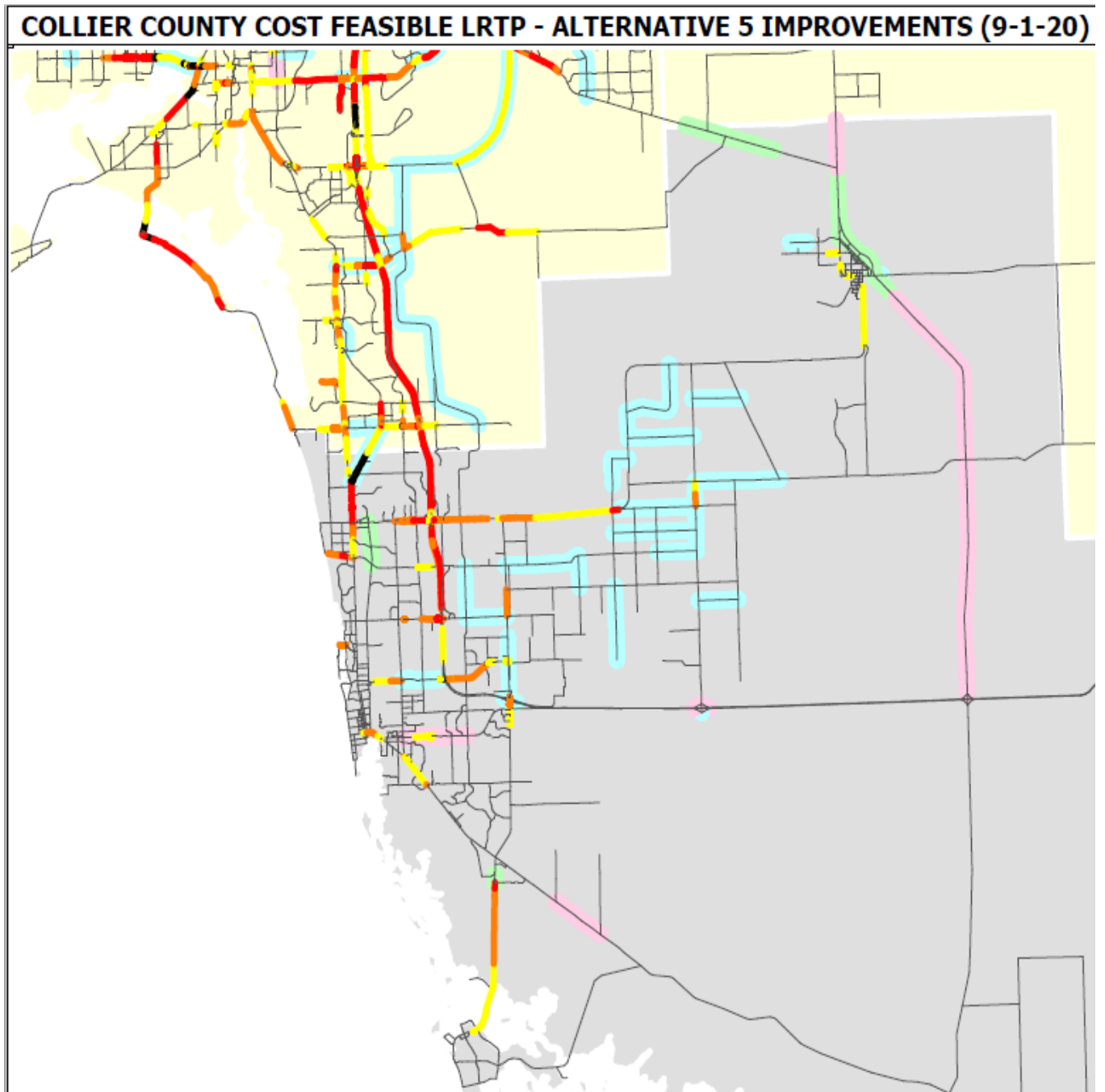


Figure A-8. Alternative 5 Network Deficiency Plot with CAV

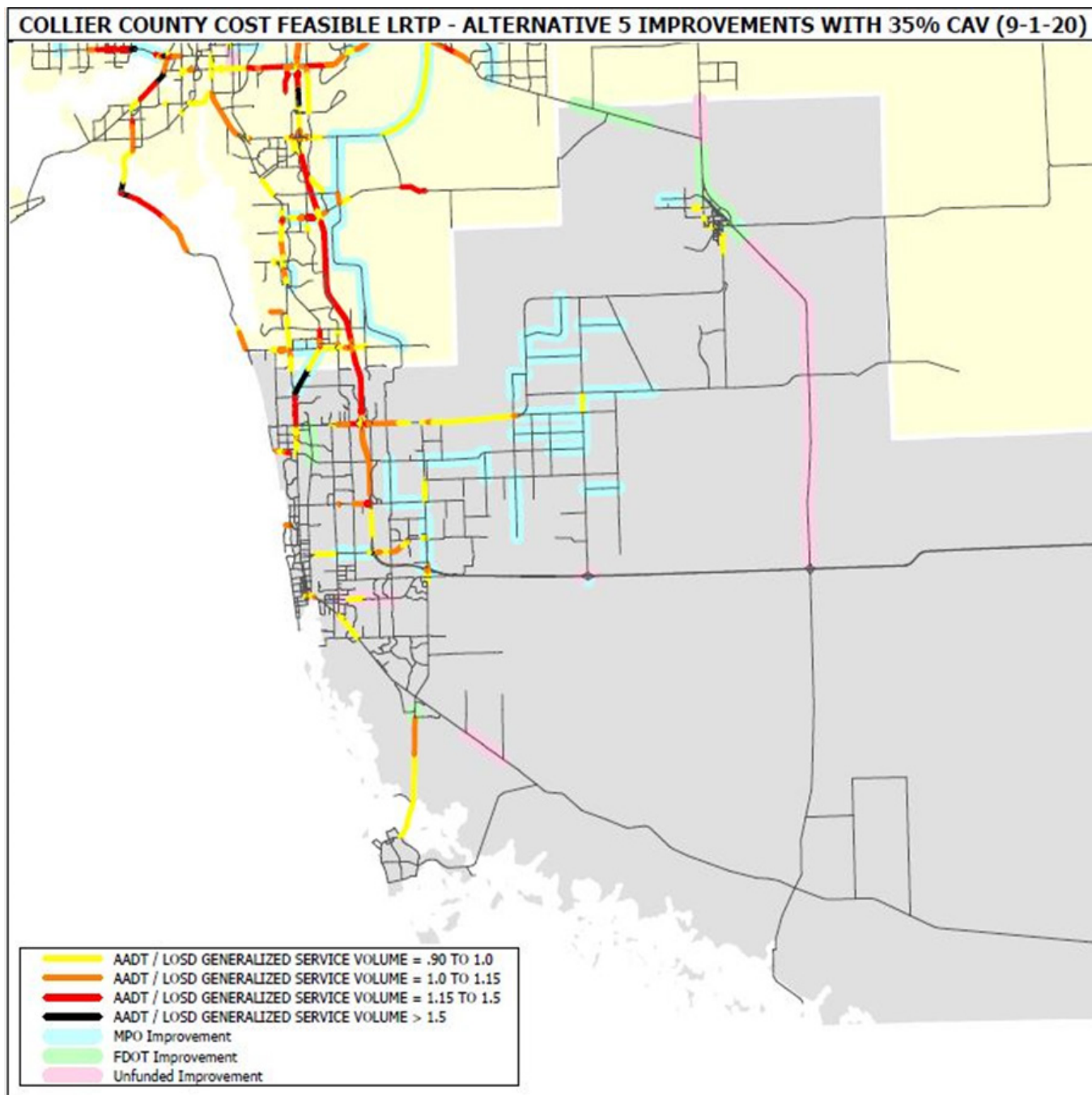


Figure A-9. Alternative 6 Network Deficiency Plot without CAV

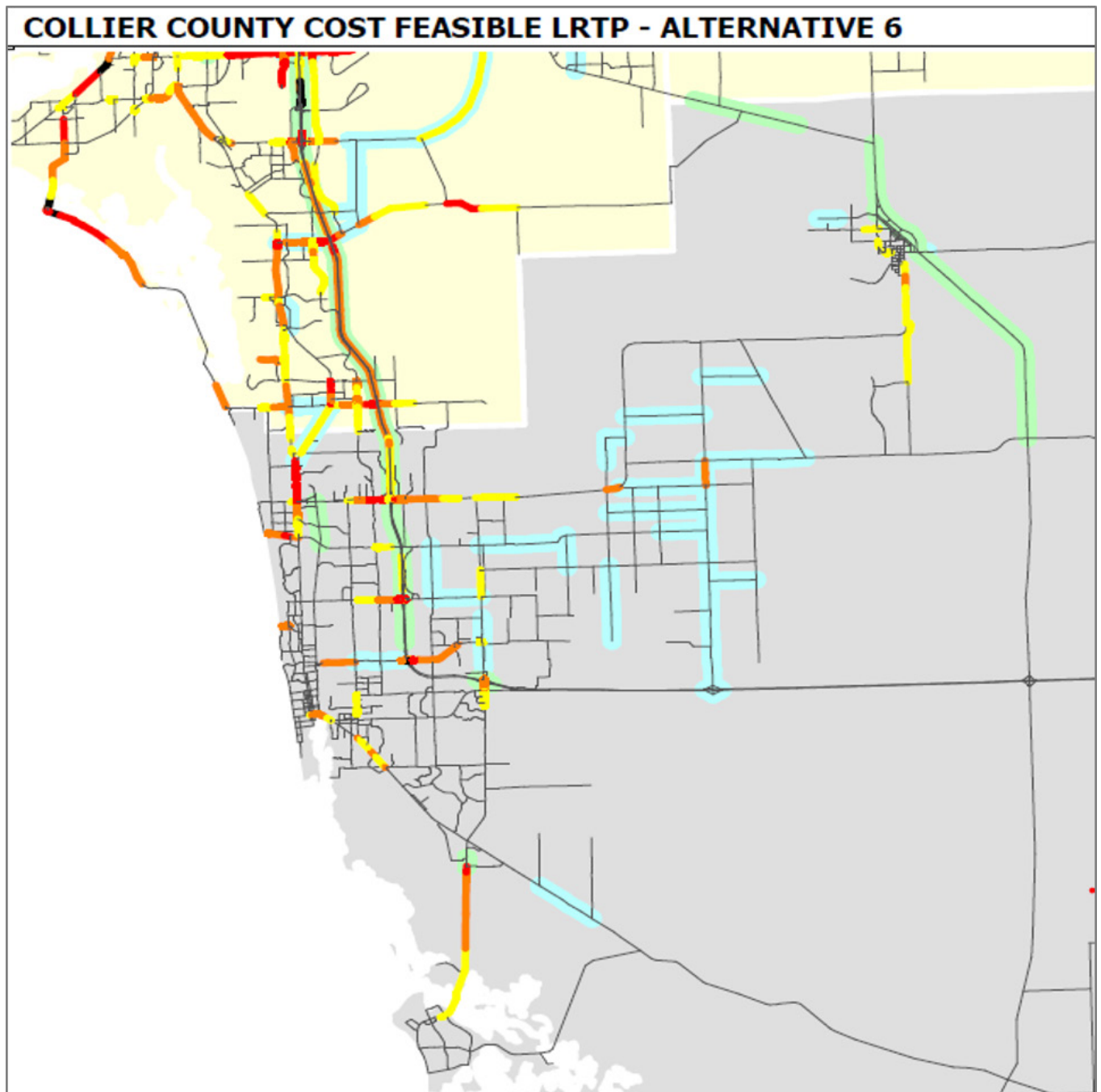
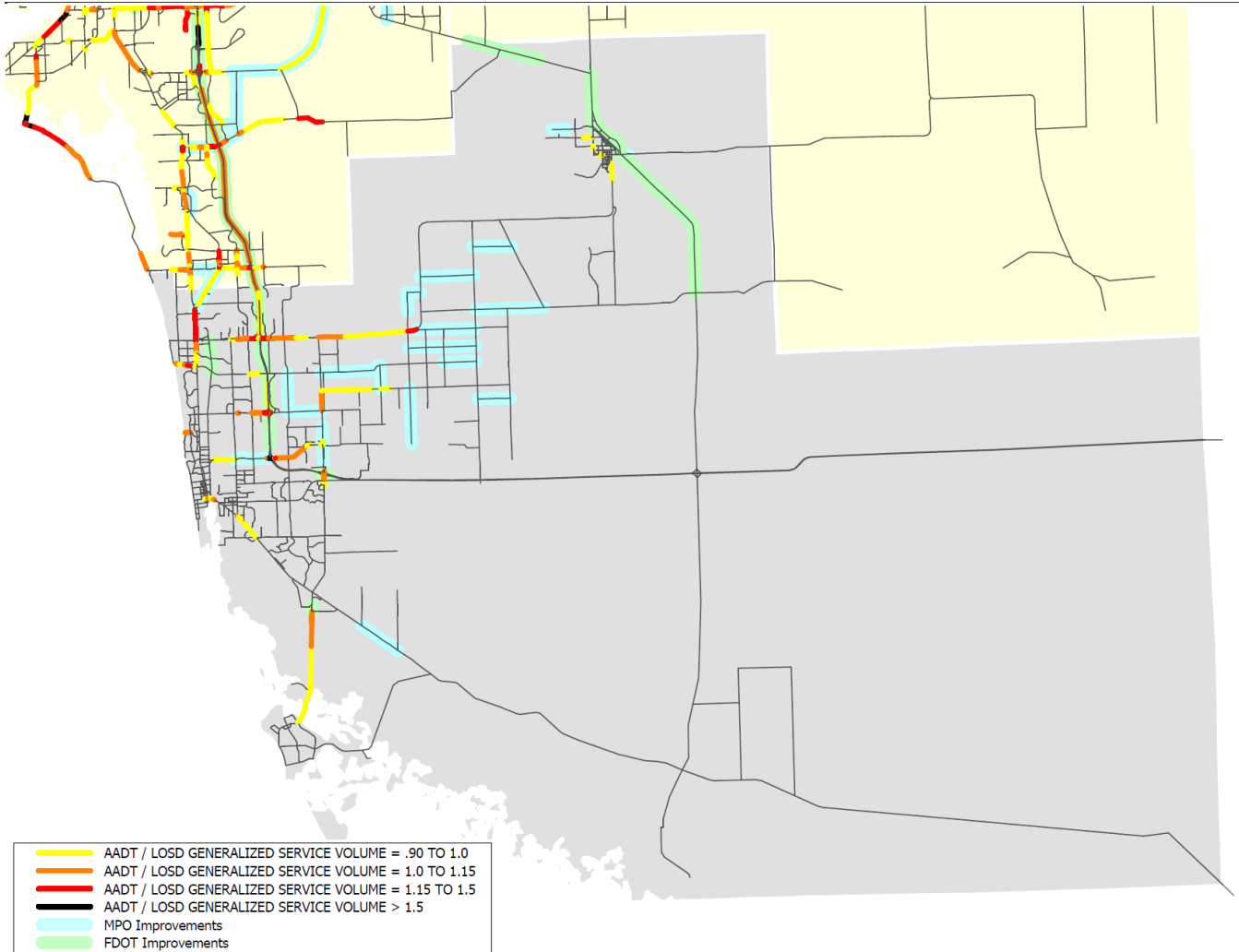


Figure A-10. Alternative 6 Network Deficiency Plot with CAV

COLLIER COUNTY COST FEASIBLE LRTP - ALTERNATIVE 6 IMPROVEMENTS WITH 35% CAV (10-1-20)



Attachment B

Tabulated Network List of Projects



Attachment B-1

ALTERNATIVE 1 - DRAFT 4/15/2020

ID	MAP ID	FACILITY	FRON	TO	# of Existing Lanes	PROJECT DESCRIPTION
	1	Benfield Road	City Gate Boulevard North	Lords Way	0	New 2 lane roadway in a 4 lane footprint
	2	Benfield Road	US 41 (SR 90) (Tamiami Trail East	Rattlesnake-Hammock Ext	0	New 2 lane roadway in a 4 lane footprint
	3	Big Cypress Parkway	Everglades Blvd north of I-75	Golden Gate Blvd	0	New 2-Lane Road (ROW Expandable to 4-Lanes); east of Desoto Blvd
	4	Big Cypress Parkway	Golden Gate Blvd	Vanderbilt Beach Road Ext.	0	New 2-Lane Road (ROW Expandable to 4-Lanes); east of Desoto Blvd
	5	Big Cypress Parkway	Vanderbilt Beach Road Ext.	Oil Well Road	0	New 2-Lane Road (ROW Expandable to 4-Lanes); east of Desoto Blvd
	6	Big Cypress Parkway	Oil Well Road	Immokalee Rd	0	New 2-Lane Road (ROW Expandable to 4-Lanes); east of Desoto Blvd
	7	Camp Keais Road	Immokalee Road	Pope John Paul Blvd	2	2-Lane Roadway to 4 Lanes with Outside Paved Shoulder (Includes milling and resurfacing of existing pavement)
	8	Camp Keais Road	Oil Well Road	Pope John Paul Blvd	2	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
	9	CR 951 (Collier Blvd)	Golden Gate Canal	Green Blvd	4	4-Lane Roadway to 6 Lanes with Sidewalk, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)
	10	CR 951 Extension	Heritage Bay Entrance	Lee/Collier County Line	0	New 2-lane Arterial to Bonita Beach Road
	11	Everglades Boulevard	Randall Blvd	South of Oil Well Road	2	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
	12	Everglades Boulevard	Vanderbilt Bch Rd Ext	Randall Blvd	2	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
	13	Everglades Boulevard	Golden Gate Blvd	Vanderbilt Bch Rd Ext	2	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
	14	Everglades Boulevard	I-75 (SR-93)	Golden Gate Blvd	2	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
	15	Golden Gate Boulevard	Everglades Blvd.	Desoto Boulevard	2	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
	16	Golden Gate Boulevard Ext	Desoto Boulevard	Big Cypress Parkway	0	New 2-Lane Road
	17	Goodlette-Frank Road	Vanderbilt Beach Road	Immokalee Road	2	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
	18	Green Boulevard	Santa Barbara/ Logan Boulevard	Sunshine Boulevard	2	Expand from 2-Lane Undivided to 4-Lane Divided Collector
	19	Green Boulevard Ext / 16th Ave SW	23rd St SW	Wilson Blvd Ext (Corridor Study)	0	New 2-Lane Collector (Future Study Area)
	20	Green Boulevard Ext / 16th Ave SW	CR 951	23rd Street SW (Corridor Study)	0	New 4-Lane Divided Collector (Future Study Area)
	21	Green Boulevard Ext / 16th Ave SW	Wilson Blvd Ext	Everglades Boulevard (Corridor Study)	0	New 2-Lane Collector

Attachment B-1

ID	MAP ID	FACILITY	FRON	TO	# of Existing Lanes	PROJECT DESCRIPTION
	22	I-75 (SR-93)	Everglades Blvd		0	New Interchange
	23	I-75 (SR-93)	Golden Gate Parkway		0	(New) 2-Lane Ramp
	24	I-75 (SR-93)	Collier Blvd (CR 951)		0	Interchange, Single Point Urban
	25	I-75 (SR-93)	Immokalee Rd		0	Intersection Traffic Signalization (DDI proposed)
	26	I-75 (SR-93)	Pine Ridge Rd		0	Intersection Traffic Signalization (DDI proposed)
	27	I-75 (SR-93)	Vanderbilt Bch Rd		0	New Interchange - Partial (to / from the North)
	28	I-75 (SR-93)	Collier Blvd (CR 951)	SR 29	4	Expand from 4 to 6-Lane Freeway
	29	I-75 (SR-93) Managed/ Express (Toll) Lanes	Collier Blvd (CR 951)	Collier/Lee County Line	6	New 4-Lanes Express (Toll) Lanes with slip-ramp locations connecting to general purpose lanes TBD
	30	Immokalee Rd (CR 846)	Camp Keais Rd	Carver St	2	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)
	31	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	2	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)
	32	Keane Avenue	Inez Rd	Wilson Blvd. Ext.	0	New 2-Lane Undivided Collector - name change at Inez to Brantley for short way (dirt road) <u>(Future Study Area)</u>
	33	Little League Rd. Ext.	SR-82	Westclox St.	0	New 2-lane roadway
	34	Logan Boulevard	Green Boulevard	Pine Ridge Road	4	Expand from 4-Lane Divided to 6-Lane Divided Arterial
	35	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	2	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector
	36	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	2	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector
	37	Oil Well Road / CR 858	Everglades Blvd	Oil Well Grade Rd	2	2-Lane Roadway to 6 Lanes with Outside Paved Shoulders
	38	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road	2	Expand from 2-Lane Undivided to 6-Lane Divided Arterial
	39	Old US 41	US 41 (SR 45)	Lee/Collier County Line	2	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)
	40	Orange Blossom Drive	Airport Pulling Road	Livingston Road	2	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector

Attachment B-1

ID	MAP ID	FACILITY	FRON	TO	# of Existing Lanes	PROJECT DESCRIPTION
	41	Randall Blvd at Immokalee Road	Immokalee Road	8th St NE	0	Ultimate intersection improvement; widening Randall Blvd to 6 lanes
	42	Randall Boulevard	8th St NE	Everglades Blvd	2	2-Lane Roadway to 6 Lanes with Outside Paved Shoulder
	43	Randall Boulevard	Everglades Blvd	Desoto Blvd	2	2-Lane Roadway to 4 Lanes with Outside Paved Shoulder
	44	Randall Boulevard	Desoto Blvd	Big Cypress Parkway	0	New 4-Lane Roadway with Outside Paved Shoulder
	45	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	4	Expand from 4-Lane Divided to 6-Lane Divided Arterial
	46	SR 29	North of SR 82	Collier/Hendry Line	2	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)
	47	SR 29	Oil Well Rd	SR 82	2	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)
	48	SR 29	I-75 (SR 93)	Oil Well Rd	2	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)
	49	SR 29	9th St	Immokalee Rd	2	Expand from 2-Lane Undivided with center turn lane to 4-Lane Divided Arterial
	50	SR 29	New Market Road North	North of SR-82	2	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
	51	SR 29	Immokalee Rd	New Market Road North	2	Expand from 2-Lane Undivided with center turn lane to 4-Lane Divided Arterial

Attachment B-2

ALTERNATIVE 2 - DRAFT updated 5/21/2020

MAP ID	FACILITY	FROM	TO	# of Existing Lanes	# of Alt 1	# of Alt 2	PROJECT DESCRIPTION
1	Benfield Road Extension	US 41 (SR 90) (Tamiami Trail East)	City Gate Boulevard North	0	2	2	New 2 lane roadway in a 4 lane footprint
9	Collier Blvd (CR 951)	Golden Gate Main Canal	Green Blvd	4	4	6	Expand to 6 lanes
10	CR 951 Extension (new)	Collier Blvd (CR 951) northern terminus	Lee/Collier County Line	0	2	2	New 2-lane Arterial to Bonita Beach Road
16	Golden Gate Blvd	Desoto Blvd	Big Cypress Parkway	0	2	4	New 4-Lane Road
23	I-75 (SR-93) Interchange (modified)	Golden Gate Parkway					Further Study Required
24	I-75 (SR-93) Interchange (modified)	Collier Blvd (CR 951)					Interchange improvements are in design [SPUI]

Attachment B-2

ALTERNATIVE 2 - DRAFT updated 5/21/2020

MAP ID	FACILITY	FROM	TO	# of Existing Lanes	# of Alt 1	# of Alt 2	PROJECT DESCRIPTION
25	I-75 (SR-93) Interchange (modified)	Immokalee Rd					Reconstruction DDI configuration interchange
26	I-75 (SR-93) Interchange (modified)	Pine Ridge Rd					Reconstruction DDI configuration interchange
41	Randall Blvd Intersection	Immokalee Rd					Intersection Improvement Overpass - 2 lanes WB Randall to WB Immokalee; and Randall Blvd from Immokalee to 8th St. Widen to 6 Lane
51	SR 29/New Market Road W	Immokalee Rd	New Market Road North	2	4	2	2-Lane Undivided
57	US 41 (SR 90) (Tamiami Trail East) intersection	Goodlette Rd					At-grade Intersection improvements
65	Wilson Blvd	Keane Rd	Golden Gate Boulevard	2	2	4	Expand to 4 lanes
66	Immokalee Rd intersection	Livingston Rd					Proposed Overpass (Immokalee over Livingston Rd) [SPUI]

Attachment B-2

ALTERNATIVE 2 - DRAFT updated 5/21/2020

MAP ID	FACILITY	FROM	TO	# of Existing Lanes	# of Alt 1	# of Alt 2	PROJECT DESCRIPTION
67	Veterans Memorial Blvd Extension	Strand Blvd	I-75	0	0	4	New 4 lane
69	Everglades Blvd	Oil Well Rd / CR 858	Immokalee Rd	2	2	2	no improvement
70	Green Boulevard Extension	Everglades Blvd	Big Cypress Parkway	0	0	2	New 2 lanes
71	Golden Gate Blvd	16th	Everglades Blvd	4	2	4	4 lanes (under construction)
73	Immokalee Rd (CR 846) intersection	Collier Blvd (CR 951)					Proposed Overpass (Immokalee over Collier Blvd) [SPUI]
74	Immokalee Rd (CR 846) intersection	Wilson Blvd					Proposed Overpass (Immokalee over Wilson Blvd) [SPUI]
75	I-75 (SR-93) Interchange (new)	Veterans Memorial Blvd		-	-	i/c	New Partial interchange
76	Vanderbilt Drive	Immokalee Rd	Woods Edge Parkway	2	2	4	Expand to 4 lanes
77	Pine Ridge Rd intersection	Livingston Rd					Intersection Improvement
78	Golden Gate Parkway intersection	Livingston Rd					Overpass - GGP over Livingston [SPUI]

Attachment B-2

ALTERNATIVE 2 - DRAFT updated 5/21/2020

MAP ID	FACILITY	FROM	TO	# of Existing Lanes	# of Alt 1	# of Alt 2	PROJECT DESCRIPTION
79	Vanderbilt Beach Road	Gulf Pavilion Dr	US 41 (SR 90) (Tamiami Trail East)	4	4	4	Constrained to 4 lanes
81	Bridge @ 47th Avenue NE	West of Everglades Boulevard					New Bridge over Canal
82	Bridge @ Wilson Boulevard	South of 33rd Avenue NE					New Bridge over Canal
83	Bridge @ 18th Ave NE	between Wilson Boulevard N and 8th Street NE					New Bridge over Canal
84	Bridge @ 18th Ave NE	between 8th Street NE and 16th Street NE					New Bridge over Canal
85	Bridge @ 13th Street NW	north end at proposed Vanderbilt Beach Road Extension					New Bridge over Canal
87	Bridge @ Location TBD - Assume 10th Avenue SE	East of Everglades Blvd					New Bridge over Canal
89	Bridge @ 62nd Avenue NE	West of 40th Street NE					New Bridge over Canal

	Correction per Alt 1 (Map ID # is same as Alt 1)
	New Project to Alt 2 (New Map ID #)

Attachment B-3

ALTERNATIVE 3 - DRAFT updated 6/10/2020

MAP ID	FACILITY	FROM	TO	PROJECT DESCRIPTION	ALTERNATIVE 3 INSTRUCTIONS 6/15/2020
1	Benfield Road Extension	US 41 (SR 90) (Tamiami Trail East)	City Gate Boulevard North	New 2 lane roadway in a 4 lane footprint	ALT 3
2	Benfield Road	US 41 (SR 90) (Tamiami Trail East)	Rattlesnake Hammock Ext	New 2 lane roadway in a 4 lane footprint	N/A
3	Big Cypress Parkway	Everglades Blvd north of I-75	Golden Gate Blvd	New 2-Lane Road (ROW Expandable to 4-Lanes); east of Desoto Blvd	ALT 3
4	Big Cypress Parkway	Golden Gate Blvd	Vanderbilt Beach Road Ext.	New 2-Lane Road (ROW Expandable to 4-Lanes); east of Desoto Blvd	ALT 3
5	Big Cypress Parkway	Vanderbilt Beach Road Ext.	Oil Well Road	New 2-Lane Road (ROW Expandable to 4-Lanes); east of Desoto Blvd	ALT 3
6	Big Cypress Parkway	Oil Well Road	Immokalee Rd	New 2-Lane Road (ROW Expandable to 4-Lanes); east of Desoto Blvd	ALT 3
7	Camp Keais Road	Immokalee Road	Oil Well Road	2-Lane Roadway to 4 Lanes with Outside Paved Shoulder (Includes M&R of existing pavement)	ALT 3
8	Camp Keais Road	Oil Well Road	Pope John Paul Blvd	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	N/A
9	Collier Blvd (CR 951)	Golden Gate Main Canal	Green Blvd	4-Lane Roadway to 6 Lanes with Sidewalk, Bike Lanes, and Curb & Gutter (Includes M&R of existing pavement)	REMOVE IMPROVEMENT
10	CR 951 Extension (new)	Heritage Bay Entrance (Collier Blvd (CR 951) northern terminus)	Lee/Collier County Line	New 2-lane Arterial to Bonita Beach Road	REMOVE IMPROVEMENT
11	Everglades Boulevard	Randall Blvd	South of Oil Well Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	ALT 3
12	Everglades Boulevard	Vanderbilt Bch Rd Ext	Randall Blvd	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	ALT 3
13	Everglades Boulevard	Golden Gate Blvd	Vanderbilt Bch Rd Ext	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	ALT 3
14	Everglades Boulevard	I-75 (SR-93)	Golden Gate Blvd	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	ALT 3
15	Golden Gate Boulevard	Everglades Blvd	Desoto Boulevard	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	REMOVE IMPROVEMENT - CONSIDER FOR ALT 4
16	Golden Gate Boulevard Ext	Desoto Blvd	Big Cypress Parkway	New 4-Lane Road	REMOVE IMPROVEMENT - CONSIDER FOR ALT 4
17	Goodlette-Frank Road	Vanderbilt Beach Road	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	REMOVE IMPROVEMENT - CONSIDER FOR ALT 4

Attachment B-3

ALTERNATIVE 3 - DRAFT updated 6/10/2020

MAP ID	FACILITY	FROM	TO	PROJECT DESCRIPTION	ALTERNATIVE 3 INSTRUCTIONS 6/15/2020
18	Green Boulevard	Santa Barbara/ Logan Boulevard	Sunshine Boulevard	Expand from 2-Lane Undivided to 4-Lane Divided Collector	REMOVE IMPROVEMENT
19	Green Boulevard Ext / 16th Ave SW	23rd St SW	Wilson Blvd Ext (Corridor Study)	New 2-Lane Collector (Future Study Area)	REMOVE IMPROVEMENT
20	Green Boulevard Ext / 16th Ave SW	CR 951	23rd Street SW (Corridor Study)	New 4-Lane Divided Collector (Future Study Area)	REMOVE IMPROVEMENT
21	Green Boulevard Ext / 16th Ave SW	Wilson Blvd Ext	Everglades Boulevard (Corridor Study)	New 2-Lane Collector	REMOVE IMPROVEMENT
30	Immokalee Rd (CR 846)	Camp Keais Rd	Carver St	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes M&R of existing pavement)	ALT 3
31	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes M&R of existing pavement)	ALT 3
32	Keane Avenue	Inez Rd	Wilson Blvd. Ext.	New 2-Lane Undivided Collector - name change at Inez to Brantley for short way (dirt road) <u>(Future Study Area)</u>	REMOVE IMPROVEMENT
33	Little League Rd. Ext.	SR-82	Westclox St.	New 2-lane roadway	ALT 3
34	Logan Boulevard	Green Boulevard	Pine Ridge Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial	REMOVE IMPROVEMENT
35	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector	REMOVE IMPROVEMENT
36	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector	REMOVE IMPROVEMENT
37	Oil Well Road / CR 858	Everglades Blvd	Oil Well Grade Rd	2-Lane Roadway to 6 Lanes with Outside Paved Shoulders	ALT 3
38	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road	Expand from 2-Lane Undivided to 6-Lane Divided Arterial	REMOVE IMPROVEMENT
39	Old US 41	US 41 (SR 45)	Lee/Collier County Line	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes M&R of existing pavement)	ALT 3
40	Orange Blossom Drive	Airport Pulling Road	Livingston Road	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector	REMOVE IMPROVEMENT
41	Randall Blvd at Immokalee Road	Immokalee Road	8th St NE	Ultimate Intersection Improvement: Overpass - 2 lanes WB Randall to WB Immokalee; and Randall Blvd from Immokalee to 8th St. <u>Widen to 6 Lane</u>	ALT 3
42	Randall Boulevard	8th St NE	Everglades Blvd	2-Lane Roadway to 6 Lanes with Outside Paved Shoulder	ALT 3

Attachment B-3

ALTERNATIVE 3 - DRAFT updated 6/10/2020

MAP ID	FACILITY	FROM	TO	PROJECT DESCRIPTION	ALTERNATIVE 3 INSTRUCTIONS 6/15/2020
43	Randall Boulevard	Everglades Blvd	Desoto Blvd	2-Lane Roadway to 4 Lanes with Outside Paved Shoulder	ALT 3
44	Randall Boulevard	Desoto Blvd	Big Cypress Parkway	New 4-Lane Roadway with Outside Paved Shoulder	ALT 3
45	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Expand from 4-Lane Divided to 6-Lane Divided Arterial	REMOVE IMPROVEMENT
56	Collier Blvd (SR 951)	South of Manatee Rd	North of Tower Rd	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes M&R of existing pavement)	ALT 3
61	Vanderbilt Beach Road Ext	Collier Boulevard	16th St	4 lane to 6 lanes (complete 6 laning)	ALT 3
62	Vanderbilt Beach Road Ext	16th St	Big Cypress Parkway	2 lane roadway in a 4 lane footprint	ALT 3
63	Westclox Street Extension	Little League Road	West of Carson Road	New 2-Lane Road	REMOVE IMPROVEMENT
64	Wilson Blvd	Golden Gate Boulevard	Immokalee Rd	Expand to 4 lanes	ALT 3
65	Wilson Blvd	Keane Rd	Golden Gate Boulevard	Expand to 4 lanes	ALT 3
66	Immokalee Rd intersection	Livingston Rd		Proposed Overpass (Immokalee over Livingston Rd) [SPUI]	CRITICAL NEED - NOT CODED
67	Veterans Memorial Blvd Extension	Strand Blvd	I-75	New 4 lane	REMOVE IMPROVEMENT
68	Big Cypress Parkway intersection (new)	Oil Well Grade Rd		New at-grade intersection	ALT 3
69	Everglades Blvd	Oil Well Rd / CR 858	Immokalee Rd	no improvement; TAZ connector corrected.	ALT 3
70	Green Boulevard Extension	Everglades Blvd	Big Cypress Parkway	New 2 lanes	REMOVE IMPROVEMENT
71	Golden Gate Blvd	16th	Everglades Blvd	4 lanes (under construction); part of Existing + Committed	ALT 3
72	Golden Gate Parkway intersection	Airport Pulling Road		Existing Overpass (GGP over Airport BI)	EXISTING INTERCHANGE
73	Immokalee Rd (CR 846) intersection	Collier Blvd (CR 951)		Proposed Overpass (Immokalee over Collier Blvd) [SPUI]	CRITICAL NEED - NOT CODED

Attachment B-3

ALTERNATIVE 3 - DRAFT updated 6/10/2020

MAP ID	FACILITY	FROM	TO	PROJECT DESCRIPTION	ALTERNATIVE 3 INSTRUCTIONS 6/15/2020
74	Immokalee Rd (CR 846) intersection	Wilson Blvd		Proposed Overpass (Immokalee over Wilson Blvd) [SPUI]	CRITICAL NEED - NOT CODED
76	Vanderbilt Drive	Immokalee Rd	Woods Edge Parkway	Expand to 4 lanes	REMOVE IMPROVEMENT
77	Pine Ridge Rd intersection	Livingston Rd		Intersection Improvement	CRITICAL NEED - NOT CODED
78	Golden Gate Parkway intersection	Livingston Rd		Overpass - GGP over Livingston [SPUI]	CRITICAL NEED - NOT CODED
79	Vanderbilt Beach Road	Gulf Pavilion Dr	US 41 (SR 90) (Tamiami Trail East)	Constrained to 4 lanes	ALT 3
80	Vanderbilt Beach Road	Goodlette-Frank Road	Airport Pulling Road	Expand to 6 lanes (in design)	ALT 3
81	Bridge @ 47th Avenue NE	West of Everglades Boulevard		New Bridge over Canal	ALT 3
82	Bridge @ Wilson Boulevard	South of 33rd Avenue NE		New Bridge over Canal	REMOVE IMPROVEMENT
83	Bridge @ 18th Ave NE	between Wilson Boulevard N and 8th Street NE		New Bridge over Canal	REMOVE IMPROVEMENT
84	Bridge @ 18th Ave NE	between 8th Street NE and 16th Street NE		New Bridge over Canal	REMOVE IMPROVEMENT
85	Bridge @ 13th Street NW	north end at proposed Vanderbilt Beach Road Extension		New Bridge over Canal	REMOVE IMPROVEMENT
86	Bridge @ 16th Street SE	South end		New Bridge over Canal	ALT 3
87	Bridge @ Location TBD - Assume 10th Avenue SE	East of Everglades Blvd		New Bridge over Canal	REMOVE IMPROVEMENT
88	Bridge @ Wilson Boulevard South, south end			New Bridge over Canal	ALT 3
89	Bridge @ 62nd Avenue NE	West of 40th Street NE		New Bridge over Canal	REMOVE IMPROVEMENT

COLLIER MPO 2045 LRTP ALTERNATIVE 4

Submitted: 7/15/2020

MAP ID	FACILITY	FROM	TO	DESCRIPTION	ALTERNATIVE 4
1	Benfield Rd Extension	The Lords Way	City Gate Blvd N	New 2-Lane Road (Expandable to 4-Lanes)	REMOVE
2	Benfield Rd	US 41 (SR 90) (Tamiami Trail E)	Rattlesnake-Hammock Extension	New 2-Lane Road (Expandable to 4-Lanes)	REMOVE
3	Big Cypress Parkway	North of I-75	Golden Gate Blvd	New 2-Lane Road (Expandable to 4-Lanes)	REMOVE
4	Big Cypress Parkway	Golden Gate Blvd	Vanderbilt Beach Road Extension	New 2-Lane Road (Expandable to 4-Lanes)	REMOVE
5	Big Cypress Parkway	Vanderbilt Beach Rd Extension	Oil Well Rd	New 2-Lane Road (Expandable to 4-Lanes)	ALTERNATIVE 4
6	Big Cypress Parkway	Oil Well Rd	Immokalee Rd	New 2-Lane Road (Expandable to 4-Lanes)	REMOVE
7	Camp Keais Rd	Pope John Paul Blvd	Oil Well Road	Widen from 2-Lane to 4 Lanes	REMOVE
8	Camp Keais Rd	Immokalee Rd	Pope John Paul Blvd	Widen from 2-Lane to 4-Lanes	REMOVE
9	Collier Blvd (CR 951)	Golden Gate Main Canal	Green Blvd	Widen from 4-Lanes to 6 Lanes	ALTERNATIVE 4
10	CR 951 Extension	Collier Blvd (CR 951) (northern terminus)	Lee/Collier County Line	New 2-Lane Road	REMOVE
11	Everglades Blvd	Randall Blvd	South of Oil Well Road	Widen from 2-Lanes to 4-Lanes	ALTERNATIVE 4
12	Everglades Blvd	Vanderbilt Beach Rd Extension	Randall Blvd	Widen from 2-Lanes to 4-Lanes	ALTERNATIVE 4
13	Everglades Blvd	Golden Gate Blvd	Vanderbilt Beach Rd Extension	Widen from 2-Lanes to 4-Lanes	REMOVE
14	Everglades Blvd	I-75 (SR-93)	Golden Gate Blvd	Widen from 2-Lanes to 4-Lanes	REMOVE
15	Golden Gate Blvd	Everglades Blvd	Desoto Blvd	Widen from 2-Lanes to 4-Lanes	REMOVE
16	Golden Gate Blvd Extension	Desoto Blvd	Big Cypress Parkway	New 4-Lane Road	REMOVE
17	Goodlette-Frank Rd	Vanderbilt Beach Rd	Immokalee Rd	Widen from 2-Lanes to 4-Lanes	ALTERNATIVE 4
18	Green Blvd	Santa Barbara/ Logan Blvd	Sunshine Blvd	Widen from 2-Lane to 4-Lane	ALTERNATIVE 4
19	Green Boulevard Extension (16th Ave SW)	23rd St SW	Wilson Blvd Extension (Corridor Study)	New 2-Lane (Future Study Area)	ALTERNATIVE 4
20	Green Boulevard Extension (16th Ave SW)	CR 951	23rd St SW (Corridor Study)	New 4-Lane (Future Study Area)	ALTERNATIVE 4
21	Green Boulevard Extension (16th Ave SW)	Wilson Blvd Ext	Everglades Blvd (Corridor Study)	New 2-Lane Road	REMOVE
22	I-75 (SR-93) Interchange	Everglades Blvd		New Full Interchange	NOT CODED
23	I-75 (SR-93) Interchange (modified)	Golden Gate Parkway		Interchange Improvements - In design [SPUI]	NOT CODED
24	I-75 (SR-93) Interchange (modified)	Collier Blvd (CR 951)		Interchange Improvements - In design [SPUI]	CODED PER SIS CFP
25	I-75 (SR-93) Interchange (modified)	Immokalee Rd		Intersection Traffic Signalization (DDI proposed)	NOT CODED
26	I-75 (SR-93) Interchange (modified)	Pine Ridge Rd		Intersection Traffic Signalization (DDI proposed)	NOT CODED
27	I-75 (SR-93) Interchange (new)	Vanderbilt Beach Rd		New Interchange - Partial (to / from the North)	NOT CODED
28	I-75 (SR-93)	Collier Blvd (CR 951)	SR 29	Widen from 4-Lanes to 6-Lanes Freeway	REMOVE
29	I-75 (SR-93) Managed (Toll) Lanes	Collier Blvd (CR 951)	Collier/Lee County Line	New 4-Lane Express (Toll) Lanes (with slip-ramp locations connecting to general purpose lanes)	CODED PER SIS CFP
30	Immokalee Rd (CR 846)	Camp Keais Rd	Carver St	Widen from 2-Lanes to 4 Lanes	REMOVE

Attachment B-4

DRAFT COST FEASIBLE PLAN

MAP ID	FACILITY	FROM	TO	DESCRIPTION	ALTERNATIVE 4
31	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	Widen from 2-Lanes to 4 Lanes	REMOVE
32	Keane Ave	Inez Rd	Wilson Blvd Extension	New 2-Lane Road (Future Study Area)	REMOVE
33	Little League Rd Extension	SR-82	Westclox St	New 2-Lane Road	ALTERNATIVE 4
34	Logan Blvd	Green Blvd	Pine Ridge Rd	Widen from 4-Lanes to 6-Lanes	REMOVE
35	Logan Blvd	Vanderbilt Beach Rd	Immokalee Rd	Widen from 2-Lanes to 4-Lanes	REMOVE
36	Logan Blvd	Pine Ridge Rd	Vanderbilt Beach Rd	Widen from 2-Lanes to 4-Lanes	ALTERNATIVE 4
37	Oil Well Road / CR 858	Everglades Blvd	Oil Well Grade Rd	Widen from 2-Lanes to 6-Lanes	ALTERNATIVE 4
38	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Rd	Widen from 2-Lanes to 6-Lanes	ALTERNATIVE 4
39	Old US 41	US 41 (SR 45)	Lee/Collier County Line	Widen from 2-Lanes to 4-Lanes	REMOVE
40	Orange Blossom Dr	Airport Pulling Rd	Livingston Rd	Widen from 2-Lanes to 4-Lanes	REMOVE
41A	Randall Blvd Intersection (Ultimate)	Immokalee Rd		Ultimate Intersection Improvement: Overpass	REMOVE
41B	Randall Blvd	Immokalee Rd	8th St NE	Widen from 4-Lanes to 6-Lanes	ALTERNATIVE 4
42	Randall Blvd	8th St NE	Everglades Blvd	Widen from 2-Lanes to 6-Lanes	ALTERNATIVE 4
43	Randall Blvd	Everglades Blvd	Desoto Blvd	Widen from 2-Lanes to 4-Lanes	REMOVE
44	Randall Blvd	Desoto Blvd	Big Cypress Parkway	New 4-Lane Road	REMOVE
45	Santa Barbara Blvd	Painted Leaf Ln	Green Blvd	Widen from 4-Lanes to 6-Lanes	REMOVE
46	SR 29	SR 82	Collier/Hendry Line	Widen from 2-Lane to 4 Lanes	CODED PER SIS CFP
48	SR 29	I-75 (SR 93)	Oil Well Rd	Widen from 2-Lane to 4 Lanes	PLEASE NOTE AS FDOT PROJECT NOT MPO
50	SR 29	New Market Road North	North of SR-82	Widen from 2-Lane to 4-Lane	CODED PER SIS CFP
51	SR 29/New Market Rd W - New Road	Immokalee Rd (CR 846)	New Market Rd N	New 4-Lane Road	CODED PER SIS CFP
52	SR 29	Agriculture Way	CR 846 E	Widen from 2-Lanes to 4-Lanes	CODED PER SIS CFP
53	SR 29 (SEGMENT D)	Sunniland Nursery Rd	Agriculture Way	Widen from 2-Lanes to 4-Lanes	CODED PER SIS CFP
54	SR 29 (SEGMENT E)	Oil Well Rd	Sunniland Nursery Rd	Widen from 2-Lanes to 4-Lanes	CODED PER SIS CFP
55	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	Widen from 4-Lanes to 6 Lanes	CODED FROM
56	Collier Blvd (SR 951)	South of Manatee Rd	North of Tower Rd	Widen from 4-Lanes to 6 Lanes	ALTERNATIVE 4
57	US 41 (SR 90) (Tamiami Trail E) intersection	Goodlette Rd		At-Grade Intersection Improvements	REMOVE
58	US 41 (SR 90) (Tamiami Trail E)	Greenway Rd	6 L Farm Rd	Widen from 2-Lane to 4 Lanes	REMOVE
59	US 41 (SR 90) (Tamiami Trail E) intersection	Collier Blvd (SR 951)		Intersection Improvement	REMOVE
60	US 41 (SR 90) (Tamiami Trail E)	Immokalee Rd	Old US 41	Corridor Study required	REMOVE
62A	Vanderbilt Beach Rd Extension	16th St	Everglades Blvd	New 2-Lane Road (Expandable to 4-Lanes)	ALTERNATIVE 4
62B	Vanderbilt Beach Rd Extension	Everglades Blvd	Big Cypress Parkway	New 2-Lane Road (Expandable to 4-Lanes)	ALTERNATIVE 4
63	Westclox Street Extension	Little League Rd	West of Carson Road	New 2-Lane Road	REMOVE
64	Wilson Blvd	Golden Gate Blvd	Immokalee Rd	Widen from 2-Lanes to 4-Lanes	ALTERNATIVE 4
65	Wilson Blvd	Keane Ave	Golden Gate Blvd	New 2-Lane Road (Expandable to 4-Lanes)	ALTERNATIVE 4
66	Immokalee Rd Intersection	Livingston Rd		Intersection Improvement	ALTERNATIVE 4
67	Veterans Memorial Blvd Extension	Strand Blvd	I-75	New 4-Lane Road	REMOVE

Attachment B-4

DRAFT COST FEASIBLE PLAN

MAP ID	FACILITY	FROM	TO	DESCRIPTION	ALTERNATIVE 4
68	Big Cypress Parkway Intersection (new)	Oil Well Grade Rd		New At-Grade Intersection	REMOVE
69	Everglades Blvd	Oil Well Rd / CR 858	Immokalee Rd	Remove Row	REMOVE
70	Green Blvd Extension	Everglades Blvd	Big Cypress Parkway	New 2-Lane Road	REMOVE
71	Golden Gate Blvd	16th	Everglades Blvd	4 lanes (under construction)	CODE FOR E+C
72	Golden Gate Parkway Intersection	Airport Pulling Rd		Existing Overpass (GGP over Airport Bl)	NOT CODED
73	Immokalee Rd (CR 846) Intersection	Collier Blvd (CR 951)		Proposed Overpass (Immokalee over Collier Blvd) [SPUI]	ALTERNATIVE 4
74	Immokalee Rd (CR 846) Intersection	Wilson Blvd		Proposed Overpass (Immokalee over Wilson Blvd) [SPUI]	ALTERNATIVE 4
75	I-75 (SR-93) Interchange (new)	Veterans Memorial Blvd		New Partial Interchange	NOT CODED
76	Vanderbilt Dr	Immokalee Rd	Woods Edge Parkway	Widen from 2-Lanes to 4-Lanes	REMOVE
77	Pine Ridge Rd Intersection	Livingston Rd		Intersection Improvement	ALTERNATIVE 4
78	Golden Gate Parkway Intersection	Livingston Rd		Intersection Improvement	ALTERNATIVE 4
79	Vanderbilt Beach Rd	Gulf Pavilion Dr	US 41 (SR 90) (Tamiami Trail E)	Constrained to 4 lanes	CODE FOR E+C
80	Vanderbilt Beach Rd	Goodlette-Frank Road	Airport Pulling Rd	Widen from 4-Lanes to 6-Lanes	CODE FOR E+C
81	Bridge @ 47th Ave NE	West of Everglades Boulevard		New Bridge over Canal	ALTERNATIVE 4
82	Bridge @ Wilson Blvd	South of 33rd Avenue NE		New Bridge over Canal	ALTERNATIVE 4
83	Bridge @ 18th Ave NE	Between Wilson Blvd N and 8th St NE		New Bridge over Canal	ALTERNATIVE 4
84	Bridge @ 18th Ave NE	Between 8th St NE and 16th StNE		New Bridge over Canal	ALTERNATIVE 4
85	Bridge @ 13th St NW	North Terminus at Vanderbilt Beach Rd Extension		New Bridge over Canal	ALTERNATIVE 4
86	Bridge @ 16th St SE	South Terminus		New Bridge over Canal	ALTERNATIVE 4
87	Bridge @ Location TBD - Assume 10th Ave S	East of Everglades Blvd		New Bridge over Canal	ALTERNATIVE 4
88	Bridge @Wilson Blvd S	South Terminus		New Bridge over Canal	ALTERNATIVE 4
89	Bridge @ 62nd Ave NE	West of 40th St NE		New Bridge over Canal	ALTERNATIVE 4
90	Pine Ridge Rd	Logan Blvd	Collier Blvd	Widen from 4-Lanes to 6-Lanes	ALTERNATIVE 4
91	SR 82	Gator Slough Lane	SR 29	WIDEN FROM 2-LANES TO 4-LANES IN E+C	CODE FOR E+C
92	SR 82	Hendry Co.Line	Gator Slough Lane	Widen from 2-Lanes to 4-Lanes	CODED
93	Immokalee Rd (CR 846)	43rd Ave NE/Shady Hollow Blvd E	North of 47th Avenue NE/Immokalee	Widen from 2-Lanes to 4-Lanes	ALTERNATIVE 4
94	Immokalee Road Rural Village Blvd (new)	Immokalee Rd (CR 846)	Immokalee Rd (CR 846)	New 4-Lane Road	ALTERNATIVE 4
95	Golden Gate Parkway (Intersection)	Goodlette Rd		Intersection Improvements	NOT CODED
96	Pine Ridge Road (Intersection)	Airport Pulling Rd		Intersection Improvements	NOT CODED
97	Immokalee Road (Intersection)	Logan Blvd		Intersection Improvements	NOT CODED
98	Vanderbilt Beach Road (Intersection)	Livingston Rd		Intersection Improvements	NOT CODED
99	Vanderbilt Beach Road (Intersection)	Logan Blvd		Intersection Improvements	NOT CODED
100	Collier Boulevard (Intersection)	Pine Ridge Rd		Intersection Improvements	NOT CODED
101	Pine Ridge Road (Intersection)	Goodlette Rd		Intersection Improvements	NOT CODED
102	US 41 (SR 90) (Tamiami Trail E) intersection	Vanderbilt Beach Rd		Intersection Improvements	NOT CODED
103	US 41 (SR 90) (Tamiami Trail E) intersection	Pine Ridge Rd		Intersection Improvements	NOT CODED
104	US 41 (SR 90) (Tamiami Trail E) intersection	Golden Gate Pkwy		Intersection Improvements	NOT CODED
105	Santa Barbara Blvd	Green Blvd		Intersection Improvements	NOT CODED

Attachment B-4

DRAFT COST FEASIBLE PLAN

MAP ID	FACILITY	FROM	TO	DESCRIPTION	ALTERNATIVE 4
106	Immokalee Rd	Northbrook Dr		Intersection Improvements	NOT CODED
107	Golden Gate Pkwy	Collier Blvd		Intersection Improvements	NOT CODED
108	Vanderbilt Beach Rd	Airport Pulling Rd		Intersection Improvements	NOT CODED
109	Immokalee Rd	Goodlette-Frank Rd		Intersection Improvements	NOT CODED
110	Immokalee Rd	Airport Pulling Rd		Intersection Improvements	NOT CODED
111	US 41	Immokalee Rd		Intersection Improvements	NOT CODED
112	Airport Pulling Rd	Orange Blossom Dr		Intersection Improvements	NOT CODED
113	Airport Pulling Rd	Golden Gate Pkwy		Intersection Improvements	NOT CODED
114	Airport Pulling Rd	Radio Rd		Intersection Improvements	NOT CODED

COLLIER MPO 2045 LRTP ALTERNATIVE 5

Submitted: 8/15/2020

MAP ID	FACILITY	FROM	TO	DESCRIPTION	ALTERNATIVE 5 (REMOVE=NOT INCLUDED IN CFP)
1	Benfield Rd Extension	The Lords Way	City Gate Blvd N	New 2-Lane Road (Expandable to 4-Lanes)	REMOVE
2	Benfield Rd	US 41 (SR 90) (Tamiami Trail E)	Rattlesnake-Hammock Extension	New 2-Lane Road (Expandable to 4-Lanes)	REMOVE
3	Big Cypress Parkway	North of I-75	Golden Gate Blvd	New 2-Lane Road (Expandable to 4-Lanes)	REMOVE
4	Big Cypress Parkway	Golden Gate Blvd	Vanderbilt Beach Road Extension	New 2-Lane Road (Expandable to 4-Lanes)	REMOVE
5	Big Cypress Parkway	Vanderbilt Beach Rd Extension	Oil Well Rd	New 2-Lane Road (Expandable to 4-Lanes)	REMOVE; CST UNFUNDED
6	Big Cypress Parkway	Oil Well Rd	Immokalee Rd	New 2-Lane Road (Expandable to 4-Lanes)	REMOVE
7	Camp Keais Rd	Pope John Paul Blvd	Oil Well Road	Widen from 2-Lane to 4 Lanes	REMOVE
8	Camp Keais Rd	Immokalee Rd	Pope John Paul Blvd	Widen from 2-Lane to 4-Lanes	REMOVE
9	Collier Blvd (CR 951)	Golden Gate Main Canal	Green Blvd	Widen from 4-Lanes to 6 Lanes	COMMITTED FY2023/24 [4464121]
10	CR 951 Extension	Collier Blvd (CR 951) (northern terminus)	Lee/Collier County Line	New 2-Lane Road	REMOVE
11	Everglades Blvd	Randall Blvd	South of Oil Well Road	Widen from 2-Lanes to 4-Lanes	ALTERNATIVE 5
12	Everglades Blvd	Vanderbilt Beach Rd Extension	Randall Blvd	Widen from 2-Lanes to 4-Lanes	ALTERNATIVE 5
13	Everglades Blvd	Golden Gate Blvd	Vanderbilt Beach Rd Extension	Widen from 2-Lanes to 4-Lanes	REMOVE
14	Everglades Blvd	I-75 (SR-93)	Golden Gate Blvd	Widen from 2-Lanes to 4-Lanes	REMOVE
15	Golden Gate Blvd	Everglades Blvd	Desoto Blvd	Widen from 2-Lanes to 4-Lanes	REMOVE
16	Golden Gate Blvd Extension	Desoto Blvd	Big Cypress Parkway	New 4-Lane Road	REMOVE
17	Goodlette-Frank Rd	Vanderbilt Beach Rd	Immokalee Rd	Widen from 2-Lanes to 4-Lanes	COMMITTED FY2023/24 [4463411]
18	Green Blvd	Santa Barbara/ Logan Blvd	Sunshine Blvd	Widen from 2-Lane to 4-Lane	REMOVE
19	Green Boulevard Extension (16th Ave SW)	23rd St SW	Wilson Blvd Extension (Corridor Study)	New 2-Lane (Future Study Area)	REMOVE
20	Green Boulevard Extension (16th Ave SW)	CR 951	23rd St SW (Corridor Study)	New 4-Lane (Future Study Area)	REMOVE
21	Green Boulevard Extension (16th Ave SW)	Wilson Blvd Ext	Everglades Blvd (Corridor Study)	New 2-Lane Road	REMOVE
22	I-75 (SR-93) Interchange	Everglades Blvd		New Full Interchange	ALTERNATIVE 5 MODEL RUN WITH AND WITHOUT
23	I-75 (SR-93) Interchange (modified)	Golden Gate Parkway		Interchange Improvements - In design [SPUI]	ALTERNATIVE 5
24	I-75 (SR-93) Interchange (modified)	Collier Blvd (CR 951)		Interchange Improvements - In design [SPUI]	COMMITTED FY 20-24 [4258432]
25	I-75 (SR-93) Interchange (modified)	Immokalee Rd		Intersection Traffic Signalization (DDI proposed)	ALTERNATIVE 5
26	I-75 (SR-93) Interchange (modified)	Pine Ridge Rd		Intersection Traffic Signalization (DDI proposed)	COMMITTED [4452962]
27	I-75 (SR-93) Interchange (new)	Vanderbilt Beach Rd		New Interchange - Partial (to / from the North)	REMOVE
28	I-75 (SR-93)	Collier Blvd (CR 951)	SR 29	Widen from 4-Lanes to 6-Lanes Freeway	REMOVE
29	I-75 (SR-93) Managed (Toll) Lanes	Collier Blvd (CR 951)	Collier/Lee County Line	New 4-Lane Express (Toll) Lanes (with slip-ramp locations connecting to general purpose lanes)	FDOT TO VERIFY
30	Immokalee Rd (CR 846)	Camp Keais Rd	Carver St	Widen from 2-Lanes to 4 Lanes	
31	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	Widen from 2-Lanes to 4 Lanes	ALTERNATIVE 5
32	Keane Ave	Inez Rd	Wilson Blvd Extension	New 2-Lane Road (Future Study Area)	REMOVE
33	Little League Rd Extension	SR-82	Westclox St	New 2-Lane Road	REMOVE; CST UNFUNDED
34	Logan Blvd	Green Blvd	Pine Ridge Rd	Widen from 4-Lanes to 6-Lanes	REMOVE
35	Logan Blvd	Vanderbilt Beach Rd	Immokalee Rd	Widen from 2-Lanes to 4-Lanes	REMOVE

Attachment B-5

DRAFT COST FEASIBLE PLAN

MAP ID	FACILITY	FROM	TO	DESCRIPTION	ALTERNATIVE 5 (REMOVE=NOT INCLUDED IN CFP)
36	Logan Blvd	Pine Ridge Rd	Vanderbilt Beach Rd	Widen from 2-Lanes to 4-Lanes	ALTERNATIVE 5
37	Oil Well Road / CR 858	Everglades Blvd	Oil Well Grade Rd	Widen from 2-Lanes to 6-Lanes	ALTERNATIVE 5
38	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Rd	Widen from 2-Lanes to 6-Lanes	REMOVE
39	Old US 41	US 41 (SR 45)	Lee/Collier County Line	Widen from 2-Lanes to 4-Lanes	ALTERNATIVE 5
40	Orange Blossom Dr	Airport Pulling Rd	Livingston Rd	Widen from 2-Lanes to 4-Lanes	REMOVE
41A	Randall Blvd Intersection (Ultimate)	Immokalee Rd		Ultimate Intersection Improvement: Overpass	ALTERNATIVE 5
41B	Randall Blvd	Immokalee Rd	8th St NE	Widen from 4-Lanes to 6-Lanes	COMMITTED FY2025
42	Randall Blvd	8th St NE	Everglades Blvd	Widen from 2-Lanes to 6-Lanes	ALTERNATIVE 5
43	Randall Blvd	Everglades Blvd	Desoto Blvd	Widen from 2-Lanes to 4-Lanes	REMOVE
44	Randall Blvd	Desoto Blvd	Big Cypress Parkway	New 4-Lane Road	REMOVE
45	Santa Barbara Blvd	Painted Leaf Ln	Green Blvd	Widen from 4-Lanes to 6-Lanes	REMOVE
46	SR 29	SR 82	Collier/Hendry Line	Widen from 2-Lane to 4 Lanes	CODED PER SIS CFP
48	SR 29	I-75 (SR 93)	Oil Well Rd	Widen from 2-Lane to 4 Lanes	CODED PER SIS CFP; PLEASE NOTE AS FDOT PROJECT NOT MPO ON PLOT
50	SR 29	New Market Road North	North of SR-82	Widen from 2-Lane to 4-Lane	CODED PER SIS CFP
51	SR 29/New Market Rd W - New Road	Immokalee Rd (CR 846)	New Market Rd N	New 4-Lane Road	CODED PER SIS CFP
52	SR 29	Agriculture Way	CR 846 E	Widen from 2-Lanes to 4-Lanes	CODED PER SIS CFP
53	SR 29 (SEGMENT D)	Sunniland Nursery Rd	Agriculture Way	Widen from 2-Lanes to 4-Lanes	CODED PER SIS CFP
54	SR 29 (SEGMENT E)	Oil Well Rd	Sunniland Nursery Rd	Widen from 2-Lanes to 4-Lanes	CODED PER SIS CFP
55	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	Widen from 4-Lanes to 6 Lanes	ALTERNATIVE 5
56	Collier Blvd (SR 951)	South of Manatee Rd	North of Tower Rd	Widen from 4-Lanes to 6 Lanes	COMMITTED FY 2023/2024 [435111]
57	US 41 (SR 90) (Tamiami Trail E) intersection	Goodlette Rd		At-Grade Intersection Improvements	ALTERNATIVE 5
58	US 41 (SR 90) (Tamiami Trail E)	Greenway Rd	6 L Farm Rd	Widen from 2-Lane to 4 Lanes	ALTERNATIVE 5
59	US 41 (SR 90) (Tamiami Trail E) intersection	Collier Blvd (SR 951)		Intersection Improvement	ALTERNATIVE 5
60	US 41 (SR 90) (Tamiami Trail E)	Immokalee Rd	Old US 41	Corridor Study required	ALTERNATIVE 5
62A	Vanderbilt Beach Rd Extension	16th St	Everglades Blvd	New 2-Lane Road (Expandable to 4-Lanes)	COMMITTED
62B	Vanderbilt Beach Rd Extension	Everglades Blvd	Big Cypress Parkway	New 2-Lane Road (Expandable to 4-Lanes)	REMOVE
63	Westclox Street Extension	Little League Rd	West of Carson Road	New 2-Lane Road	ALTERNATIVE 5
64	Wilson Blvd	Golden Gate Blvd	Immokalee Rd	Widen from 2-Lanes to 4-Lanes	COMMITTED
65	Wilson Blvd	Keane Ave	Golden Gate Blvd	New 2-Lane Road (Expandable to 4-Lanes)	ALTERNATIVE 5
66	Immokalee Rd Intersection	Livingston Rd		Intersection Improvement	ALTERNATIVE 5
67	Veterans Memorial Blvd Extension	Strand Blvd	I-75	New 4-Lane Road	REMOVE
68	Big Cypress Parkway Intersection (new)	Oil Well Grade Rd		New At-Grade Intersection	REMOVE
69	Everglades Blvd	Oil Well Rd / CR 858	Immokalee Rd	Remove Row	REMOVE
70	Green Blvd Extension	Everglades Blvd	Big Cypress Parkway	New 2-Lane Road	REMOVE
71	Golden Gate Blvd	16th	Everglades Blvd	4 lanes (under construction)	CST UNDERWAY
72	Golden Gate Parkway Intersection	Airport Pulling Rd		Existing Overpass (GGP over Airport BI)	EXISTING
73	Immokalee Rd (CR 846) Intersection	Collier Blvd (CR 951)		Proposed Overpass (Immokalee over Collier Blvd) [SPUI]	REMOVE
74	Immokalee Rd (CR 846) Intersection	Wilson Blvd		Proposed Overpass (Immokalee over Wilson Blvd) [SPUI]	ALTERNATIVE 5
75	I-75 (SR-93) Interchange (new)	Veterans Memorial Blvd		New Partial Interchange	REMOVE
76	Vanderbilt Dr	Immokalee Rd	Woods Edge Parkway	Widen from 2-Lanes to 4-Lanes	REMOVE

Attachment B-5

DRAFT COST FEASIBLE PLAN

MAP ID	FACILITY	FROM	TO	DESCRIPTION	ALTERNATIVE 5 (REMOVE=NOT INCLUDED IN CFP)
77	Pine Ridge Rd Intersection	Livingston Rd		Intersection Improvement	COMMITTED
78	Golden Gate Parkway Intersection	Livingston Rd		Intersection Improvement	COMMITTED
79	Vanderbilt Beach Rd	Gulf Pavilion Dr	US 41 (SR 90) (Tamiami Trail E)	Constrained to 4 lanes	COMMITTED
80	Vanderbilt Beach Rd	Goodlette-Frank Road	Airport Pulling Rd	Widen from 4-Lanes to 6-Lanes	COMMITTED
81	Bridge @ 47th Ave NE	West of Everglades Boulevard		New Bridge over Canal	ALTERNATIVE 5
82	Bridge @ Wilson Blvd	South of 33rd Avenue NE		New Bridge over Canal	ALTERNATIVE 5
83	Bridge @ 18th Ave NE	Between Wilson Blvd N and 8th St NE		New Bridge over Canal	ALTERNATIVE 5
84	Bridge @ 18th Ave NE	Between 8th St NE and 16th StNE		New Bridge over Canal	ALTERNATIVE 5
85	Bridge @ 13th St NW	North Terminus at Vanderbilt Beach Rd Extension		New Bridge over Canal	ALTERNATIVE 5
86	Bridge @ 16th St SE	South Terminus		New Bridge over Canal	ALTERNATIVE 5
87	Bridge @ Location TBD - Assume 10th Ave S	East of Everglades Blvd		New Bridge over Canal	ALTERNATIVE 5
88	Bridge @Wilson Blvd S	South Terminus		New Bridge over Canal	ALTERNATIVE 5
89	Bridge @ 62nd Ave NE	West of 40th St NE		New Bridge over Canal	ALTERNATIVE 5
90	Pine Ridge Rd	Logan Blvd	Collier Blvd	Widen from 4-Lanes to 6-Lanes	ALTERNATIVE 5
91	SR 82	Gator Slough Lane	SR 29	WIDEN FROM 2-LANES TO 4-LANES IN E+C	COMMITTED FY 2020 [430849]
92	SR 82	Hendry Co.Line	Gator Slough Lane	Widen from 2-Lanes to 4-Lanes	COMMITTED FY23/24 [4308481]
93	Immokalee Rd (CR 846)	43rd Ave NE/Shady Hollow Blvd E	North of 47th Avenue NE/Immokalee	Widen from 2-Lanes to 4-Lanes	ALTERNATIVE 5
94	Immokalee Road Rural Village Blvd (new)	Immokalee Rd (CR 846)	Immokalee Rd (CR 846)	New 4-Lane Road	ALTERNATIVE 5
95	Golden Gate Parkway (Intersection)	Goodlette Rd		Intersection Improvements	ALTERNATIVE 5
96	Pine Ridge Road (Intersection)	Airport Pulling Rd		Intersection Improvements	REMOVE
97	Immokalee Road (Intersection)	Logan Blvd		Intersection Improvements	ALTERNATIVE 5
98	Vanderbilt Beach Road (Intersection)	Livingston Rd		Intersection Improvements	ALTERNATIVE 5
99	Vanderbilt Beach Road (Intersection)	Logan Blvd		Intersection Improvements	ALTERNATIVE 5
100	Collier Boulevard (Intersection)	Pine Ridge Rd		Intersection Improvements	ALTERNATIVE 5
101	Pine Ridge Road (Intersection)	Goodlette Rd		Intersection Improvements	ALTERNATIVE 5
102	US 41 (SR 90) (Tamiami Trail E) intersection	Vanderbilt Beach Rd		Intersection Improvements	ALTERNATIVE 5
103	US 41 (SR 90) (Tamiami Trail E) intersection	Pine Ridge Rd		Intersection Improvements	ALTERNATIVE 5
104	US 41 (SR 90) (Tamiami Trail E) intersection	Golden Gate Pkwy		Intersection Improvements	ALTERNATIVE 5
105	Santa Barbara Blvd	Green Blvd		Intersection Improvements	COMMITTED
106	Immokalee Rd	Northbrook Dr		Intersection Improvements	REMOVED; UNFUNDED NEEDS
107	Golden Gate Pkwy	Collier Blvd		Intersection Improvements	REMOVED; UNFUNDED NEEDS
108	Vanderbilt Beach Rd	Airport Pulling Rd		Intersection Improvements	ALTERNATIVE 5
109	Immokalee Rd	Goodlette-Frank Rd		Intersection Improvements	ALTERNATIVE 5
110	Immokalee Rd	Airport Pulling Rd		Intersection Improvements	ALTERNATIVE 5
111	US 41	Immokalee Rd		Intersection Improvements	ALTERNATIVE 5
112	Airport Pulling Rd	Orange Blossom Dr		Intersection Improvements	ALTERNATIVE 5
113	Airport Pulling Rd	Golden Gate Pkwy		Intersection Improvements	REMOVED; UNFUNDED NEEDS
114	Airport Pulling Rd	Radio Rd		Intersection Improvements	ALTERNATIVE 5

Attachment B-6

Collier MPO 2045 LRTP Cost Feasible Plan Projects FDOT Other Roads Projects and Local Roadway Projects Draft 9/21/2020

ALTERNATIVE 6

Map ID	FACILITY	LIMITS FROM	LIMITS TO	DESCRIPTION	ALTERNATIVE 6
PLAN PERIOD 2 CONSTRUCTION FUNDED PROJECTS					
12	Everglades Boulevard	Vanderbilt Bch Rd Ext	Randall Blvd	Widen from 2-Lanes to 4-Lanes	INCLUDE
37	Oil Well Road / CR 858[60144]	Everglades Blvd	Oil Well Grade Rd	Widen from 2-Lanes to 6-Lanes	INCLUDE
66	Immokalee Rd intersection	Livingston Rd		Major Intersection Improvement	INCLUDE
78	Golden Gate Parkway (Intersection)	Livingston Rd		Major Intersection Improvement	INCLUDE - ADDED TO CFP
23	I-75 (SR-93) Interchange (new)	Golden Gate Pkwy		Interchange Improvement	INCLUDE
25	I-75	Immokalee Rd		Interchange Improvement (DDI proposed)	INCLUDE
58	US 41 (SR 90) (Tamiami Trail E)	Greenway Rd	6 L Farm Rd	Widen from 2-Lane to 4 Lanes	INCLUDE
111	US 41	Immokalee Rd		Intersection Innovation/Improvements	INCLUDE
PLAN PERIOD 3 CONSTRUCTION FUNDED PROJECTS					
36	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	Widen from 2-Lanes to 4-Lanes	INCLUDE
42	Randall Boulevard	8th St NE	Everglades Blvd	Widen from 2-Lanes to 6-Lanes	INCLUDE
90	Pine Ridge Rd	Logan Blvd	Collier Blvd	Widen from 4-Lanes to 6-Lanes	INCLUDE
39	Old US 41	US 41 (SR 45)	Lee/Collier County Line	Widen from 2-Lanes to 4-Lanes	INCLUDE
57	US 41 (SR 90) (Tamiami Trail E) intersection	Goodlette-Frank Rd		Major Intersection Improvement	INCLUDE
59	US 41	Collier Blvd		Major Intersection Improvement	INCLUDE
60	US 41 (SR 90) (Tamiami Trail E)	Immokalee Rd	Old US 41	Further Study Required	INCLUDE
PLAN PERIOD 4 CONSTRUCTION FUNDED PROJECTS					
11	Everglades Boulevard	Randall Blvd	South of Oil Well Road	Widen from 2-Lanes to 4-Lanes	INCLUDE
31	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	Widen from 2-Lanes to 4 Lanes	INCLUDE
63	Westclox Street Extension	Little League Road	West of Carson Road	New 2-Lane Road	INCLUDE
65	Wilson Blvd	Keane Ave	Golden Gate Boulevard	New 2-Lane Road (Expandable to 4-Lanes)	INCLUDE
97	Immokalee Road (Intersection)	Logan Blvd		Major Intersection Improvement	INCLUDE
99	Vanderbilt Beach Road (Intersection)	Logan Blvd		Minor Intersection Improvement	INCLUDE
101	Pine Ridge Rd	Goodlette-Frank Rd		Minor Intersection Improvement	INCLUDE
C1	Connector Roadway from I-75 Interchange (New)	Golden Gate Blvd	Vanderbilt Beach Rd	4-Lane Connector Roadway from New Interchange (Specific Location TBD During Interchange PD&E Study)	NCLUDE EVERGLADES BLVD AS 4-LANES
C2	Connector Roadway from I-75 Interchange (New)	I-75 (SR-93)	Golden Gate Blvd	4-Lane Connector Roadway from New Interchange (Specific Location TBD During Interchange PD&E Study)	INCLUDE EVERGLADES BLVD AS 4-LANES
22	I-75 (SR-93) Interchange (new)	Vicinity of Everglades Blvd		New Interchange	INCLUDE (OA FUNDED)
PARTIALLY FUNDED PROJECTS					
1	Benfield Rd (New) [60129]	The Lords Way	City Gate Blvd N	New 2-Lane Road (Expandable to 4-Lanes)	REMOVE
5	Big Cypress Parkway	Vanderbilt Beach Road Ext.	Oil Well Road	New 2-Lane Road (Expandable to 4-Lanes)	REMOVE
33	Little League Rd. Ext.	SR-82	Westclox St.	New 2-Lane Road	REMOVE
62B	Vanderbilt Beach Road Ext	Everglades Blvd	Big Cypress Parkway	New 2-Lane Road (Expandable to 4 Lanes)	REMOVE
93	Immokalee Rd	43rd Ave/Shady Hollow Blvd E	North of 47th Ave NE	Widen from 2-Lanes to 4-Lanes	REMOVE
94	Rural Village Blvd	Immokalee Rd	Immokalee Rd	New 4-Lane Road	REMOVE
98	Vanderbilt Beach Road (Intersection)	Livingston Rd		Minor Intersection Improvement	REMOVE
41A	Randall Blvd Intersection (flyover) [60147]	Immokalee Rd		Ultimate Intersection Improvement: Overpass	REMOVE
55	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	Widen from 4-Lanes to 6-Lanes	REMOVE
74	Immokalee Rd (CR 846) intersection	Wilson Blvd		Major Intersection Improvement	REMOVE
102	US 41 (SR 90) (Tamiami Trail E) intersection	Vanderbilt Beach Rd		Major Intersection Improvement	REMOVE
103	US 41 (SR 90) (Tamiami Trail E) intersection	Pine Ridge Rd		Major Intersection Improvement	REMOVE
104	US 41 (SR 90) (Tamiami Trail E) intersection [44645]	Golden Gate Pkwy		Major Intersection Improvement	REMOVE

Attachment C

Needs Plan and Cost Feasible Plan Maps



Figure C-1. Needs Plan Map

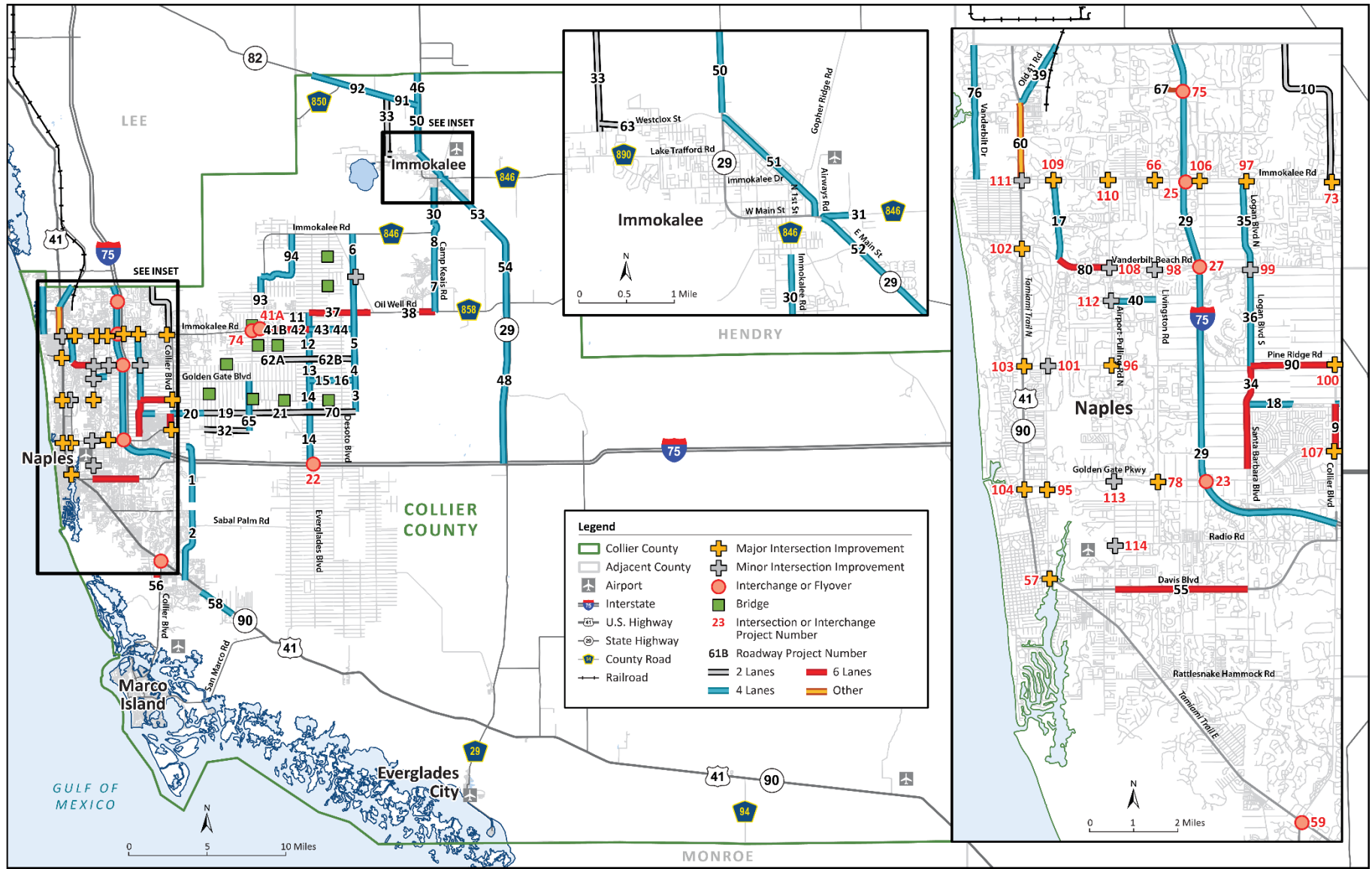
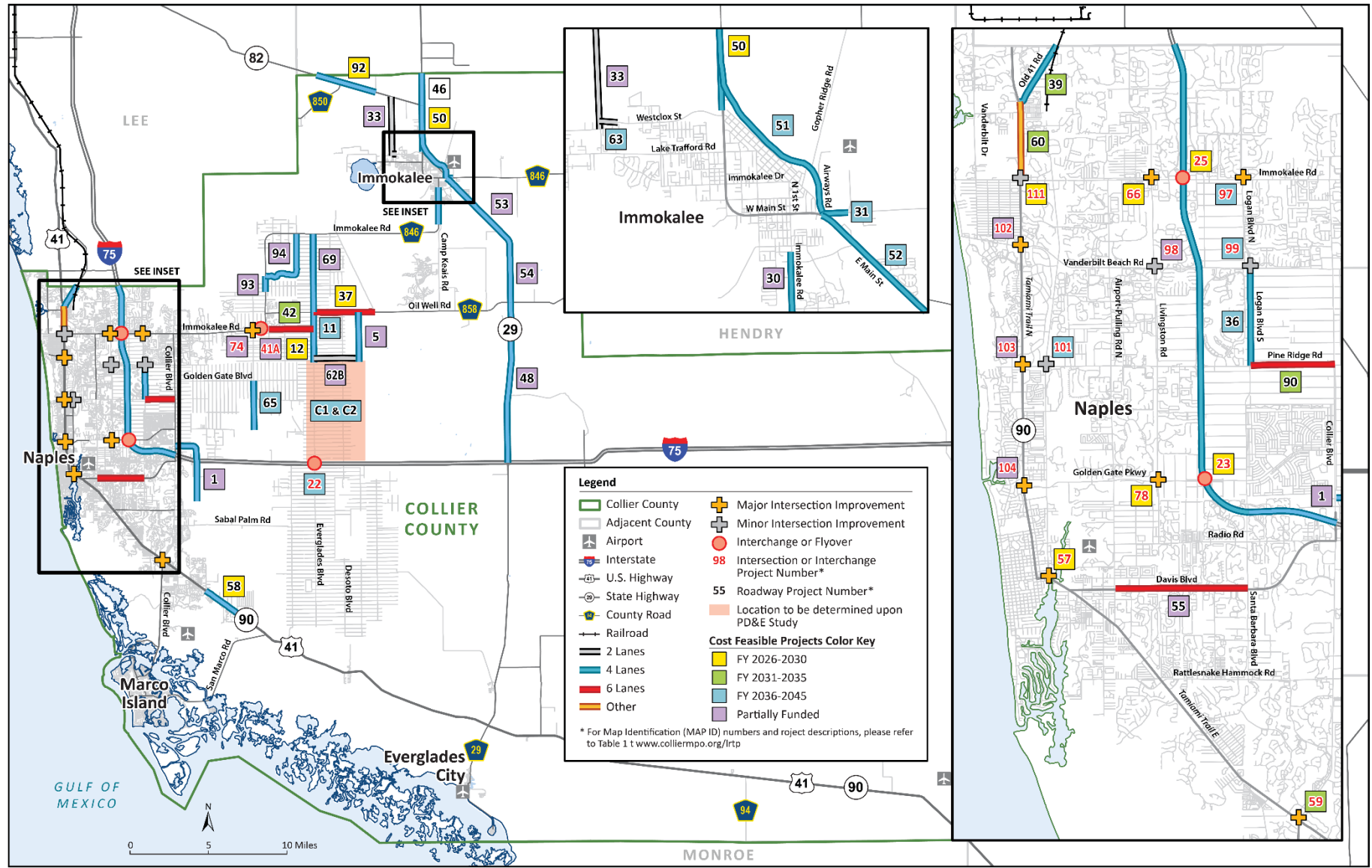


Figure C-2. Cost Feasible Plan Map



Public Involvement Summary



2045

LONG RANGE TRANSPORTATION PLAN



Collier MPO

Public Involvement Summary Report - DRAFT

November 2020



Jacobs



Contents

Introduction	1
Title VI.....	1
Collier MPO Planning Process	1
Updating the LRTP	2
Public Involvement Principles and Goals.....	3
Public Involvement Program.....	4
Outreach Partners.....	4
Outreach Techniques	5
Summary of Outreach Activities	7
Collier MPO Website	7
Public Kick-Off.....	8
Newsletters	9
WikiMapping Tool.....	9
Public Meetings	9
Summary of Outreach Results.....	11
Public Kick-off Survey.....	11
Needs Plan WikiMap Survey Results.....	15
Interactive WikiMap Results.....	15
Virtual Public Meeting No. 1 (Needs Plan) Results	16
Virtual Public Meeting No. 2 (Cost Feasible Plan) Results.....	16
Summary of Agency and Public Comments.....	16
Changes Made as a Result of Public Input	17
Outreach Effectiveness	17
 Appendixes	
A Public Kick-Off Activities and Results Summary	
B 2045 LRTP Update Newsletters	
C Virtual Public Meeting No. 1 (Needs Plan) Summary Report	
D Virtual Public Meeting No. 2 (Cost Feasible Plan) Summary Report	
E 2045 LRTP Update Public Comment and Responses Summary	

Tables

Table 1. Public Participation Events..... 6

Figures

Figure 1. Collier MPO Jurisdiction 1

Figure 2. 2045 LRTP Participation and Process 2

Figure 3. Phases of 2045 LRTP Development..... 3

Figure 4. MPO's Website for the 2045 LRTP Update 8

Figure 5. Age of Respondents..... 11

Figure 6. Home and Work Location of Respondents (by Zip Code)..... 11

Figure 7. Actual Travel Behavior vs. Preferred Travel Mode 12

Figure 8. Reason for Preferred Travel Mode..... 12

Figure 9. Collier County's Biggest Transportation Problem 13

Figure 10. Ideal Transportation System Elements..... 13

Figure 11. Pedestrian Safety Issues 14

Figure 12. Average Daily Miles Traveled..... 14

Figure 13. Faster Travel vs. Shorter Distance 14

Figure 14. Select Results from the WikiMap Survey..... 15

Figure 15. Summary of Agency and Public Comments 16



Public Involvement Summary Report

Introduction

The Collier Metropolitan Planning Organization (MPO) 2045 Long Range Transportation Plan (LRTP) envisions the development of an integrated, multimodal transportation system to facilitate the safe and efficient movement of people and goods while addressing environmental sustainability and future transportation demand. Collier MPO aims to ensure that all citizens regardless of race, color, religion, national origin, sex, age, disability, or family status have an equal opportunity to participate in the MPO's decision-making process. As part of the Collier MPO 2045 LRTP update process, the MPO strove to ensure equitable, inclusive participation by involving the potentially affected public in MPO outreach and public involvement programs. MPO activities to inform the 2045 LRTP were designed to develop partnerships and enhance the participation in the transportation planning process, with groups and individuals of "traditionally underserved" communities. These include communities of color, low-income residents, the elderly, and persons with disabilities.

Public outreach methods during the 2045 LRTP update included public meetings, newsletters, social media, surveys, public service announcements, and a project website. Collier MPO developed a Public Involvement Plan (PIP) that provided constructive, collaborative, and inclusive outreach activities throughout the 2045 LRTP process. As a result of the COVID-19 pandemic—which began approximately halfway through the 2045 LRTP update process—some LRTP meetings were moved to a virtual platform, and MPO staff proactively made accommodations to ensure the public could continue to participate in the process.

Title VI

Collier MPO does not discriminate against anyone on the basis of race, color, religion, sex, age, national origin, disability, or family status. Recognizing the importance of addressing environmental justice in all phases of the transportation planning process, the MPO took steps to ensure that all public engagement activities for the 2045 LRTP update were accessible by all community members. This included publishing materials in multiple languages (English, Spanish, and Creole), partnering with community organizations to reach specific communities (for example, Ciclovía Immokalee), and hosting meetings in an online format to provide safer engagement during the COVID-19 pandemic and provide access to a broader swath of the community.

Collier MPO Planning Process

Established in 1982, the Collier MPO is a federally mandated transportation policymaking body comprised of a board of nine voting members and one non-voting adviser from the Florida Department of Transportation (FDOT). The MPO's jurisdiction includes Collier County and the cities of Naples, Marco Island, and Everglades City (refer to [Figure 1](#)). The MPO uses federal, state, and local funds to carry out long-range planning processes that provide a balanced, integrated, and multimodal program that efficiently moves traffic throughout Collier County.

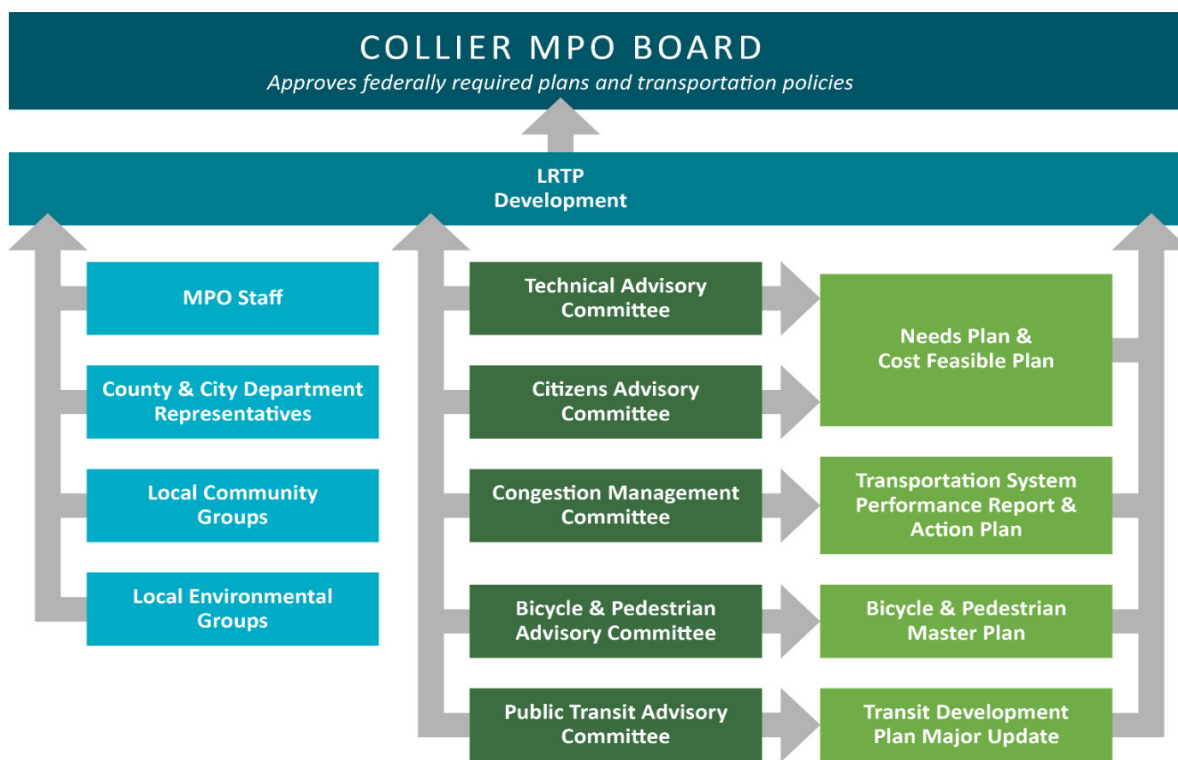
Figure 1. Collier MPO Jurisdiction



In addition to the LRTP, federal funding and state requirements include the development of a 5-year Transportation Improvement Program (TIP), a Unified Planning Work Program (UPWP), and a Public Participation Plan (PPP). The TIP is a fiscally constrained, multimodal program of transportation projects. The UPWP is a 2-year plan that identifies funding sources for each MPO planning activity. The PPP provides a framework for engaging with the public during the development of MPO planning activities. The 2045 LRTP PIP was developed in accordance with the PPP.

The MPO board is assisted by dedicated MPO professional staff who provide technical expertise and manage several advisory committees, including the Technical Advisory Committee (TAC), the Citizens Advisory Committee (CAC), the Bicycle and Pedestrian Advisory Committee (BPAC), the Local Coordinating Board for the Transportation Disadvantaged (LCB), and the Congestion Management Committee (CMC) (refer to [Figure 2](#)).

Figure 2. 2045 LRTP Participation and Process



Updating the LRTP

MPOs are required to develop and update their LRTPs on a 5-year cycle to receive federal funds. These updates maintain a minimum time horizon of 20 years and 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. The previous 2040 LRTP update was adopted in December 2015. The Collier MPO 2045 LRTP update began in March 2019, and it will help citizens, businesses, and elected officials collaborate on developing a sustainable transportation system that addresses projected growth through 2045. The LRTP must be multimodal and should include, at a minimum, highway and transit infrastructure improvements.

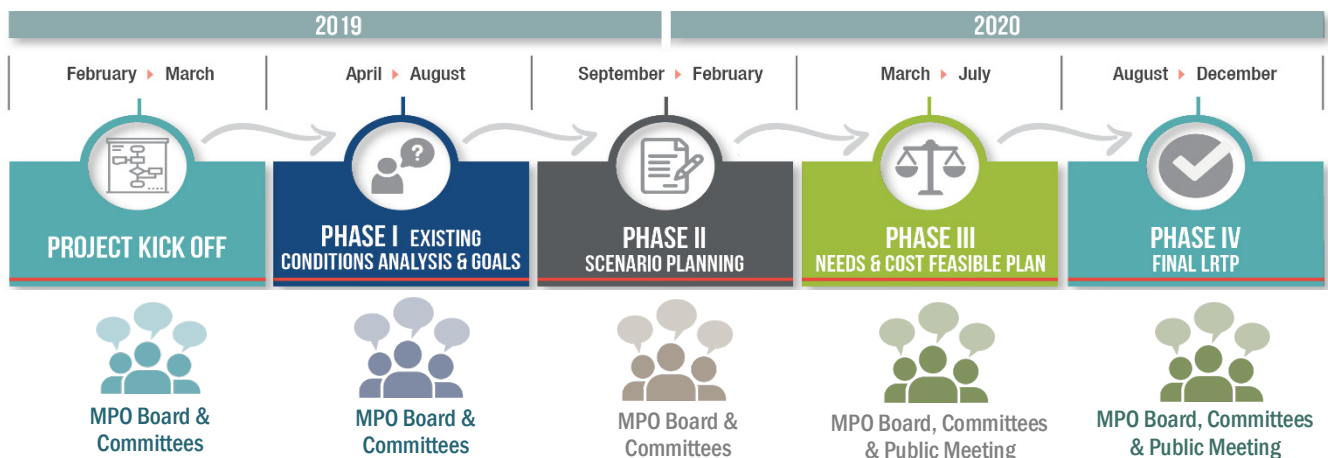
During the development of the 2045 LRTP, the Collier MPO collaborated with its standing committees—particularly the TAC and CAC—who reviewed and commented on every aspect of the plan. The TAC and CAC held a series of monthly meetings through the summer of 2020 to assist the MPO on the Needs and Cost Feasible Plans. The CMC, BPAC, and LCB also helped guide the development of the LRTP by providing their expertise to shape their respective committee’s corresponding elements of the larger LRTP.

The full LRTP update process includes the following steps:

- Land Use and Socioeconomic Data Development
- Data Review and Analysis
- Needs Plan Development
- Transportation Alternatives
- Alternatives Testing
- Financial Resource Analysis
- Cost Feasible Plan
- Draft 2045 LRTP
- Adoption

As shown on **Figure 3**, these steps were organized into five discrete phases from 2019 through 2020, and the MPO sought input and advice from the public throughout the update process.

Figure 3. Phases of 2045 LRTP Development



Public Involvement Principles and Goals

Updated earlier in 2020, the Collier MPO PPP provides a framework for the public involvement process regarding the MPO planning-related activities, including the LRTP. The PPP's primary goal is *to actively engage a broad cross-section of the public in transportation planning and serve as a source of information on MPO transportation planning activities*. It describes the MPO's strategies and techniques to inform and engage the public in transportation planning issues to maximize public involvement and effectiveness.

Drawing from this document, the MPO developed an LRTP-specific PIP to guide its outreach and engagement efforts throughout the LRTP update process. The PIP builds on the content and assumptions within the approved PPP but provides additional information, such as specific stakeholders to be engaged during the LRTP development, a summary of proposed engagement activities throughout the LRTP development, and an engagement milestone schedule.

Guiding principles for public involvement for the 2045 LRTP update include:

- Early and continuous public involvement opportunities throughout the planning and programming process

- Timely information to citizens, affected public agencies, representatives of transportation agencies, private sector transportation entities, and other interested parties including segments of the community affected by transportation plans, programs, and projects
- Adequate public notice of public involvement activities and ample time for public review and comment at key decision points
- Consideration of the needs of the traditionally underserved, including low-income and minority citizens
- Periodic review of public involvement efforts by the MPO to ensure full and open access to all
- Review of public involvement procedures by the Federal Highway Administration and Federal Transit Administration, when necessary
- Coordination of MPO public involvement processes with statewide efforts whenever possible
- Reasonable public access to information
- Consideration and reasonable response to public comments received

Public Involvement Program

The Collier MPO used a variety of methods and activities to engage and collaborate with community residents throughout the 2045 LRTP update process.

Outreach Partners

To assist with public involvement, the MPO relied on several partnerships as follows.

Government Agencies

The MPO coordinated with government agencies to conduct outreach at health care centers, food banks and food stamp offices, schools, and offices on aging, among other locations.

Local Organizations

The MPO built relationships and identified strategies with faith-based institutions, cultural centers, and other community-based organizations.

MPO Adviser Network and Committees

The MPO engaged with and sought advice from its standing committees throughout the LRTP update process. These advisory committee include:

- Technical Advisory Committee
- Citizens Advisory Committee
- Bicycle and Pedestrian Advisory Committee
- Congestion Management Committee
- Local Coordinating Board
- Adviser Network

Intergovernmental Coordination

The MPO consulted with Tribal governments on the LRTP update process, specifically the Miccosukee Tribe and the Seminole Tribe. Moreover, the Collier MPO coordinated with the Lee County MPO to address areas for improvement within the network of regionally significant transportation corridors, facilities, and services.

Outreach Techniques

Visualization Techniques

Collier MPO used a variety of visualization tools to convey complicated transportation scenarios to stakeholders. These included maps generated from geographic information system databases, imagery from computer-aided design software, and pictures and graphics. These techniques communicated complex concepts and promoted understanding of transportation plans and programs.

Social Media

The MPO used the established social media presence of MPO partners and the Adviser Network to organically connect with stakeholders and grow participation during the 2045 LRTP update. The MPO currently posts information on Collier County's Facebook page.

Electronic Newsletters

Electronic newsletters were prepared and distributed during the LRTP update. The MPO posted the newsletters on the LRTP webpage of the MPO website and also distributed them through electronic notifications, social media, public engagement tools, and at information booths.

Electronic Notifications

The MPO maintains a database of contacts, including businesses, residential associations, agencies, Native American Tribes, the Adviser Network, and members of the public. This database includes committee membership and email addresses, and includes individuals who have an established interest in transportation issues in Collier County. The MPO used this existing database to send surveys, electronic and paper newsletters, and upcoming meeting information.

WikiMapping

To help identify community needs, the MPO developed an interactive map that allowed residents to indicate priorities and locations of concern. Through the online WikiMapping Tool, residents could view project descriptions, rate individual projects, add comments, and select up to five priority projects.

Surveys

The MPO implemented one survey during the LRTP update to gather information on the public's transportation needs and help prioritize projects. The surveys were posted on the LRTP webpage of the MPO website and also distributed through electronic notifications, social media, public engagement tools, and at information booths.

Information Booths

To further engage the public on LRTP updates, the MPO hosted an information booth at the Ciclovía Immokalee event. During this event, staff distributed surveys, newsletters, maps, and comment forms.

Public Meetings

General Public Meetings

The MPO held two general meetings during the LRTP update. Because of the ongoing COVID pandemic, these meetings were facilitated in an online format. Handouts were provided before each meeting via the MPO's website, and participants submitted comments and concerns during the meeting using the chat feature.

MPO Board Meetings

The MPO held ten board meetings during the LRTP update. The final meeting allowed individuals who were unable to attend LRTP meetings in person to participate remotely through live broadcasts.

MPO Committee Meetings

The MPO facilitated 19 MPO committee meetings during the LRTP update. Committee members were able to express their preferences or concerns on specific issues or projects.



Additional Stakeholder Meetings

The MPO also held three meetings with community-based agencies and tribes to allow for additional input throughout the LRTP development process. These meetings included members from the Immokalee Community Redevelopment Agency (CRA), the Seminole Tribe, and the Miccosukee Tribe.

Table 1. Provides a summary of public participation events held to aid in the development of the 2045 LRTP.

Table 1. Public Participation Events

Event Details	Group	Date
2045 LRTP Kick-off - Overview of LRTP Tasks	MPO Board	5/10/2019
	TAC/CAC	5/20/2019
Presentation of Draft Evaluation Framework White Paper and Draft PIP	TAC/CAC	8/26/2019
	MPO Board	9/13/2019
Presentation of PIP, and Goals, Objectives, and Decision-Making Framework for endorsement	TAC/CAC	9/30/2019
Presentation of Updates to the Evaluation Framework White Paper and PIP based on MPO input; endorsed by MPO Board	MPO Board	10/11/2019
Presentation of E+C Network and basic Socioeconomic Data (SE); Board approved submittal of the E+C Network to FDOT	TAC/CAC	10/28/2019
	MPO Board	11/8/2019
Attended the Ciclovía Immokalee event at the Immokalee Community Park to present the E+C Network and to distribute the LRTP Kick-off Survey and newsletter	Members of the Public	11/2/2019
Presentation of the 2045 Socioeconomic Forecast Zonal Data (by TAZ); TAC/CAC endorsed the zonal data; MPO Board approved submittal of the zonal data to FDOT	TAC/CAC	11/25/2019
	MPO Board	12/13/2019
Presented a slideshow explaining the 2015 and 2045 SE Data.	TAC/CAC	1/27/2020
Presentation of 2045 LRTP update	TAC/CAC	2/24/2020
Presentation of 2045 LRTP update	MPO Board	3/13/2020
Presentation of Alternative 1 Network Scenario modeling results and Proposed Alternative 2 Network Scenario; TAC/CAC provided input	TAC/CAC	5/18/2020
Presentation of Alternative 2 Network Scenario modeling results and Proposed Alternative 3 Cost Feasible Network; TAC/CAC and MPO Board provided input	TAC/CAC	6/10/2020
	MPO Board	6/12/2020
Presentation of Alternative 3 Cost Feasible Network modeling results, evaluation criteria scoring, and project rankings; TAC/CAC provided input	TAC/CAC	7/8/2020
Virtual Public Meeting Number 1; presentation of the Draft Project Needs List and overview of the LRTP process; panel of Collier MPO Staff, Collier County Staff, and FDOT Staff present for the question-and-answer session	Members of the Public	7/29/2020
Presentation of Alternative 4 Cost Feasible Network modeling results, proposed Alternative 5 Cost Feasible Network, project costs, revenue forecasts, and the 7/29/2020 virtual public meeting results; TAC/CAC provided input	TAC/CAC	8/7/2020
Presentation of the Needs Plan Projects	Immokalee CRA	8/19/2020

Table 1. Public Participation Events

Event Details	Group	Date
Presentation of Draft Cost Feasible Plan Roadway Network, Draft Chapter 4 System-wide Needs Plan, and Draft Financial Resources Technical Memorandum	TAC/CAC	8/31/2020
Presentation of Cost Feasible Plan Roadway Network and Draft Chapter 4 Needs Plan	BPAC	9/5/2020
Presentation of Final Project Needs List, Draft Cost Feasible Plan, revenue forecast, project costs, project rankings, and results of public input; MPO Board provided input	MPO Board	9/11/2020
Overview Draft Needs and Cost Feasible Plan Roadway Network/TDSP	LCB	9/16/2020
Presentation of the Needs Plan Projects	Collier MPO LCB	9/16/2020
Presentation of Draft Cost Feasible List of Projects; presentation of Draft Chapters 4 and 5 for endorsement; presentation of Chapter 6 for comments.	TAC/CAC	9/28/2020
Presented Draft List of Cost Feasible Projects for the 2045 LRTP for concurrence to move forward for Public Outreach. Draft list of Cost Feasible Projects was approved.	MPO Board	10/9/2020
Virtual Public Meeting Number 2; presentation of the Draft Cost Feasible Plan; panel of Collier MPO Staff, Collier County Staff, and FDOT Staff present for the question-and-answer session	Members of the Public	10/14/2020
Presentation of Draft Chapter 6 Cost Feasible Plan	BPAC	10/20/2020
Presentation of the results of public input, Draft Cost Feasible Plan, and Draft LRTP	TAC/CAC	10/26/2020
Presentation of Draft LRTP with focus on Cost Feasible Plan	Seminole Tribe (Staff)	11/4/2020
Presentation of Draft LRTP with focus on Cost Feasible Plan (postponed because of tropical storm)	Miccosukee Tribe (Council & Staff)	Schedule Pending
Presentation of the results of public input, Draft Cost Feasible Plan, and Draft LRTP	MPO Board	11/13/2020
Presentation of Draft LRTP	BPAC	11/17/2020
Presentation of Draft LRTP	CMC	11/18/2020
Presentation of Final LRTP for endorsement	TAC/CAC	11/30/2020
Presentation of the Final Cost Feasible Plan and Final LRTP; MPO Board approved Final LRTP for adoption	MPO Board	12/11/2020

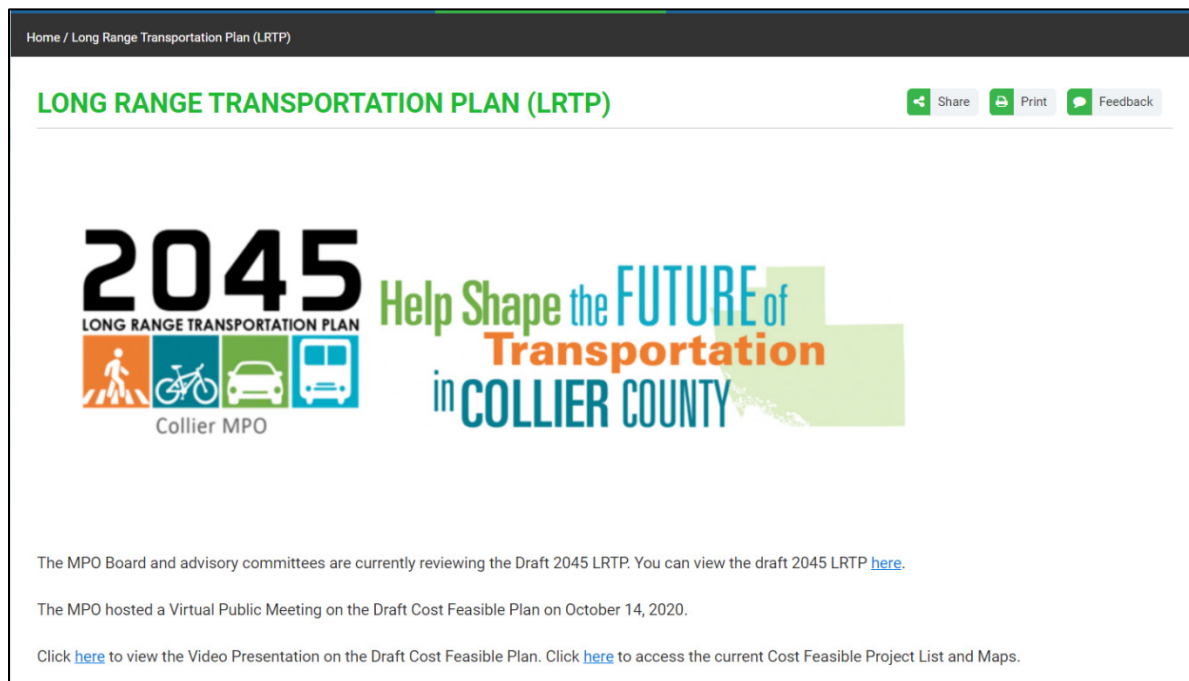
Summary of Outreach Activities

Collier MPO Website

The MPO established a dedicated website under their LRTP tab to update the public on the LRTP's progress, provide links to the survey and WikiMapping Tool, and solicit comments (refer to [Figure 4](#)). The website was updated throughout the LRTP update process with public meeting information and materials, Draft 2045 LRTP, and LRTP-specific presentations to the MPO Board and Committees. The website also allowed for the public to submit comments.



Figure 4. MPO's Website for the 2045 LRTP Update



Public Kick-Off

The first public engagement activity was a Kick-Off Public Survey, which was posted on the Collier MPO website.

The MPO's initial community outreach occurred during Ciclovía Immokalee, a family friendly event to promote health habits and physical activity. The event was held on Saturday, November 2, 2019, at the Immokalee Community Park, and more than 230 families attended. MPO staff representatives engaged with local residents about the LRTP and distributed paper copies of the LRTP survey (in English, Spanish, and Creole), and bilingual MPO staff assisted residents in completing the surveys.



Local Residents View Maps at the Ciclovía Immokalee Event on November 2, 2019

The information booth was advertised on the MPO's website, and Ciclovía Immokalee advertised its event through its own website and on its Facebook page.

As a result of the COVID-19 pandemic, information booths were discontinued during the LRTP development process.

Appendix A provides a summary of the public kick-off activities and results.

At the outset of the 2045 LRTP update, the MPO released a survey to understand the current and long-term needs of area residents. The survey was widely promoted by the Collier MPO and its partners, and numerous counties, cities, and organizations publicized the survey on their respective websites and social media accounts. The survey was also distributed during public events, as discussed in greater detail in the following text.

Newsletters

Collier MPO produced and distributed two newsletters during the public engagement period of the 2045 LRTP update. The first newsletter was issued in July 2019 and announced the launch of the MPO's survey to gather public opinion about transportation needs and challenges. It briefly described the LRTP process and provided links to access the survey (accessible in English, Spanish, and Creole).

The second newsletter was issued in July 2020 and announced the date of the first virtual public meeting. It included information to register for the meeting online, and also provided instructions for submitting comments.

Both newsletters are provided in **Appendix B**.

WikiMapping Tool

To engage the public through an interactive platform, the MPO provided an online WikiMap to allow residents to comment on specific projects. The WikiMap was available from July 22, 2020, through September 14, 2020, and again from October 9, 2020, to November 5, 2020. These timeframes coincided with the MPO's two Virtual Public Meetings, which are discussed in greater detail in the public meetings section. Projects on the WikiMap were identified through development of the Needs Plan, and were categorized as either an intersection, roadway capacity, or a bridge project. The input received through this process helped inform the Cost Feasible Plan. During the first public availability period (Needs Plan), an online survey was available through the WikiMapping Tool.

Public Meetings

At the start of each virtual public meeting, participants were greeted with a prerecorded video presentation. A panel of MPO staff and representatives, Collier County staff, and FDOT staff was available for the question-and-answer portion of the virtual meeting. Participants were asked to submit questions prior to the meeting but could also ask questions using the chat feature during the meeting. A moderator presented the questions to the panel during the question-and-answer portion of the meeting. Meeting participants were asked to complete a comment form after the meeting and to complete the wiki map and survey exercise on the MPO website if they had not already done so. The comment period for the 2045 LRTP Draft Needs Plan, and the 2045 LRTP Cost Feasible Plan remained open through August 12, 2020, and October 31, 2020, respectively.

Virtual Public Meeting No. 1

The MPO held its first virtual public meeting (VPM) for the 2045 LRTP on Wednesday, July 29, 2020. Originally planned to be held in-person, the meeting was changed to a virtual format (using Microsoft Teams) to ensure the safety and well-being of all participants because of the COVID-19 pandemic.

The meeting was advertised using several methods:

- Email to the Collier MPO listserv (MPO Board, Committees, and Adviser Network)
- Announcement on Collier MPO's website
- Posts on social media (Facebook and Instagram)
- Press release issued to the news media and posted in the lobby of the County's Board of Commissioners.

The meeting was recorded and a link to the video was made available on the Collier MPO's website.¹

VPM no. 1 focused primarily on the Needs Plan Summary, and it provided the public and interested parties with information on the development of the LRTP project needs through the year 2045. It began with a narrated video presentation that included an overview of the Collier MPO, the LRTP update process, the 2045 LRTP goals and objectives, the characteristics of Collier County and its associated municipalities, the transportation needs,

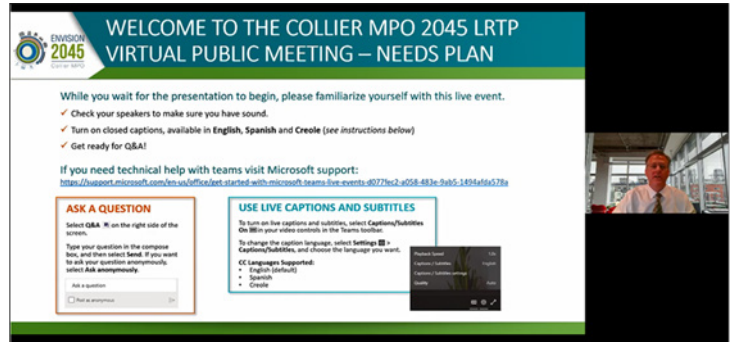
¹ <https://www.colliermopo.org/lrtp>



and information on how to make comments. Upon conclusion of the video presentation, a live panel discussion continued the meeting.

VPM no. 1 included the following displays for public review on the Collier MPO website:

- LRTP Process and Schedule
- LRTP Goals and Objectives
- Draft Needs Network
- 2045 Forecasted Growth
- Bicycle and Pedestrian Master Plan
- Proposed Transit Network
- Prerecorded video presentation



Screen Capture from Virtual Public Meeting No. 1

Virtual Public Meeting No. 2

The MPO held its second VPM for the 2045 LRTP on Wednesday, October 14, 2020. As with VPM no. 1, this meeting was changed to a virtual format because of the COVID-19 pandemic (using Zoom).

VPM no. 2 was advertised using several methods:

- Email to the Collier MPO listserv (MPO Board, Committees, and Adviser Network)
- Announcement on Collier MPO's website
- Posts on social media (Facebook and Twitter)
- Press release issued to the news media and posted in the lobby of the County's Board of Commissioners.

The meeting was recorded and a link to the video is on the Collier MPO's website.²

VPM no. 2 provided the public and interested parties with information and updates about the 2045 LRTP Cost Feasible Plan. The meeting began with a narrated video presentation that included an overview of the Collier MPO, the LRTP update process, the 2045 LRTP goals and objectives, the Transportation Cost Feasible Plan, and information on how to make comments. Upon conclusion of the video presentation, a live panel discussion continued the meeting.



Screen Capture from Virtual Public Meeting No. 2

² <https://www.colliermopo.org/lrtp>

VPM no. 2 included the following displays for public review on the Collier MPO website:

- 2045 Collier MPO Draft LRTP Chapters 1 through 6
- Draft Cost Feasible Plan Roadway Network Map and Table
- Draft Cost Feasible Plan Roadway Network Maps by funding years
- Bicycle and Pedestrian Draft Cost Feasible Map
- Prerecorded video presentation

Summary of Outreach Results

Public Kick-off Survey

A total of 59 surveys were completed at the Ciclovía Immokalee event: 12 in English, 34 in Spanish, and 13 in Creole. In addition, 36 surveys were completed online during the event.

A total of 95 residents in the region participated in the survey: 36 completed the survey online, and 59 completed paper versions of the survey at the Ciclovía Immokalee event. Survey results are summarized in the following text.

There was a fairly even age distribution of survey respondents, with most individuals between the ages of 25 and 70 (refer to [Figure 5](#)). Moreover, most respondents either lived or worked in the Immokalee area (zip code 34142; refer to [Figure 6](#)). This is likely the result of the MPO's outreach during the Ciclovía Immokalee event, described in greater detail in the Information Booth section.

Figure 5. Age of Respondents

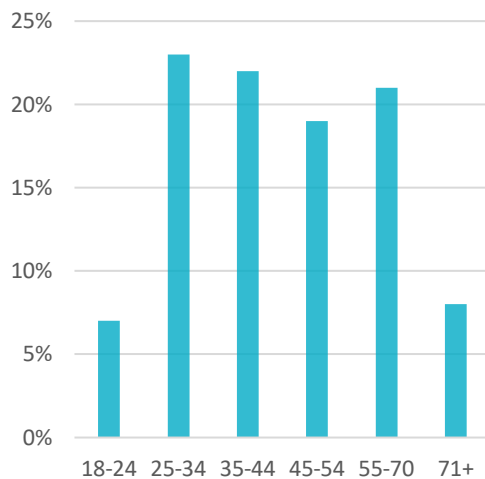
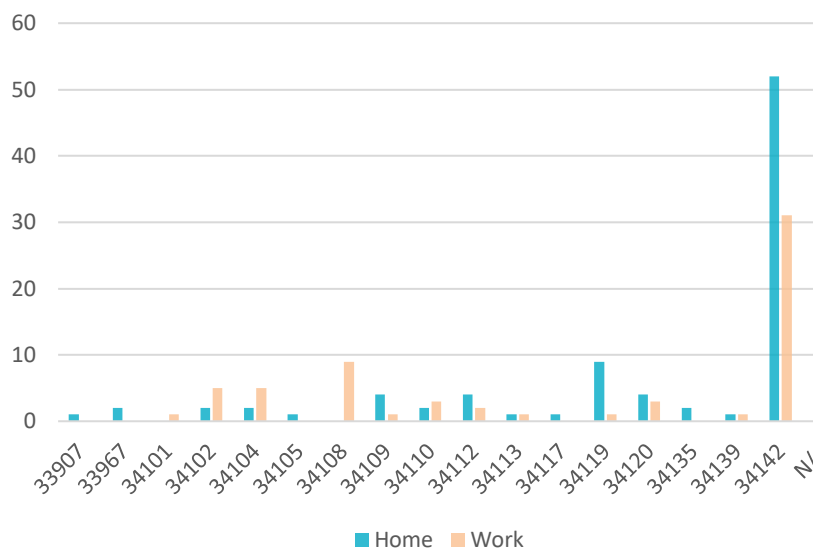
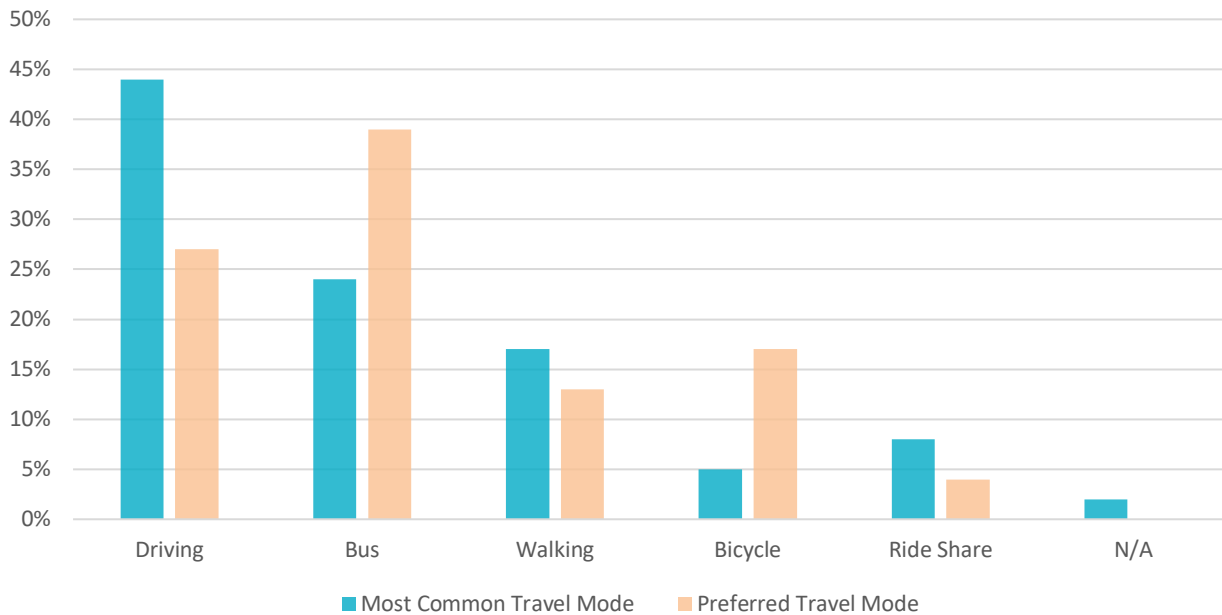


Figure 6. Home and Work Location of Respondents (by Zip Code)



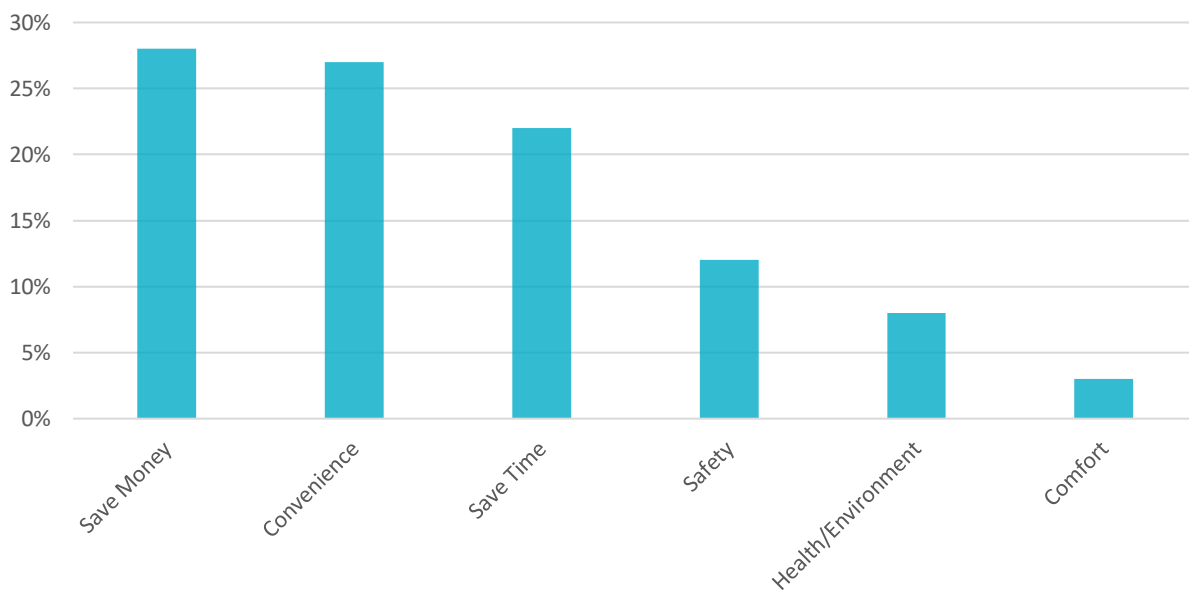
A total of 45 percent of respondents indicated that they typically use a car when traveling in the area. However, this level is far below the countywide estimate of motor vehicle mode share. Nearly 25 percent of survey respondents indicated that the bus is their most common form of transportation and generally prefer the bus to all other forms of transportation. Notably, although only 5 percent of respondents use a bicycle most often, 17 percent indicated that they would prefer to use a bike. The results suggest unmet demand for public transportation and bicycling. [Figure 7](#) shows the survey responses for actual travel vs. preferred travel mode.

Figure 7. Actual Travel Behavior vs. Preferred Travel Mode



As shown on **Figure 8**, cost and convenience were the two most commonly cited reasons for travel choices, followed by saving time. Safety was mentioned by approximately 13 percent of respondents.

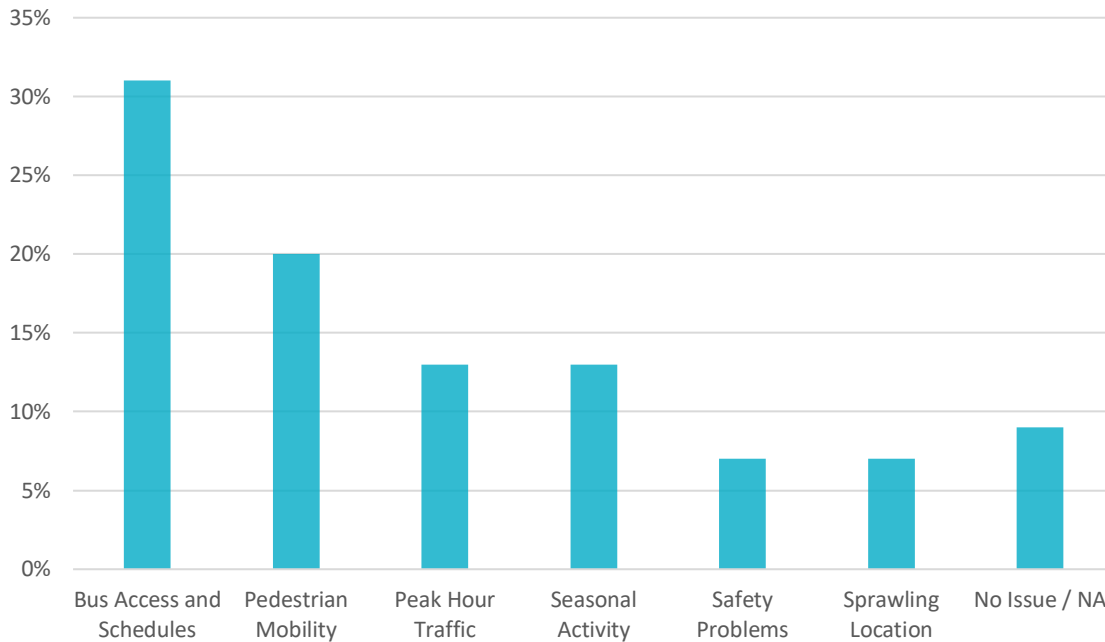
Figure 8. Reason for Preferred Travel Mode



Most respondents identified bus access and schedules as the County's biggest transportation challenge. Pedestrian mobility was the second most-cited challenge, followed by peak hour traffic and seasonable activity (refer to **Figure 9**).

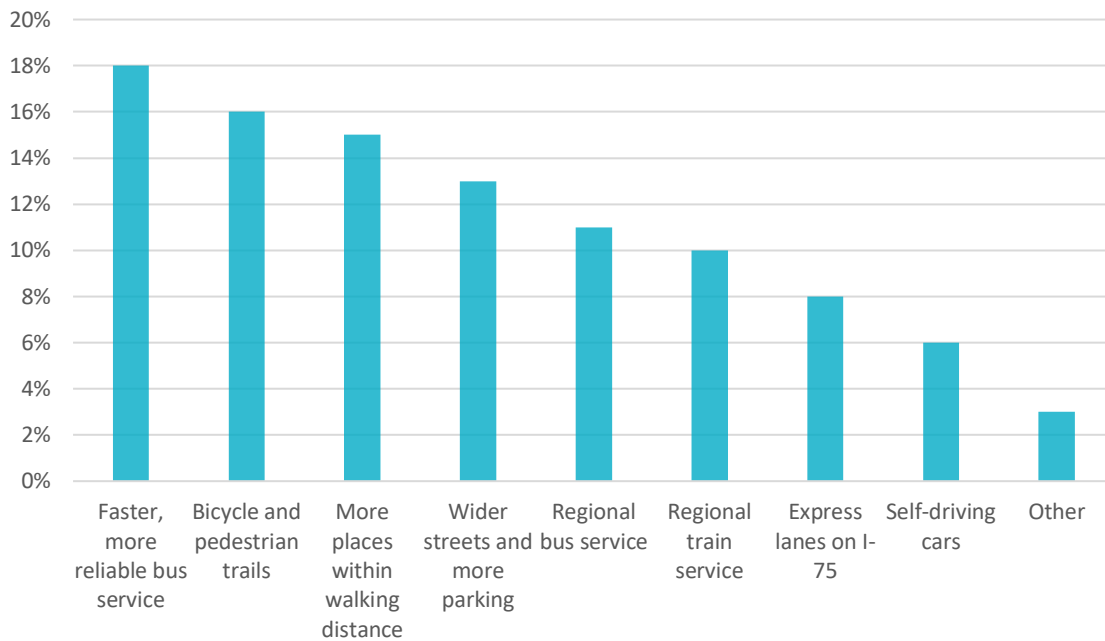


Figure 9. Collier County's Biggest Transportation Problem



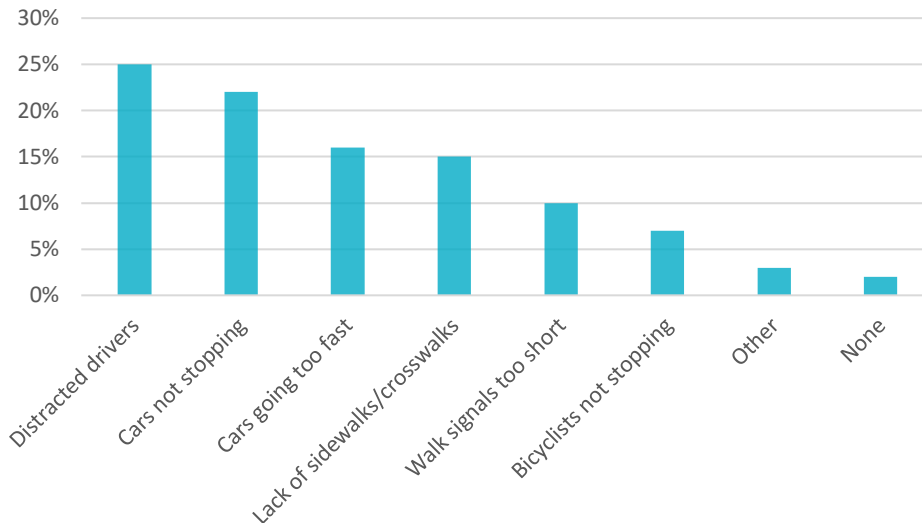
Respondents reinforced the importance of public transportation and travel alternatives in their responses to a question about elements of an ideal transportation system. Faster/more reliable bus service, bicycle and pedestrian trails, and walkable destinations were the most common responses (refer to [Figure 10](#)).

Figure 10. Ideal Transportation System Elements



Various driver behaviors were cited most often as safety challenges for pedestrians, including distracted drivers, drivers not stopping, and drivers going too fast. Absence of sidewalks/crosswalks and short walk signals were also mentioned by 15 percent and 10 percent of respondents, respectively (refer to [Figure 11](#)).

Figure 11. Pedestrian Safety Issues



A majority of respondents travel more than 10 miles each day, with 25 percent traveling more than 20 miles (refer to [Figure 12](#)). However, 26 percent of respondents travel fewer than 3 miles each day, indicating a potential demand for non-motor vehicle travel options. Meanwhile, respondents were somewhat split between a desire for faster travel and shorter-distance travel. Many indicated they want whatever saves them the most time (refer to [Figure 13](#)).

Figure 12. Average Daily Miles Traveled

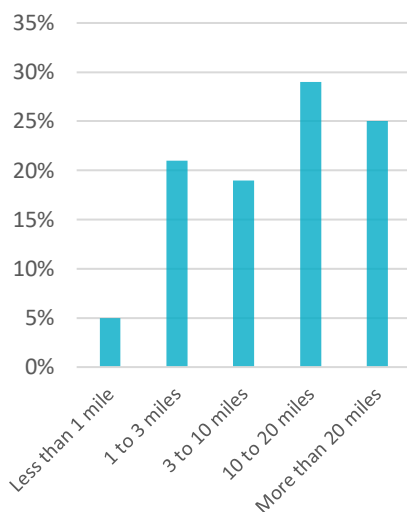
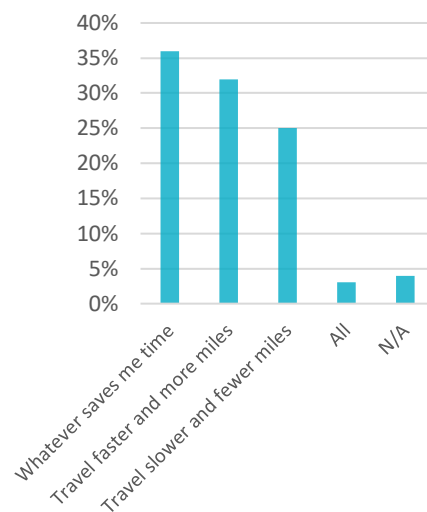


Figure 13. Faster Travel vs. Shorter Distance

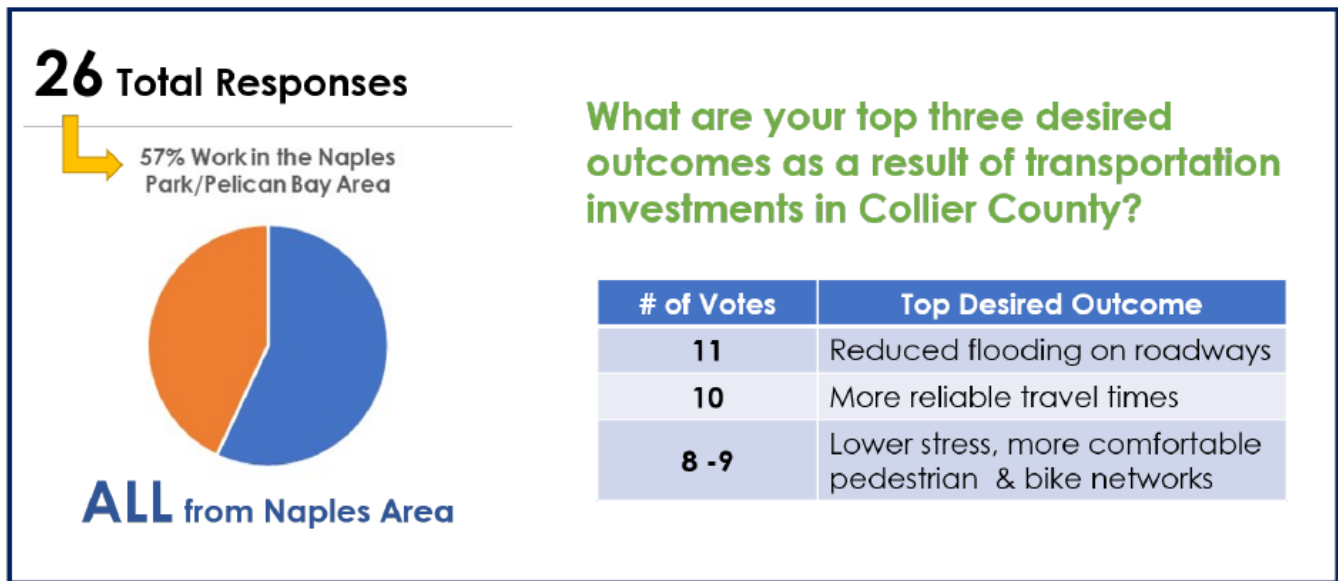


Needs Plan WikiMap Survey Results

Using the MPO website and the newsletters, the public was directed to the WikiMapping Tool. A survey was included on the WikiMapping site that focused on understanding common origins/destinations, desirable LRTP outcomes, and transportation priorities.

A total of 26 individuals completed the WikiMap survey, all from the Naples area (the most populous area of the County) (refer to **Figure 14**). Approximately 42 percent of respondents voted for reduced flooding as a desired outcome of transportation public investment allocation. A total of 38 percent of respondents indicated a desire for more reliable travel times.

Figure 14. Select Results from the WikiMap Survey



Interactive WikiMap Results

Participants were able to either “like” or “dislike” a particular project, and also provide specific comments on each project. A total of 151 responses were received using the WikiMapping Tool for both the Needs and Cost Feasible Plans, and resulted in 125 likes or dislikes to the individual projects. Additionally, 12 comments were noted on individual projects as well. The comments included concerns at intersections, natural environment impacts, and areas for improvement. Of the 125 likes/dislikes received, approximately 80 percent were likes for individual projects in either the Needs and Cost Feasible Plans. Key findings from the online map input are noted below:

- Projects along Immokalee Road, particularly near the I-75 Interchange, received the most “likes” or community support. Related community support highlighted congestion issues along the corridor that needed to be addressed.
- The intersection improvements along Tamiami Trail/US 41 were very well-received.
- The new bridge projects were generally well-received.
- In contrast, the proposed improvements near I-75 and Everglades Boulevard received relatively significant disapproval. The improvement is perceived to negatively impact the Florida Panther National Wildlife environment in that area.

- Some projects received equal support and disapproval, such as the I-75 interchange improvements at Golden Gate Parkway and the improvements along Oil Well Grade Road.
- Many of the roadway widening projects received dislikes, with the exception of Old US 41 to the Lee/Collier county line, Randall Boulevard, and Oil Well Road.
- The comments indicated concerns at certain intersections, ideas for improvement, and other points of multimodal consideration.

A full summary of the WikiMap results are provided in the VPM No. 1 Meeting Summary Report.

Virtual Public Meeting No. 1 (Needs Plan) Results

A total of 44 *people* registered for VPM no. 1, and 24 *people* participated. The MPO accepted comments before, during, and after VPM no. 1 (until August 12, 2020). A total of 25 *comments and questions* were submitted during VPM no. 1.

Appendix C provides the VPM Needs Plan Meeting Summary Report.

Virtual Public Meeting No. 2 (Cost Feasible Plan) Results

A total of 10 *people* registered for VPM no. 2. *Two individuals* submitted comments and questions during the meeting.

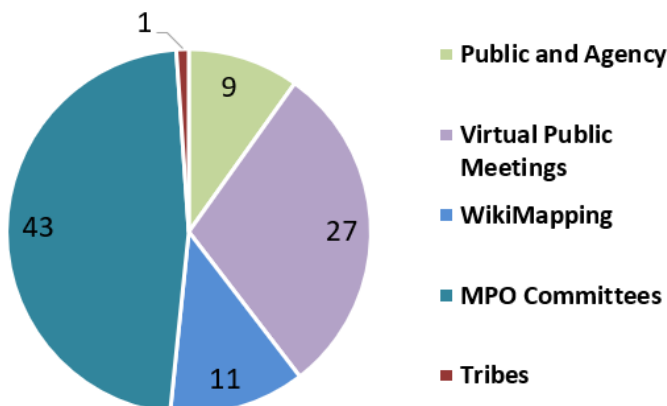
Appendix D provides the VPM Cost Feasible Plan Meeting Summary Report.

Summary of Agency and Public Comments

- As described herein, the LRTP development process involved multiple meetings with the Collier MPO Board, MPO committees, community-based agencies, tribes, and the general public. These meetings provided an opportunity for members and the public to express their preference and concerns or provide input on projects and planning initiatives.
- A total 91 comments were received as a result of ongoing coordination. As a result of the public outreach, five comments were received via email from either an agency or the public, including the Conservancy of Southwest Florida and FDOT District One Freight and Support Coordinator. During the virtual public meetings, a total of 27 comments or questions were made using the chat feature of the virtual meeting platform.

Additionally, the MPO committees provided a total 43 comments. **Figure 15** provides a summary of the comments received throughout the LRTP development process. **Appendix E** presents a summary of all public comments received during the development of the 2045 LRTP.

Figure 15. Summary of Agency and Public Comments



Changes Made as a Result of Public Input

The following components of the LRTP were the direct result of public input:

- For the Evaluation Criteria and Weighting Factors, adjustments were made to differentiate between primary and secondary zone habitat and an objective to minimize impacts to wetland flows was added in response to input from the Conservancy of Southwest Florida.
- Greater emphasis was given to multimodal evaluation criteria, transit, and bike/pedestrian project priorities in response to public input, including input from BPAC and information provided in the Transit Development Plan.
- To address existing seasonal and future congestion noted by the CAC on Vanderbilt Drive, US 41 north of Immokalee Road, Wiggins Pass, and Old 41, the network was corrected to add a planned extension of Veteran's Memorial Parkway west to US 41. Also, project no. 60 was added to the Cost Feasible Plan on US 41 between Immokalee Road and Old US 41 to study potential alternatives for addressing congestion, enhancing bike/pedestrian safety and transit.
- Safety elements were funded through SU Box Allocations in response to public comments on related plans including the Local Roads Safety Plan and Transportation System and Performance Report for bike/pedestrian safety and the need for ongoing public education.
- In response to concerns from the Immokalee CRA, the Little League Road Extension project (project no. 33) was moved from the Needs list to the partially funded list on the Cost Feasible Plan. As an interim improvement, Westclox Street Extension (project no. 63) was added to the Cost Feasible Plan in plan years 2036–2045.
- The Seminole Tribe (and a BPAC member) expressed concern with congestion on South 1st Street in Immokalee near the Seminole Casino. In response, project no. 30 was added to Cost Feasible Plan to study potential alternatives for addressing congestion and enhancing bike/pedestrian safety and transit.
- In response to comments received from the MPO Board, project no. 69 (Everglades Boulevard from Oil Well Road to Immokalee Road) was added to the Cost Feasible Plan as partially funded for pre-engineering because of its importance as a designated evacuation route.

Outreach Effectiveness

Through its combination of surveys, virtual meetings, information booth engagement, newsletters, and online interactive mapping, the Collier MPO interacted with several hundred community members during the 2045 LRTP update process. Residents expressed a wide variety of views on transportation priorities and challenges. Public input was an important part of the development of the 2045 LRTP and helped refine the 2045 Cost Feasible Plan.



Appendix A

Public Kick-Off Activities and Results Summary



Visioning Survey Results

June 2020

Prepared for:



2885 South Horseshoe Drive
Naples, Florida 34104

<http://www.colliermop.org/2045-2/>



INTRODUCTION

This Public Involvement Plan (PIP) identifies the outreach efforts and techniques that will be used to ensure that officials, agencies, local government, interested parties and the public are provided an opportunity to participate in the planning process for the LRTP update. One of the outreach methods are information booths or pop up meetings to go where the people are instead of inviting them to come to a specific event. This document summarizes the survey results from surveys completed online and at the Ciclovía Immokalee event in 2019.

Ciclovía Immokalee

Ciclovía Immokalee is a free family-friendly event to promote family health habits and physical activities. The event is held monthly and representatives from organizations and programs serving Immokalee are on hand to meet the residents, engage with the community, and provide community services. The Collier MPO staff representatives participated as a partner with an information booth on Saturday, November 2nd, 2019 from 10:00 am to 12:00 pm, at the Immokalee Community Park, 321 North 1st Street, Immokalee, FL 34142. Surveys and newsletters were distributed, and maps were on display. Twenty agencies and organizations participated including FDOT District One, Immokalee CRA, UF IFAS Family Nutrition Program, Bikes for Tykes, and Chapin Food Bank. The event was attended by over 230 families, according to the *Ciclovía Immokalee!* Facebook page.



Collier MPO Information Booth

Outreach in the form of an information booth was implemented to engage with the residents of Immokalee. Attendees were invited to: view the existing and committed network, provide input on potential needed transportation projects, and to participate in the LRTP visioning survey. Paper surveys were available in English, Spanish and Creole. Bilingual staff were available to assist attendees in completing the surveys. A total of 59 paper surveys were completed – 12 in English, 34 in Spanish and 13 in Creole. In addition 36 surveys were completed online.



Collier MPO Information Booth



November 2, 2019 PASSPORT



Children in attendance with their parents were also encouraged to participate with coloring books, bags and water bottles. Most of the families in attendance at Ciclovia Immokalee were predominantly Hispanic and Haitian.

Passport cards were distributed by event organizers to encourage attendees to visit all booths at the event.



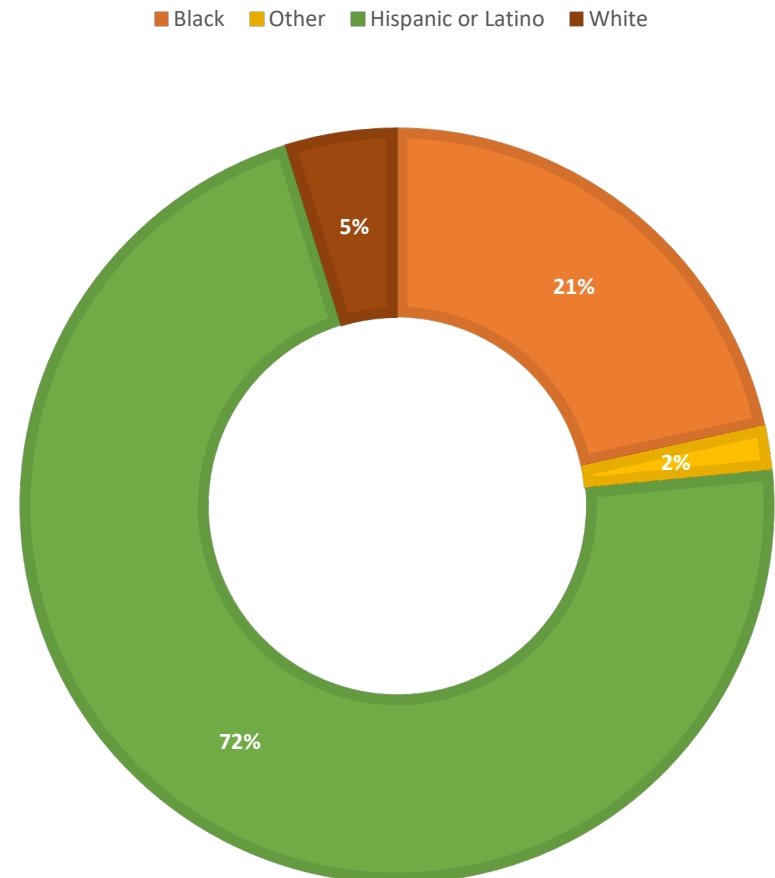
Thank you to our partners and volunteers today!

Immokalee Demographics

The public involvement for the Collier MPO 2045 LRTP considered the needs of the traditionally underserved, including low-income and minority residents in Collier County. Immokalee is a Census Designated Place with a population of 24,154 (US Census 2010). According to the 2010 US Census, the Hispanic or Latino population is 72% and the African American population is 21% of the population within the Immokalee Census Designated Place, with 42% of the person in poverty.



**IMMOKALEE CENSUS DESIGNATED PLACE
BY RACE, PERCENT OF POPULATION**



Survey

July 2019

2045 LONG RANGE
TRANSPORTATION PLAN
Collier MPO

COLLIER MPO LONG RANGE TRANSPORTATION PLAN

BORRADOR DE LA INICIACIÓN DE LA ENCUESTA PUBLICA DE LA PRIMERA FASE 7/8/19

Nú.	Pregunta	Opciones de Respuesta
1	¿Cuál es el código postal donde Ud. vive?	(Escribir la respuesta)
2	¿Cuál es el código postal donde Ud. trabaja?	(Escribir la respuesta)
3	¿Cuál es su edad?	a. 18-24 b. 25-34 c. 35-44 d. 45-54 e. 55-70 f. 71 o de más edad
4	¿Hoy en día, cual modo de transporte utilizas principalmente en el condado de Collier?	a. Caminando b. Montando a bicicleta c. Por autobus d. Viaje compartido (como por Uber o Lyft) e. Manejando
5	¿Cuál modo de transporte te gustaría usar más?	a. Caminando b. Montando a bicicleta c. Por autobus d. Viaje compartido (como por Uber o Lyft) e. Manejando
6	¿Cuál cree Ud. que es el mayor desafío de transporte en el Condado de Collier?	a. Demasiado tráfico en horas de mayor tránsito b. segundo. c. No hay suficientes aceras y carriles para bicicletas. d. Los autobuses no van a donde quiero ir cuando necesito ir. e. Problemas de seguridad f. Grandes incrementos de actividad en ciertas épocas del año. g. Los destinos están demasiado dispersos. h. No creo que haya un problema.
7	¿Cuántas millas viajas en un día típico?	a. Menos de 1 milla b. 1 a 3 miles c. 3 a 10 miles d. 10 a 20 miles e. Mas de 20 millas

A survey was developed to obtain public input on how people travel in Collier County, transportation needs and future transport preferences. The survey was offered in English, Spanish and Creole, and was available on online at www.CollierMPO.org.

The following pages summarize the results of the survey based on a total of 95 surveys completed.

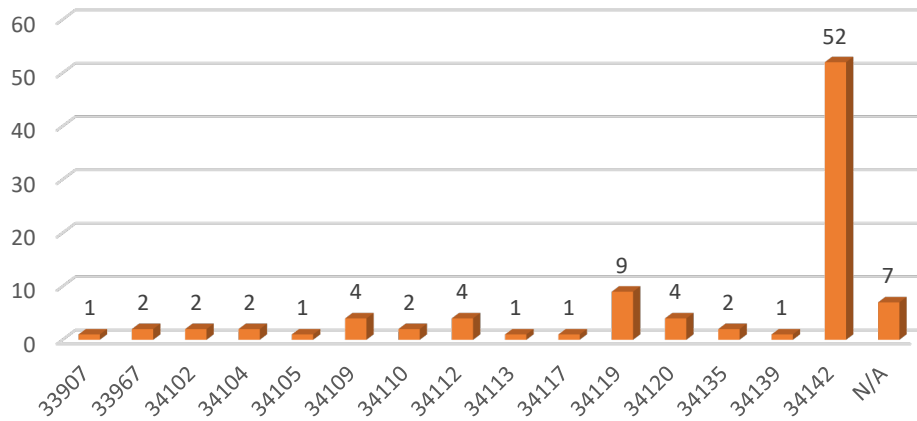
11	Piense en los momentos en que ha sido peatón en los últimos 6 meses. ¿Qué problemas de seguridad enfrentastes?	[Por favor marque todos los que apliquen] a. Coches que no paran b. Personas en bicicletas no paran c. Conductores distraídos (celulares) d. Coches que van demasiado rápido e. Falta de aceras/pasos de peatones f. Señales para caminar no son lo suficientemente largas g. Ninguna h. Otro
----	--	---

Survey Results

01

What is the zip code where you live?

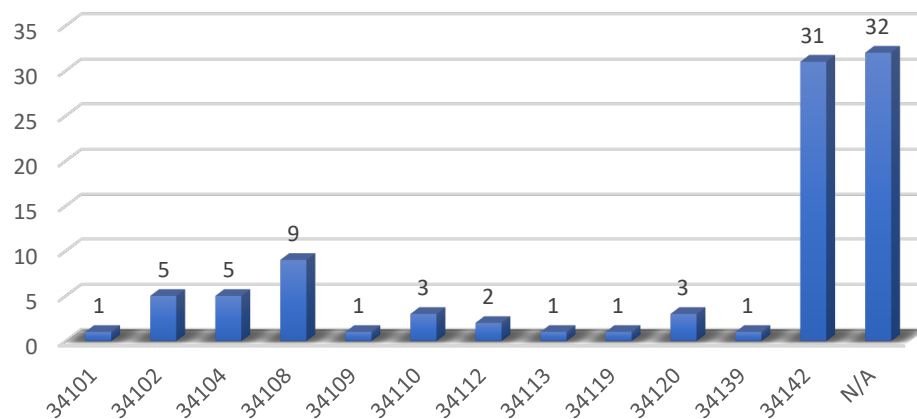
Zip Codes



02

What is the zip code where you work?

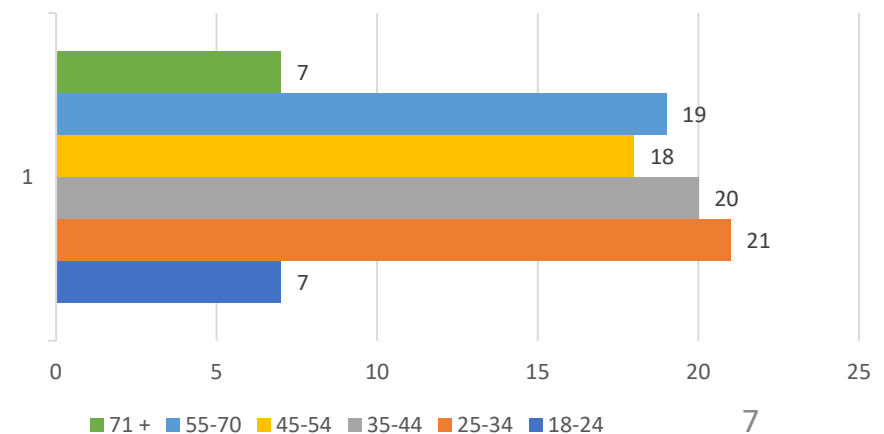
Work Zip Codes



03

What is your age?

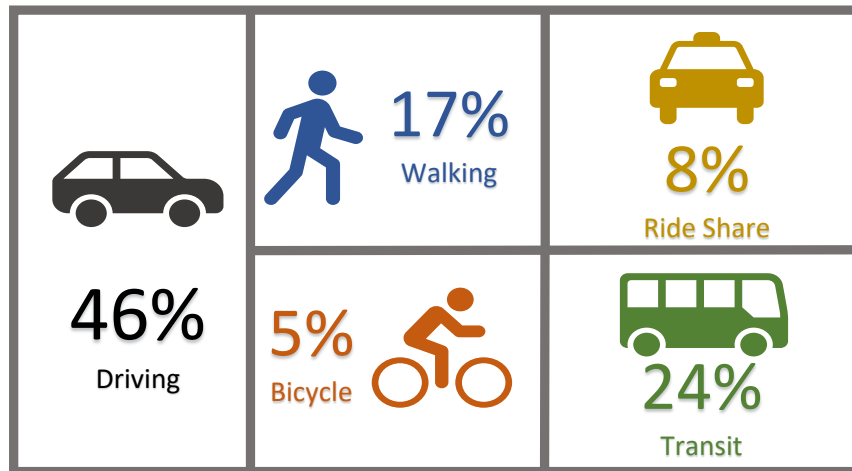
Ages



Survey Results

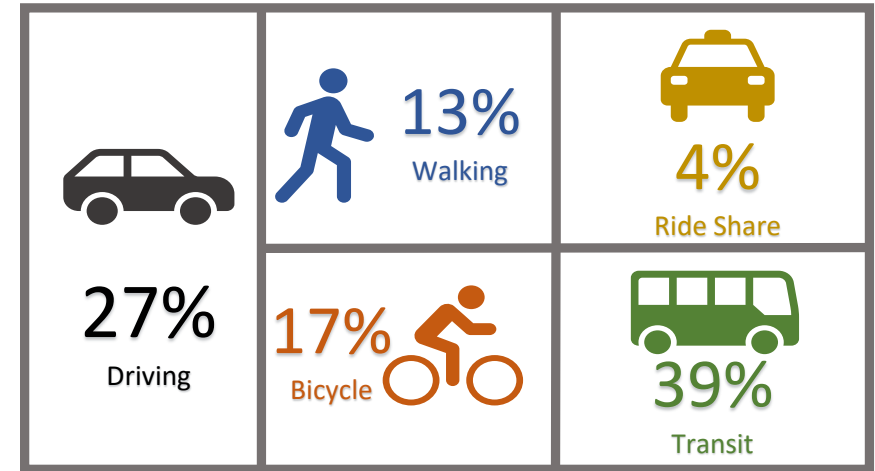
04

Today, which mode of transportation do you mainly use in Collier County?



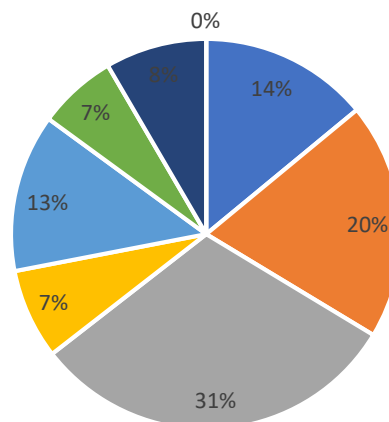
05

Which mode of transportation would you like to use the most?



06

What do you think is Collier County's biggest transportation challenge?



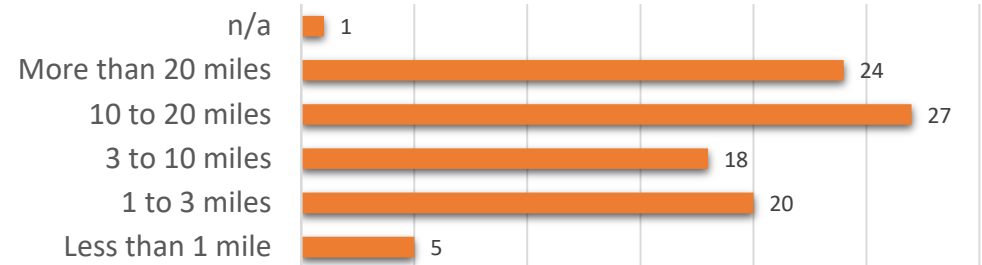
- Peak Hour Traffic
- Pedestrian Mobility
- Bus Access and Schedules
- Safety Problems
- Seasonal Activity Increases
- Sprawling Locations
- No Issue

Survey Results

07

How many miles do you travel on a typical day?

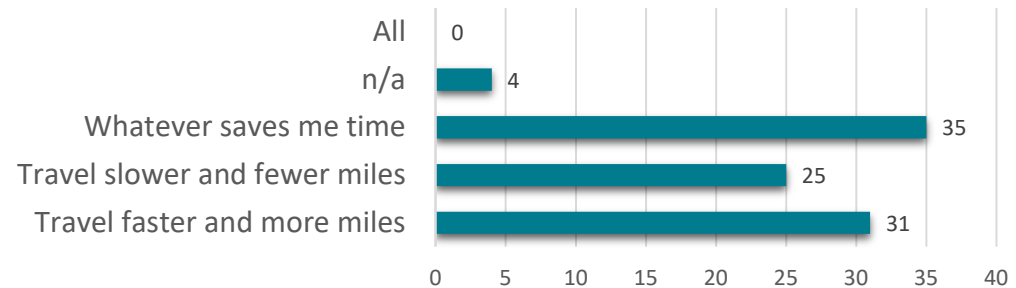
Average Daily Miles Traveled



08

Would you rather be able to travel faster or travel less distance to reach a similar activity?

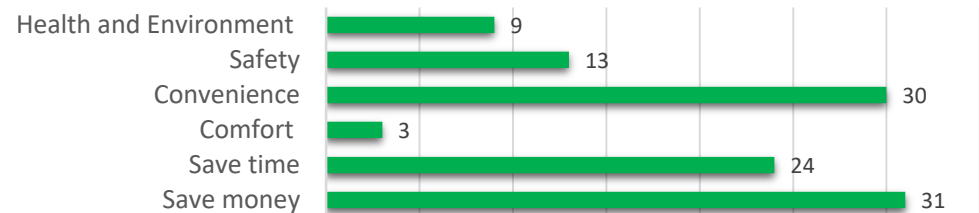
Faster vs. Shorter Distance



09

What is the most important reason you choose a travel mode?

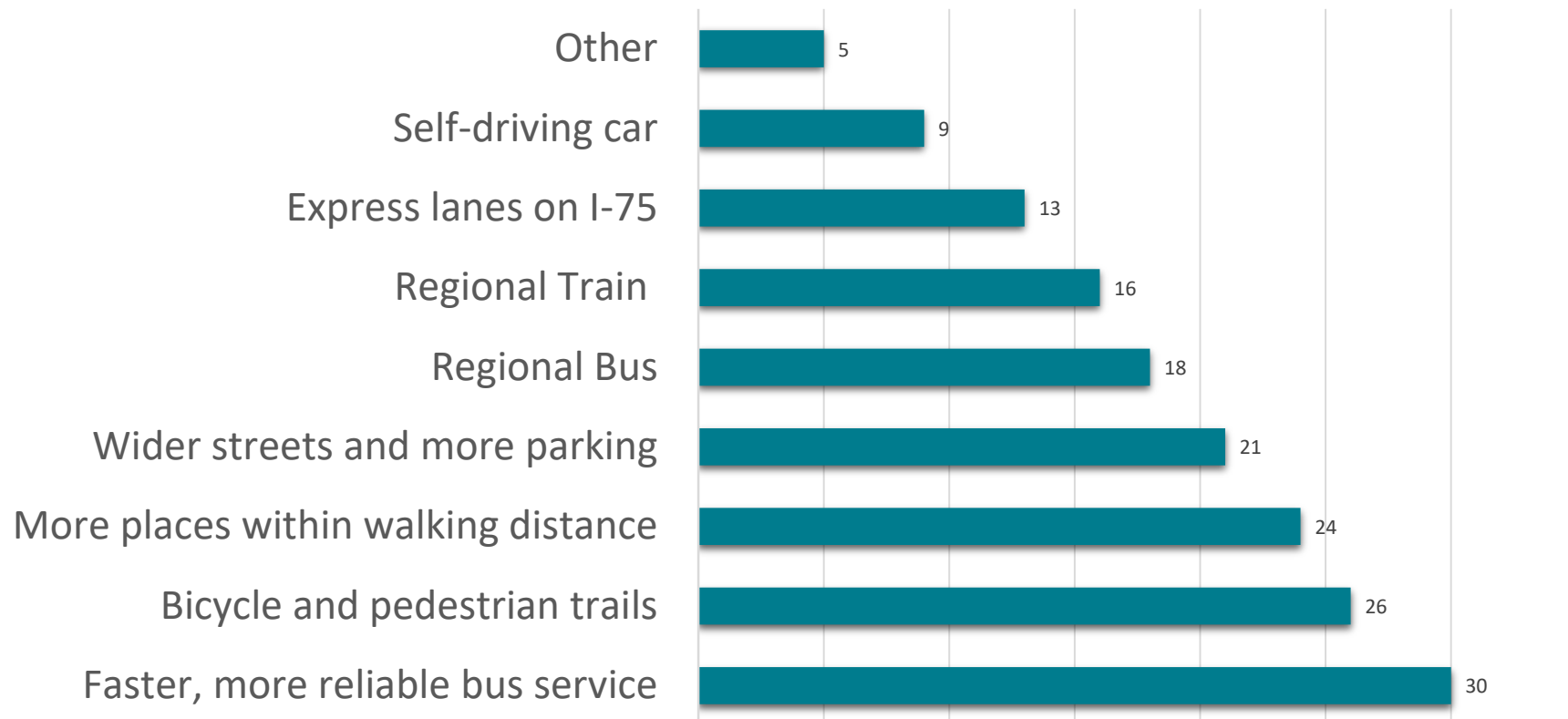
Reason For Preferred Travel Mode



10

Which of the following would you include in your ideal transportation system?

Ideal Transportation System Elements

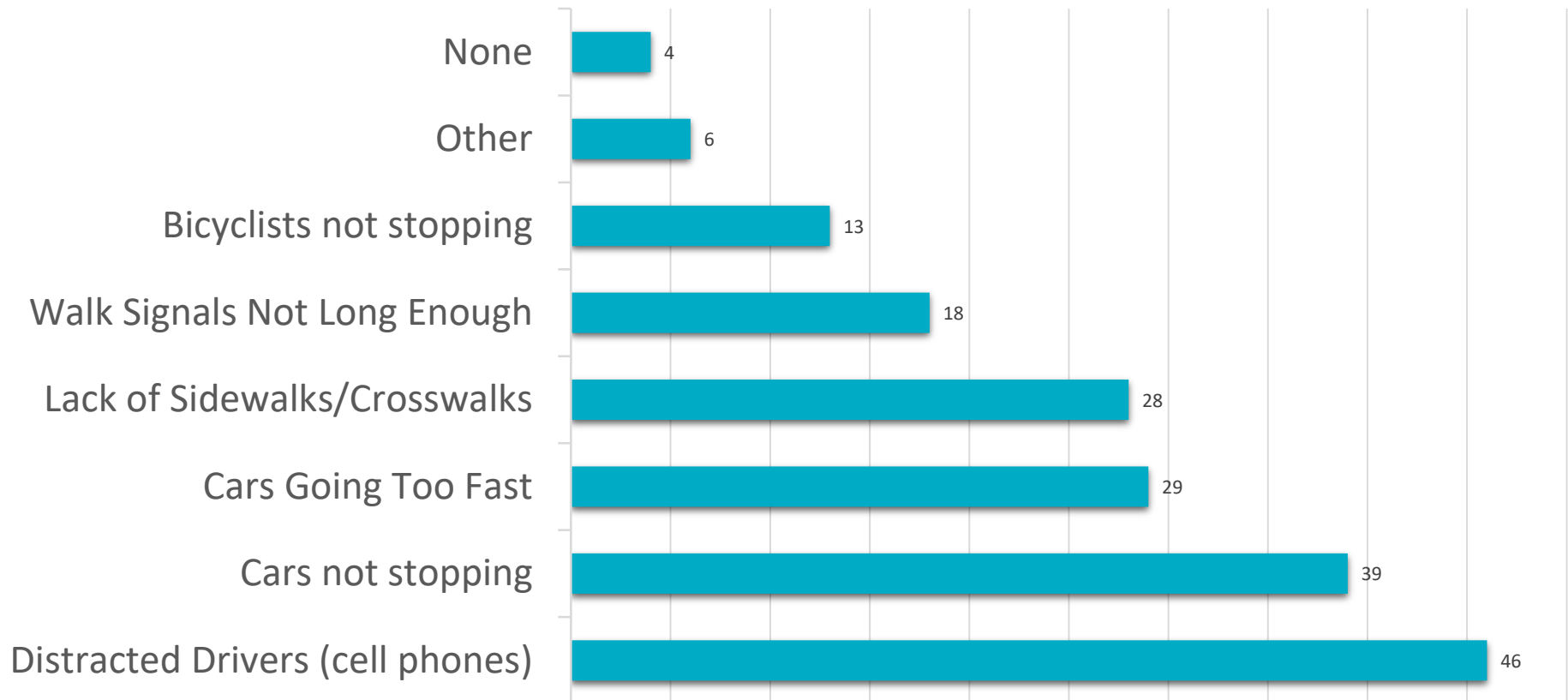


Survey Results

11

Think of the times you have been a pedestrian in the last 6 months. What safety problems did you experience?

Experienced Safety Issues



Notifications

Notification of this event were posted on:

<https://www.colliermmpo.org>

Ciclovía Immokalee! Facebook

<http://www.ciclovaiimmokalee.org>

IMMOKALEE CICLOVIA

Share Print Feedback

Date/Time

Date(s) - 11/02/2019 10:00 am - 12:00 pm

Ciclovía Immokalee is happening on Saturday, November 2nd from 10:00 am to Noon at the Immokalee Community Park 321 North 1st St. Ciclovías are celebrations of physical activity, healthy habits and families playing together. In honor of Veteran's Day, the theme of the ciclovía will be Boot-Camp so wear your camo. Click [Ciclovía Immokalee](#) for more information.

More Events

Ciclovía Immokalee! Immokalee, Florida

HOME ABOUT CICLOVIA GET INVOLVED! PARTNERS & SPONSORS NEWS

Ciclovía Immokalee! – A free family-friendly event!

Each month an Immokalee Park becomes a family friendly and a vibrant place to move, walk, run, bike, skateboard and meet your friends and neighbors.

Ciclovía is a celebration of physical activity, healthy habits, nutritious snacks and families playing together. Representatives from organizations and programs serving Immokalee are on hand to meet & greet and let people know what they have to offer.

Saturday, November 2nd, 2019 from 10:00 am to 12:00 pm

- In honor of Veteran's Day, the theme is Boot-Camp, so wear your camo!
- Bikes for Tykes will be in attendance with their mobile workshop to perform bike inspections and bike repairs!
- Plenty of fun activities for kids of all ages!
- Bring your running shoes, bikes, or skateboards; and don't forget your helmet!

Immokalee Community Park
321 North 1st Street
Immokalee, FL 34142

Let's do some push-ups, jumping jacks and crawl through an obstacle course! Ciclovía Immokalee! is all about physical activity and fun.

The Benison Center generously provides door prizes. Thank you, World Vision! Check out our Facebook page for photos!

Sign up for our eNews!

Email Address*

First Name

Last Name

* = required field

Subscribe

powered by MailChimp!

Latest Updates

2020 Ciclovía Immokalee dates announced

Back to School Safety Ciclovía Immokalee! September 7

Summer Harvest Ciclovía Immokalee!

Join us June 1st for Ciclovía Immokalee!

Ciclovía Immokalee! February 2, 2019

© 2020 Ciclovía Immokalee! Powered by Pinboard Theme by One Designs and WordPress

Ciclovía Immokalee! Facebook



Ciclovía Immokalee

November 2, 2019 · 🌐

Harry Chapin Food Bank served 227 families by 11:00 and ran out of food. Our attendance is growing!



Ciclovía Immokalee

November 2, 2019 · 🌐

Our friends from Bikes for Tykes were kept busy long after other Ciclovía Immokalee! workers packed up and went home. They inspect, repair and sometimes replace bikes for a lot of people who use them as a way to commute to work. Thank you for donating a bike for the door prize drawings! We had a happy winner.



Ciclovía Immokalee

November 2, 2019 · 🌐

It was another beautiful morning at the Immokalee Community Park!



November 4, 2019 · 🌐

Did you take pictures while at Ciclovía Immokalee? Please feel free to share to this page. Tag yourself on our pictures too! A shout out to two guys who were too busy getting things done to stop for a photo - Giancarlo from Goodwill and Julian Morgan, CRA. Thank you for all that you do!



Ciclovía Immokalee

November 2, 2019 · 🌐

I didn't get a picture of all of the partners who came out for Ciclovía. At least 20 agencies/organizations were there. We can't thank you enough. Thank you! Thank you!



Ciclovía Immokalee

November 2, 2019 · 🌐

Attention all Zumba lovers: we are again going to offer Zumba on a regular basis. Patricia has joined the UF IFAS Family Nutrition Program staff and is certified to teach Zumba.



Community

[See All](#)

👍 440 people like this

📶 473 people follow this

About

[See All](#)

📞 (239) 252-4800 📞

📩 [Contact Ciclovía Immokalee on Messenger](#)

🌐 ciclovaiimmokalee.org

📁 [Community](#)

Contact Information:
Suzanne Fundingsland, MS, LDN
 UF/IFAS Extension Family
 Nutrition Program
 Collier County Extension
 14700 Immokalee Road
 Naples, FL 34120
 239-252-4800; suef@ufl.edu

Appendix B

2045 LRTP Update Newsletters



Take the 2045 LRTP Survey Now

The Collier MPO's Long Range Transportation Plan (LRTP) establishes the vision of the Collier County multi-modal transportation system. Covering a 20-year period, the LRTP identifies current and future needs based on population projections and travel demand. The plan is updated every five years to reflect the changing dynamics of the county. Projects must be included in the long range plan to receive federal funding.



Get involved in the future of transportation in Collier County by taking a brief online survey to assist in the Collier MPO's 2045 LRTP update process:

Click [here](#) for survey in English

Haga clic [aquí](#) para la encuesta en español

Klike [la](#) a pou sondaj an kreyòl

2045 LRTP Website Available
Visit the 2045 LRTP website [here](#)



Please join us for a Virtual Public Meeting

Help Shape the Future of Transportation in Collier County

Date: Wednesday, July 29, 2020

Time: 5:30 p.m. to 7:00 p.m.

[Click Here to Register!](#)

The Collier Metropolitan Planning Organization (MPO) is hosting a virtual public meeting to present information on its 2045 Long Range Transportation Plan (LRTP). The LRTP will identify and address future transportation needs through 2045.

The meeting will provide an overview of the 2045 LRTP Needs Plan. The Needs Plan includes a list of transportation projects assembled from public input and unfunded 2040 LRTP projects, and by analyzing the deficiencies in the system. The projects were evaluated using project evaluation criteria inspired by the LRTP Goals and Objectives.

How You Can Get Involved

Please submit your questions or comments prior to the meeting by:

- Using the online comment form [here](#)
- Emailing your comments to colliermmpo@colliergov.net

You may also submit a comment during the meeting.

The virtual public meeting will begin with a pre-recorded video presentation, and then representatives from Collier MPO and Collier County will be available for a live discussion. Comments submitted both prior to and during the virtual meeting will be addressed as time allows.



About the Virtual Public Meeting

Meeting materials will be available online prior to the meeting at www.colliermmpo.org/lrtp. All registrants will receive an email when the meeting materials are available and a link to the virtual public meeting.

You may register for the meeting online [here](#), or by phone (239) 252-5859, or by email colliermmpo@colliergov.net



Contact Information

If you would like additional information or to be added to the mailing list, please visit our website at www.colliermmpo.org/lrtp

Brandy Otero, Principal Planner

Collier MPO

2885 South Horseshoe Drive, Naples, FL 34104

Phone: (239) 252-5859

Email: colliermmpo@colliergov.net

Un traductor del idioma español está disponible en la oficina de MPO.

Teléfono: (239) 252-5814

Gen yon tradiktè Kreyòl Ayisyen ki disponib nan biwo MPO la.

Telefòn: (239) 252-5884

Anyone requiring special accommodation under the Americans with Disabilities Act or language interpretation services (free of charge) should contact Anne McLaughlin at least ten (10) days prior to the service date:

Anne.McLaughlin@colliercountyfl.gov or by phone (239) 252-5884.



Please join us for a Virtual Public Meeting

Help Shape the Future of Transportation in Collier County

Date: October 14, 2020
Time: 5:30 p.m. to 7:00 p.m.
Click [Here](#) to Register!

The Collier Metropolitan Planning Organization (MPO) is hosting a virtual public meeting to present information on its 2045 Long Range Transportation Plan (LRTP). The LRTP will identify and address future transportation needs through 2045.

The meeting will provide an overview of the 2045 LRTP Cost Feasible Plan. The Cost Feasible Plan includes a financially constrained list of transportation projects assembled from public input, the unfunded 2040 LRTP projects, and by analyzing the deficiencies in the system. The projects were evaluated and prioritized using project evaluation criteria inspired by the LRTP Goals and Objectives.

How You Can Get Involved

Please submit your questions or comments prior to the meeting by:

- Using the online comment form [here](#)
- Emailing your comments to colliermmpo@colliergov.net

You may also submit a comment during the meeting.

The virtual public meeting will begin with a pre-recorded video presentation, and then representatives from Collier MPO and Collier County will be available for a live discussion. Comments submitted both prior to and during the virtual meeting will be addressed as time allows.



About the Virtual Public Meeting

Meeting materials are available online at www.colliermmpo.org/lrtp.

To access the virtual meeting, [click here to](#) be directed to the Zoom Meeting website.

Meeting ID: 812 9390 8876

Passcode: 219862

Or you may attend by phone at 1-646-876-9923



Contact Information

If you would like additional information or to be added to the mailing list, please visit our website at www.colliermmpo.org/lrtp

Brandy Otero, Principal Planner

Collier MPO

2885 South Horseshoe Drive, Naples, FL 34104

Phone: (239) 252-5859

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Anne.McLaughlin@colliercountyfl.gov or by phone (239) 252-5884.



Appendix C

Virtual Public Meeting No. 1 (Needs Plan) Summary Report



2045

LONG RANGE TRANSPORTATION PLAN



Collier MPO

Virtual Public Meeting – Needs Plan Summary (July 29, 2020)

November 2020



Contents

Overview.....1

Meeting Notifications.....1

Meeting Registration and Attendees3

Comments3

Appendices

Appendix A – Presentation

- PowerPoint Presentation
- Script
- Meeting Screenshots
- MeetingExhibits

Appendix B – Public Notice

- Web Page Notification
- Newsletter
- Social Media Post
- Press Release
- State of Florida Executive Order 20-193

Appendix C – Registration and Attendance

- Registration Page and Summary
- Attendees Report

Appendix D – Comments

- Collier MPO Online Comment Form
- Recorded Eventbrite Questions and Comments
- WikiMapping Results

Tables

Table 1. Meeting Notifications2

Table 2. Facebook Advertising Results2

Figures

Figure 1. Collier MPO 2045 LRTP Roadway Needs WikiMap Survey Results4



Virtual Public Meeting – Needs Plan Summary (July 29, 2020)

Overview

The Collier Metropolitan Planning Organization (MPO) held a virtual public meeting for the 2045 Long Range Transportation Plan (LRTP) Needs Plan Summary. The meeting was held Wednesday, July 29, 2020, from 5:30 p.m. to 7:00 p.m. using the Microsoft Teams virtual meeting platform. Originally planned to be held in-person, the meeting was changed to a virtual format to ensure the safety and well-being of all participants because of the COVID-19 pandemic.

The purpose of the meeting was to provide the public and interested parties information on the development of the LRTP project needs through the year 2045. The meeting began with a narrated video presentation that included an overview of the Collier MPO, the LRTP update process, the 2045 LRTP goals and objectives, the characteristics of Collier County and its associated municipalities, the transportation needs, and information on how to make comments. Appendix A includes the video presentation and script, as well as screenshots of the virtual public meeting. Upon conclusion of the video presentation, a live panel discussion continued the meeting. The panel and technical advisors included the following members:

Panel Members

- Anne McLaughlin, Collier MPO Executive Director
- Trinity Scott, Collier County Transportation Planning Manager
- Bill Gramer, Jacobs 2045 LRTP Project Manager
- Bill Spikowski, Spikowski Planning Associates Socioeconomic Data Lead

Technical Advisors

- Brandy Otero, Collier MPO Principal Planner
- Tara Jones, PE, Jacobs Deputy Project Manager
- Michelle Arnold, Collier County Director of Public Transit
- Wayne Gaither, FDOT SW Area Office Director
- Victoria Peters, FDOT MPO and Community Liaison
- Mary Ross, FDOT Congestion Management Multi-modal Planner (*did not attend*)

Moderator

- Megan Shimko, Jacobs Public Involvement Advisor

Meeting exhibits are also presented in Appendix A and included a list and map of the proposed 2045 LRTP Roadway Project Needs. Meeting exhibits also included maps of various resources within the MPO boundary overlaid with the proposed roadway needs network. Meeting materials also included the bicycle and pedestrian needs from the Collier MPO Bicycle and Pedestrian Master Plan¹ as well as a draft of the transit needs from the Collier MPO Transit Development Plan².

The meeting was recorded and was made available for viewing on the Collier MPO's website. The Collier MPO makes every reasonable effort to accommodate the needs of the public. The presentation was conducted in English and included closed caption capabilities in English, Spanish, and Creole (instructions were given prior to the presentation commencing). Technical help was also available by visiting Microsoft online support.

Meeting Notifications

The public notice advised the public that Collier MPO would be conducting an online virtual public meeting on

¹ <https://www.colliermpo.org/bp-master-plan/>

² <https://www.colliermpo.org/wp-content/uploads/2020/08/Draft-CAT-TDP-2021-2030-Rev-08.25.2020.pdf>




the 2045 LRTP Needs Plan on Wednesday, July 29, 2020. As shown in Table 1, the public meeting notification was sent by email to the Collier MPO list-serve(s) (MPO Board, Committees, and Adviser Network) posted on the Collier MPO's website, posted on social media, and announced through a press release. Several other Collier County agencies and organizations with social media accounts were identified and asked if they would post the meeting announcement on their social media sites. Almost all declined and those that said they would did not post. The notices included a link or attachment to the Envision 2045 July 2020 Newsletter that included a link register for the virtual public meeting. The newsletter also included a link to the Collier MPO website where the meeting materials could be viewed prior to the meeting, information on how to provide comments, and contact information for the MPO. Appendix B includes copies of the notices and newsletter.

Table 1. Meeting Notifications

Meeting Notifications	Date(s)	Description
Email	7/15/2020	Email to Collier MPO Board, Advisor Network, and Committees - with Envision 2045 July 2020 Newsletter attached
Collier MPO Website	7/15/2020	Announcement on MPO website that included a link to register for the virtual public meeting and meeting materials
Social Media	7/22/20, 7/28/20, 7/29/20	Facebook and Twitter Posts on the Collier County Facebook and Twitter sites
Press Release	7/22/20	Notice sent to the Collier MPO news media list and posted in the Collier County Board of County Commissioners' lobby

In addition to the referenced notifications, the virtual public meeting was announced through a paid advertisement on Facebook and Instagram throughout all of Collier County. Table 2 presents the results of the Facebook advertisement. The ad was viewed by more than 34,000 people and 41 people clicked on the link to register for the meeting.

Table 2. Facebook Advertising Results

Advertisement	Advertisement Run Dates	Demographics	Reach	Clicks
	7/21/2020 to 7/28/2020	Collier County Residents, ages 25+	34,264	41

Meeting Registration and Attendees

An online platform called Eventbrite was used to register attendees for the meeting. Eventbrite reported that 438 people viewed the event on their site and 44 people registered for the virtual public meeting. Some of this traffic could be attributed to the Collier MPO and consultant staff (5) and one person registered three times. Appendix C presents the Eventbrite registration summary. Eventbrite also reported the total number of meeting attendees and meeting questions and comments. A total of 24 people attended the meeting, with a total of 13 joining anonymously. The Eventbrite report summary on registration and attendance is included in Appendix C.

Comments

Comments could be submitted prior, during, or after the virtual public meeting. All questions and comments were due by August 12, 2020, to be included in the assessment for the Roadway Needs Plan. The deadline for comments was extended to August 31, 2020, to allow for greater public participation. There were multiple formats in which comments could be received including the Collier MPO online comment form posted on the 2045 LRTP website, email to colliermmpo@colliergov.net, and through the WikiMapping online tool. WikiMapping is an online interactive tool that collects viewer's ideas through images, discussion, and mapping. As shown on Figure 1, a map of the proposed roadway needs was presented on a WikiMap page set up for the project. A link to the WikiMap was available on the Collier MPO website. The WikiMapping tool allowed the user to Like or Dislike a project and add a comment if desired. The tool also asked each participant to select their top five priority projects and included a survey that included the following questions.

- Are there any projects not shown that you would like to see built?
- What are your top three desired outcomes as a result of transportation investments in Collier County? (select three)
 - More affordable travel options
 - Improved walkable and connections to your neighbors
 - More frequent bus service
 - Easier access to neighborhood destinations, like schools and parks
 - More bus service to more places in Collier County
 - More reliable travel times
 - Lower stress, more comfortable bicycle network
 - Lower stress, more comfortable pedestrian network
 - Easier access to regional destinations, like work or the beaches
 - Shaded bicycle and pedestrian pathways
 - Reduced flooding on roadways
 - Safer and more comfortable to cross streets
- What is your zip code where you live?
- What is your zip code where you work?



As a result of the survey, 26 responses were received. All responses were from the Naples area, the most populous area of the County. Figure 1 presents the key findings from the survey responses.

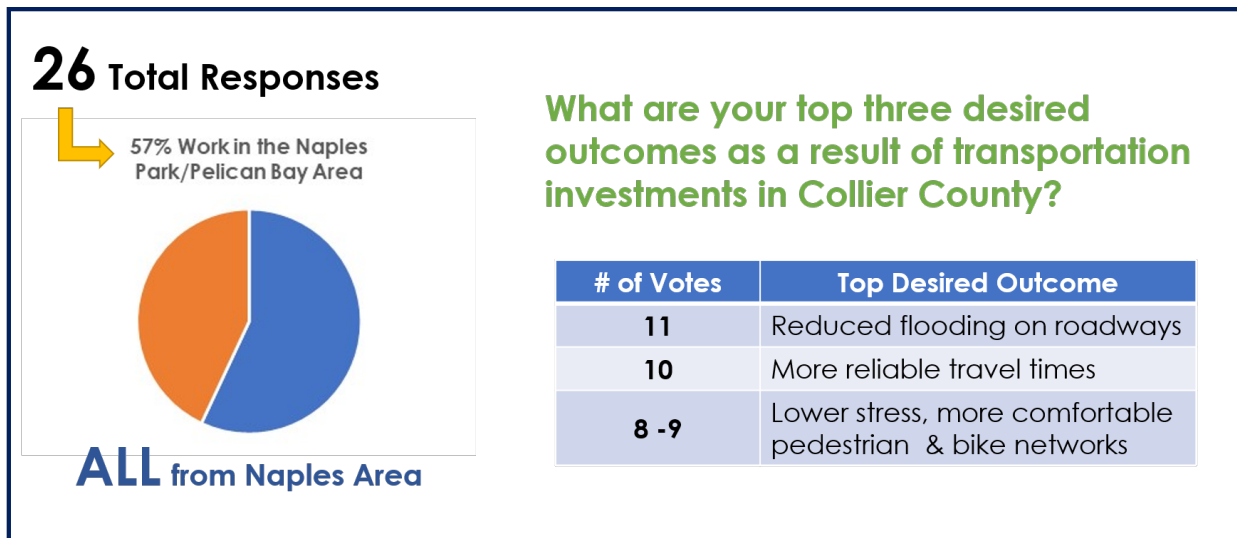


Figure 1. Collier MPO 2045 LRTP Roadway Needs WikiMap Survey Results

Appendix D includes a copy of the Collier MPO comment form and a report from Eventbrite on the comments and questions received (using the chat function) during the meeting. Eventbrite recorded a total of 29 comments and questions received during the virtual public meeting. The results of the Wikimapping outreach are also presented in Appendix D. A total of 88 responses were received as a result of the Wikimapping outreach and the following summarizes the key findings:

- Projects along Immokalee Road, particularly near the I-75 Interchange (Project Numbers 66, 25, and 97), received the most Likes or community support. Related community support highlighted congestion issues along the corridor that needed to be addressed.
- In contrast, the proposed improvements near I-75 and Everglades Boulevard (Project Number 22) received 8 Dislikes and 2 Likes.
- The New Bridge projects were well-received, with six of the bridge projects receiving a total of 12 Likes.
- The comments indicated concerns at certain intersections and natural environment impact concerns.

Appendix A

Presentation, Script, Meeting Screenshots, Exhibits

WELCOME TO THE COLLIER MPO 2045 LRTP VIRTUAL PUBLIC MEETING – NEEDS PLAN


While you wait for the presentation to begin, please familiarize yourself with this live event.

- ✓ Check your speakers to make sure you have sound.
- ✓ Turn on closed captions, available in **English, Spanish** and **Creole** (*see instructions below*)
- ✓ Get ready for Q&A!

If you need technical help with teams visit Microsoft support:

<https://support.microsoft.com/en-us/office/get-started-with-microsoft-teams-live-events-d077fec2-a058-483e-9ab5-1494afda578a>

ASK A QUESTION


Select **Q&A**  on the right side of the screen.


Type your question in the compose box, and then select **Send**. If you want to ask your question anonymously, select **Ask anonymously**.

Ask a question

☐ Post as anonymous

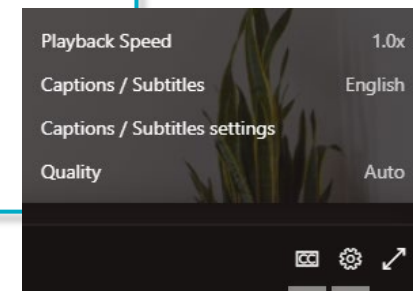
USE LIVE CAPTIONS AND SUBTITLES

To turn on live captions and subtitles, select **Captions/Subtitles On**  in your video controls in the Teams toolbar.

To change the caption language, select **Settings**  > **Captions/Subtitles**, and choose the language you want.

CC Languages Supported:

- English (default)
- Spanish
- Creole





2045

LONG RANGE TRANSPORTATION PLAN



Collier MPO



Jacobs

July 29, 2020

Moderated by Megan Shimko/Jacobs

VIRTUAL PUBLIC MEETING – NEEDS PLAN

Agenda



ENVISION 2045 Collier MPO

- Introduction
 - Who is the Collier MPO?
 - What is a LRTP?
 - How does the MPO update the LRTP?
- Goals and Objectives
- Collier County Characteristics
- Transportation Needs Plan
- Next Steps
- Live Questions and Comments Discussion
- Adjourn - 7:00 PM

Who is the Collier Metropolitan Planning Organization (MPO)?



COLLIER MPO & PARTNERS AGENCIES

- Collier MPO is a federally mandated transportation policy-making organization
- MPO Board is comprised of local elected officials

COLLIER MPO BOARD

5 Voting Members From:
The Board of Collier County Commissioners

2 Voting Members From:
The City of Naples

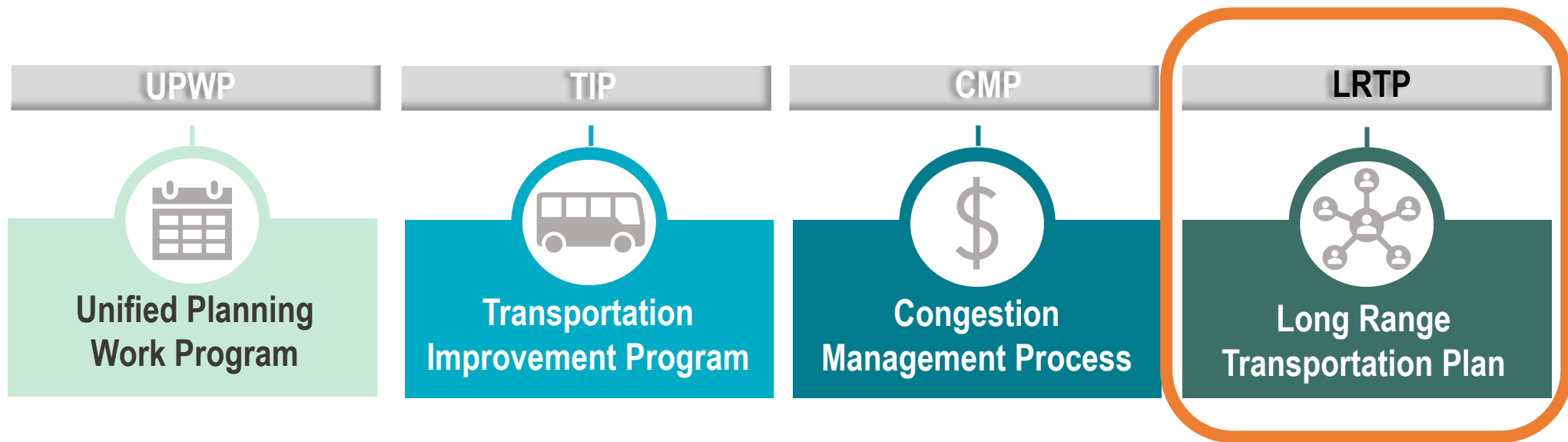
1 Voting Member From:
The City of Marco Island

1 Voting Member From:
Everglades City

Non-voting Member:
FDOT District 1 Secretary

Who is the Collier Metropolitan Planning Organization (MPO)?

- The MPO is responsible for Collier County's current and future transportation system plan.



What is a Long Range Transportation Plan (LRTP)?

Key Requirements of the LRTP:



Multi-modal Transportation System includes:

- Highway
- Transit
- Bicycle and Pedestrian



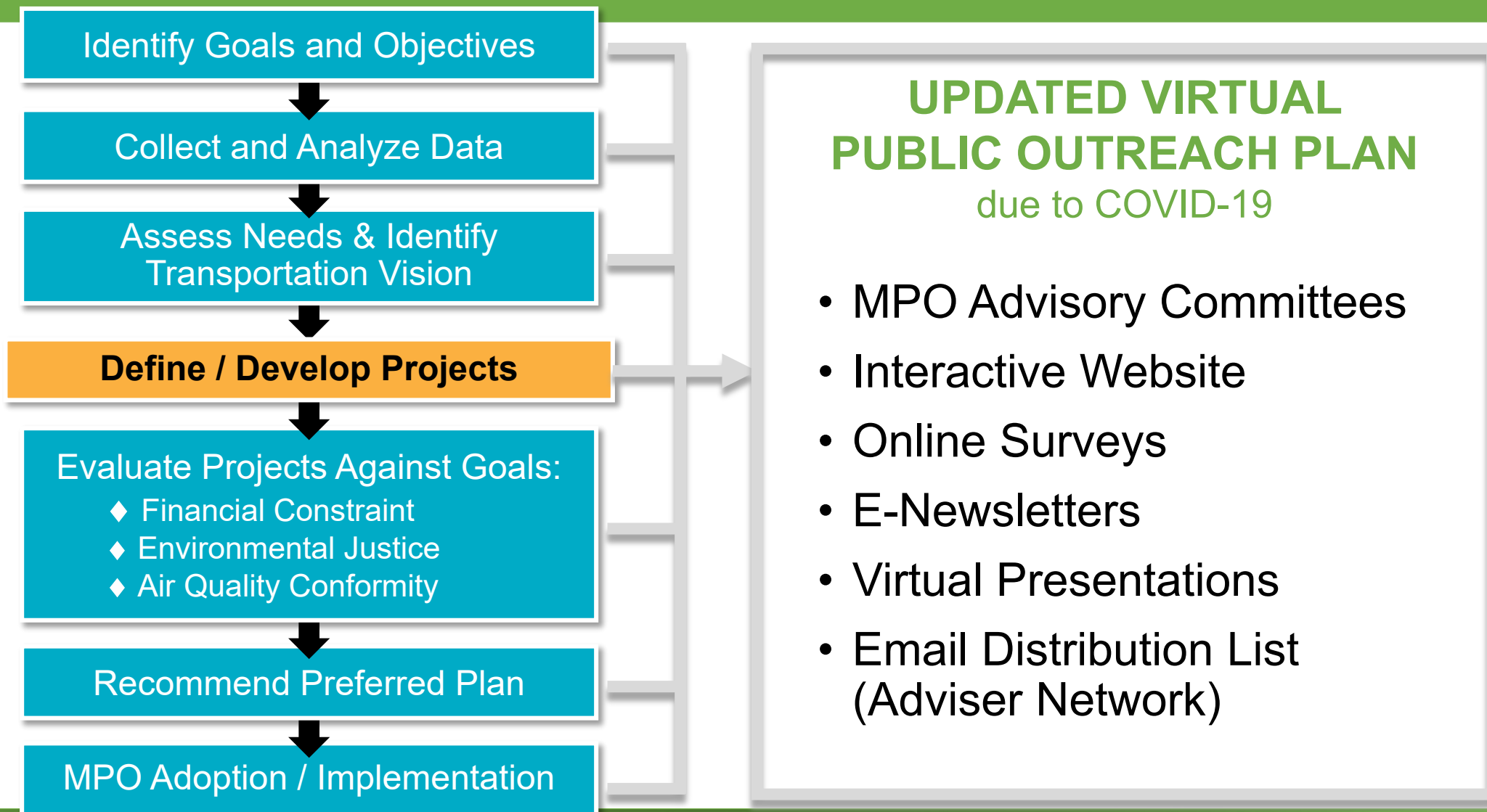
Minimum 20 Year Horizon



Updated on a 5 Year Cycle



What process are we using to update the LRTP?



Goals and Objectives



Evacuation



Environmental
Resources



System Connectivity &
Continuity



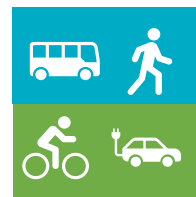
Congestion



Freight
Movement



Safety for All
Users



Multi-modal
Solutions



Land Use
Considerations



Sustainability



Climate Change Risks



Connected and Automated
Vehicles (CAV)



Collier County

3
Cities

358,000 Residents
(2015)

15
CDPs

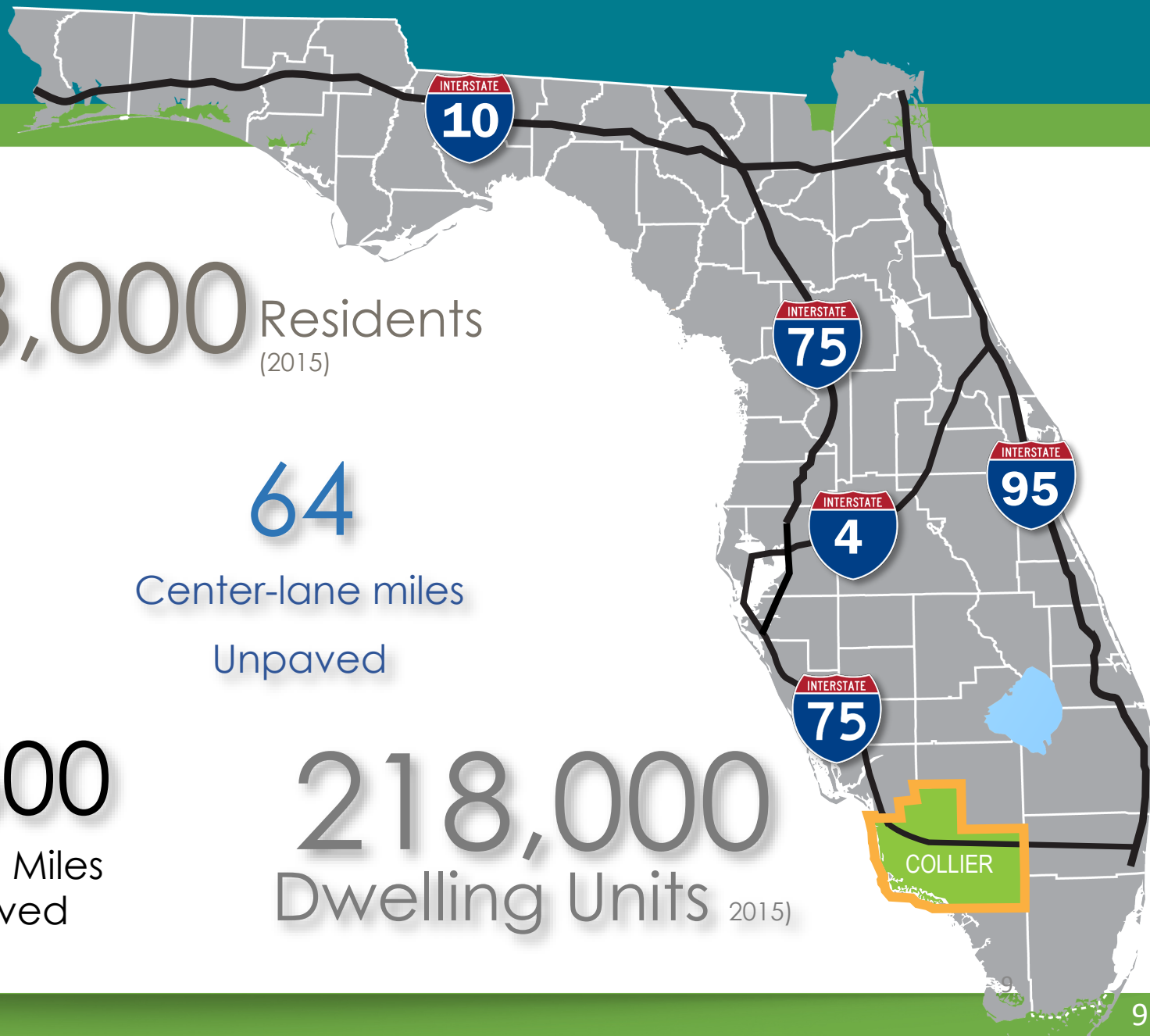
2025
Square mile of
land area

64
Center-lane miles
Unpaved

143,000
JOBS
(2015)

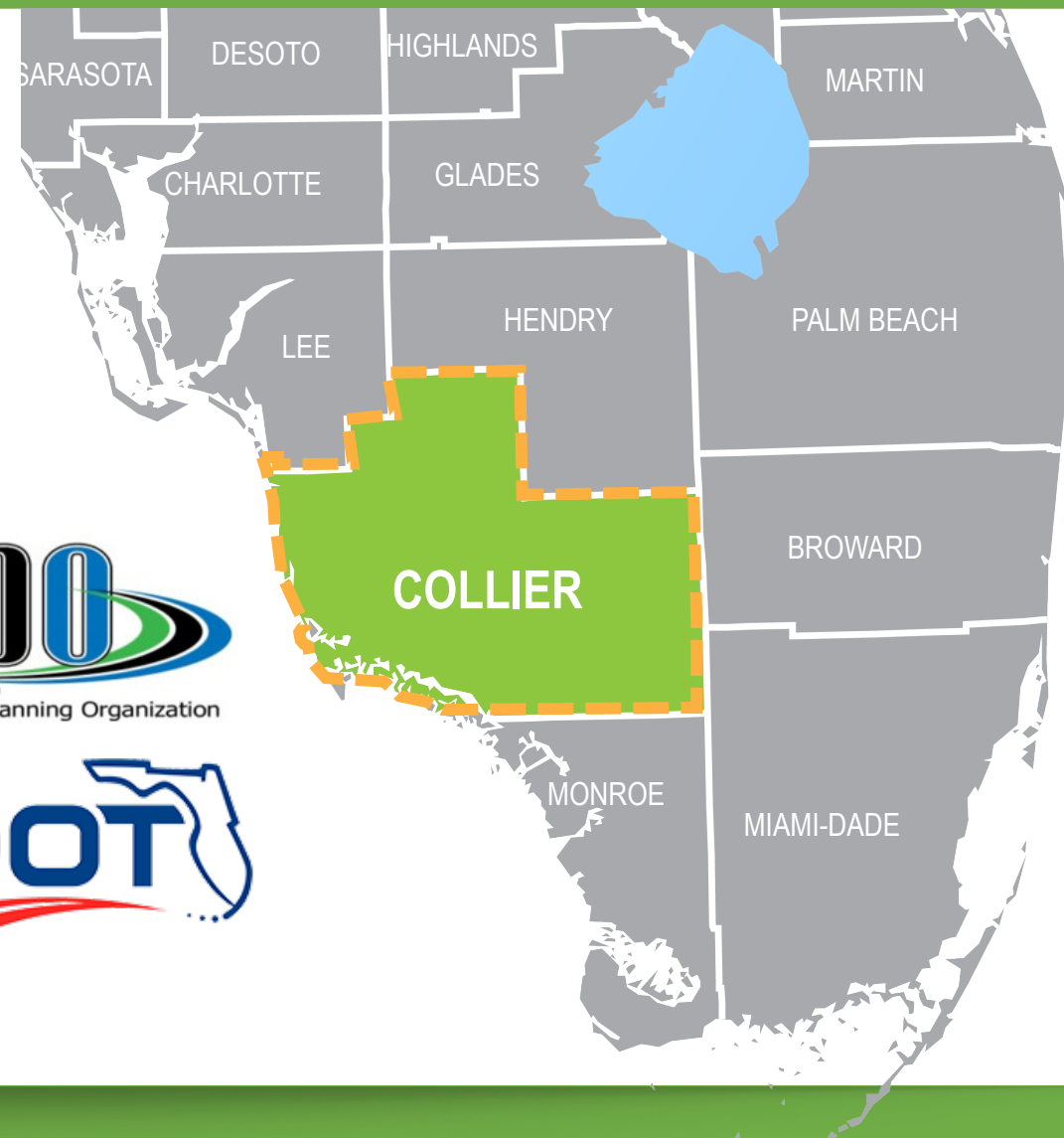
2600
Lane Miles
paved

218,000
Dwelling Units (2015)



How does the MPO determine the needs of the County?

- The MPO must determine the transportation needs of the County based on future travel demand.
- The MPO, in partnership with FDOT, is using the District One Regional Planning Model to determine needs and identify future transportation improvements.

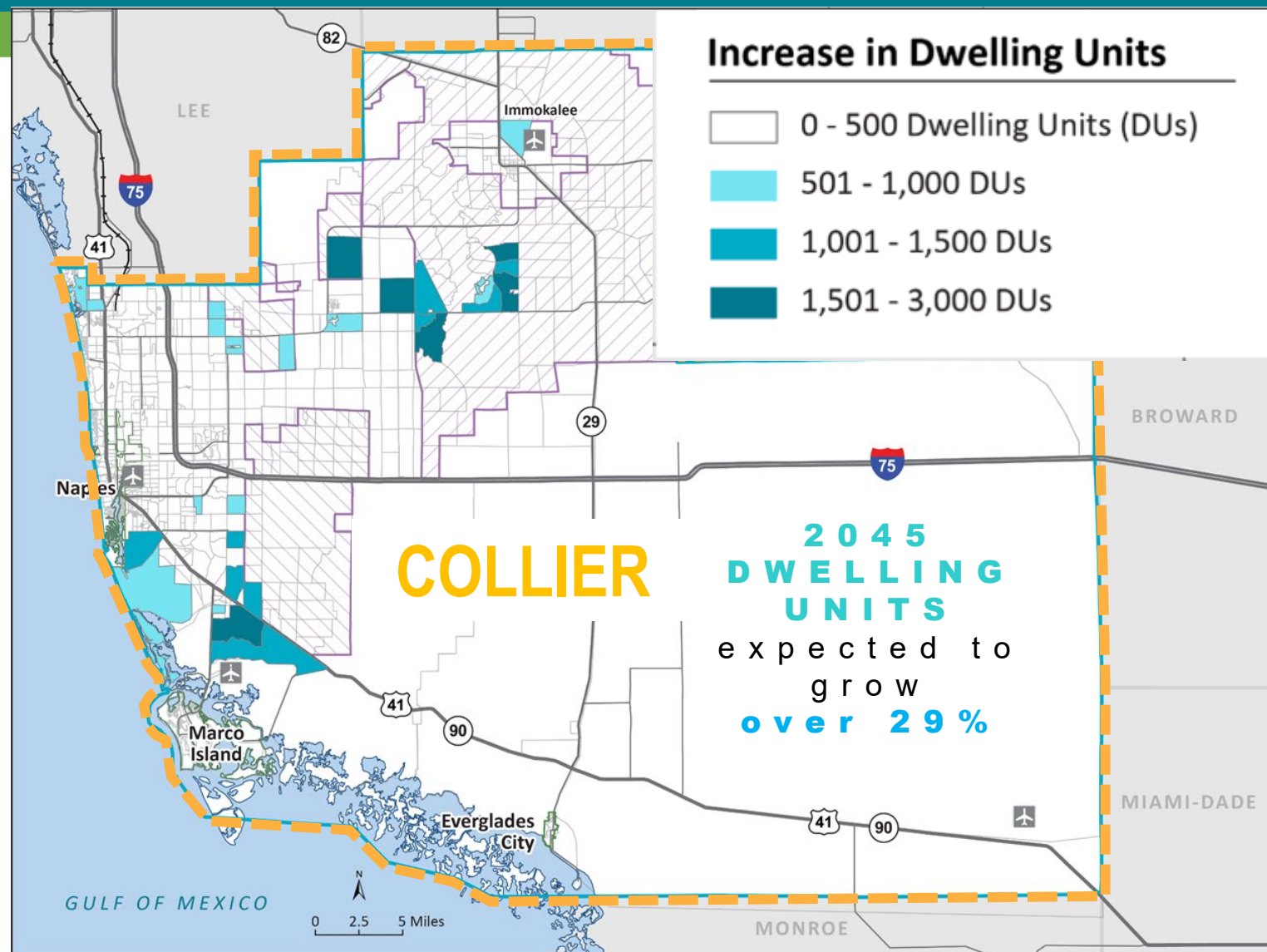
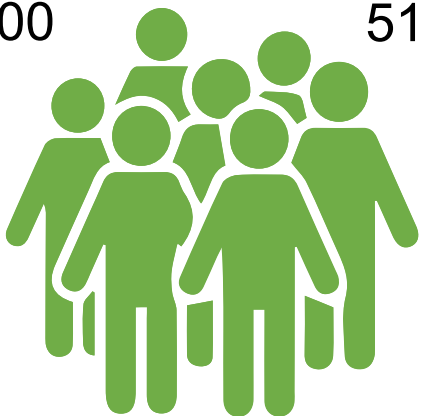


Population Growth

POPULATION
expected to grow
over 40%

2015
Population
358,000

2045
Population
510,000

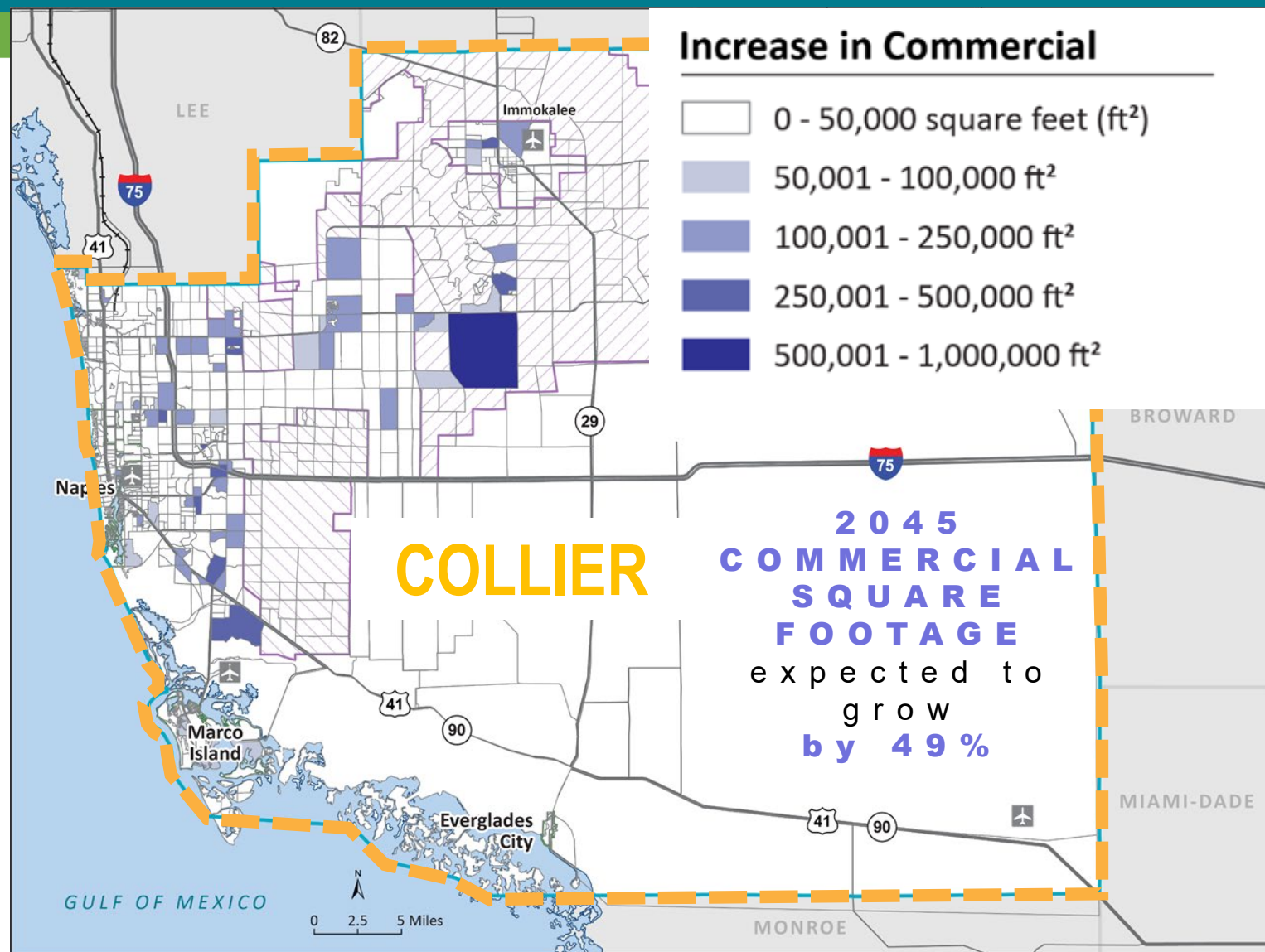


Employment Growth

EMPLOYMENT
expected to grow
by 50%

2015
Employment
141,000

2045
Employment
212,000



2045 LRTP Needs Plan

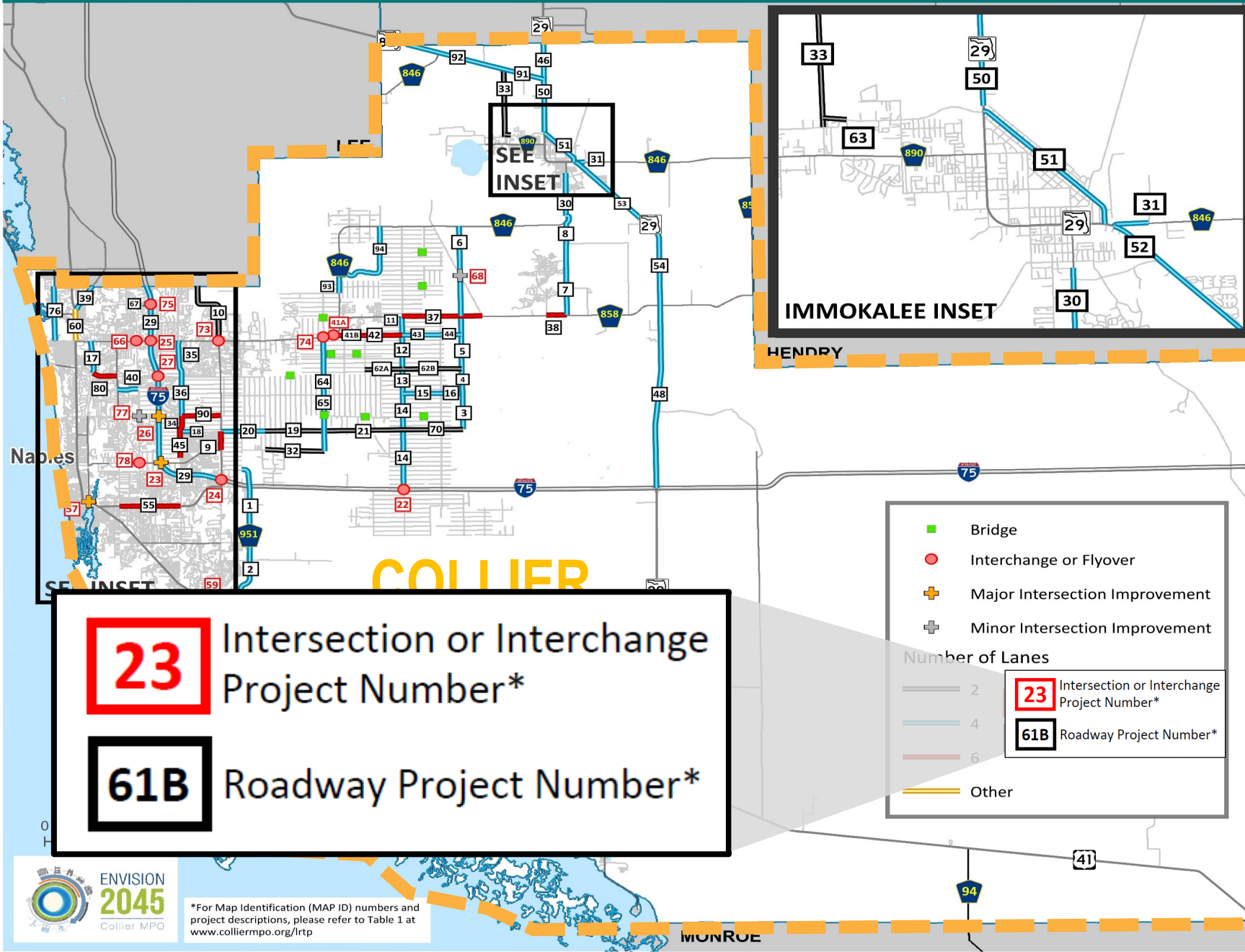
List of projects

Table 1. 2045 Needs Plan List of Projects

Map ID	Project	From	To	Description
1	Benfield Rd Extension	US 41 (SR 90) (Tamiami Trail E)	City Gate Blvd N	New 2-Lane Road (Expandable to 4-Lanes)
2	Benfield Rd	US 41 (SR 90) (Tamiami Trail E)	Rattlesnake-Hammock Extension	New 2-Lane Road (Expandable to 4-Lanes)
3	Big Cypress Parkway	North of I-75	Golden Gate Blvd	New 2-Lane Road (Expandable to 4-Lanes)
4	Big Cypress Parkway	Golden Gate Blvd	Vanderbilt Beach Road Ext.	New 2-Lane Road (Expandable to 4-Lanes)
5	Big Cypress Parkway	Vanderbilt Beach Rd Extension	Oil Well Rd	New 2-Lane Road (Expandable to 4-Lanes)
6	Big Cypress Parkway	Oil Well Rd	Immokalee Rd	New 2-Lane Road (Expandable to 4-Lanes)
7	Camp Keais Rd	Pope John Paul Blvd	Oil Well Road	Widen from 2-Lane to 4 Lanes
8	Camp Keais Rd	Immokalee Rd	Pope John Paul Blvd	Widen from 2-Lane to 4-Lanes
9	Collier Blvd (CR 951)	Golden Gate Main Canal	Green Blvd	Widen from 4-Lanes to 6 Lanes
10	CR 951 Extension	Collier Blvd (CR 951) (northern terminus)	Lee/Collier County Line	New 2-Lane Road
11	Everglades Blvd	Randall Blvd	South of Oil Well Road	Widen from 2-Lanes to 4-Lanes
12	Everglades Blvd	Vanderbilt Beach Rd Extension	Randall Blvd	Widen from 2-Lanes to 4-Lanes
13	Everglades Blvd	Golden Gate Blvd	Vanderbilt Beach Rd Extension	Widen from 2-Lanes to 4-Lanes
14	Everglades Blvd	I-75 (SR-93)	Golden Gate Blvd	Widen from 2-Lanes to 4-Lanes
15	Golden Gate Blvd	Everglades Blvd	Desoto Blvd	Widen from 2-Lanes to 4-Lanes
16	Golden Gate Blvd Extension	Desoto Blvd	Big Cypress Parkway	New 4-Lane Road
17	Goodlette-Frank Rd	Vanderbilt Beach Rd	Immokalee Rd	Widen from 2-Lanes to 4-Lanes
18	Green Blvd	Santa Barbara/ Logan Blvd	Sunshine Blvd	Widen from 2-Lane to 4-Lane
19	Green Boulevard Extension (16th Ave SW)	23rd St SW	Wilson Blvd Extension (Corridor Study)	New 2-Lane (Future Study Area)

Map ID	Project	From	To	Description
1	Benfield Rd Extension	US 41 (SR 90) (Tamiami Trail E)	City Gate Blvd N	New 2-Lane Road (Expandable to 4-Lanes)
2	Benfield Rd	US 41 (SR 90) (Tamiami Trail E)	Rattlesnake-Hammock Extension	New 2-Lane Road (Expandable to 4-Lanes)
3	Big Cypress Parkway	North of I-75	Golden Gate Blvd	New 2-Lane Road (Expandable to 4-Lanes)
4	Big Cypress Parkway	Golden Gate Blvd	Vanderbilt Beach Road Ext.	New 2-Lane Road (Expandable to 4-Lanes)
5	Big Cypress Parkway	Vanderbilt Beach Rd Extension	Oil Well Rd	New 2-Lane Road (Expandable to 4-Lanes)
6	Big Cypress Parkway	Oil Well Rd	Immokalee Rd	New 2-Lane Road (Expandable to 4-Lanes)
7	Camp Keais Rd	Pope John Paul Blvd	Oil Well Road	Widen from 2-Lane to 4 Lanes
8	Camp Keais Rd	Immokalee Rd	Pope John Paul Blvd	Widen from 2-Lane to 4-Lanes
9	Collier Blvd (CR 951)	Golden Gate Main Canal	Green Blvd	Widen from 4-Lanes to 6 Lanes
10	CR 951 Extension	Collier Blvd (CR 951) (northern terminus)	Lee/Collier County Line	New 2-Lane Road
11	Everglades Blvd	Randall Blvd	South of Oil Well Road	Widen from 2-Lanes to 4-Lanes
12	Everglades Blvd	Vanderbilt Beach Rd Extension	Randall Blvd	Widen from 2-Lanes to 4-Lanes
13	Everglades Blvd	Golden Gate Blvd	Vanderbilt Beach Rd Extension	Widen from 2-Lanes to 4-Lanes
14	Everglades Blvd	I-75 (SR-93)	Golden Gate Blvd	Widen from 2-Lanes to 4-Lanes
15	Golden Gate Blvd	Everglades Blvd	Desoto Blvd	Widen from 2-Lanes to 4-Lanes
16	Golden Gate Blvd Extension	Desoto Blvd	Big Cypress Parkway	New 4-Lane Road
17	Goodlette-Frank Rd	Vanderbilt Beach Rd	Immokalee Rd	Widen from 2-Lanes to 4-Lanes
18	Green Blvd	Santa Barbara/ Logan Blvd	Sunshine Blvd	Widen from 2-Lane to 4-Lane
19	Green Boulevard Extension (16th Ave SW)	23rd St SW	Wilson Blvd Extension (Corridor Study)	New 2-Lane (Future Study Area)
20	Green Boulevard Extension (16th Ave SW)	23rd St SW	Wilson Blvd Extension (Corridor Study)	New 4-Lane (Future Study Area)
21	Green Boulevard Extension (16th Ave SW)	23rd St SW	Wilson Blvd Extension (Corridor Study)	New 4-Lane (Future Study Area)
22	I-75 (SR-93) Interchange (modified)	Everglades Blvd	Golden Gate Parkway	New Full Interchange
23	I-75 (SR-93) Interchange (modified)	Collier Blvd (CR 951)	Golden Gate Parkway	Single Point Urban Interchange (SPUI)
24	I-75 (SR-93) Interchange (modified)	Immokalee Rd	Golden Gate Parkway	Intersection Traffic Signalization (DOT proposed)
25	I-75 (SR-93) Interchange (modified)	Pine Ridge Rd	Golden Gate Parkway	Intersection Traffic Signalization (DOT proposed)
26	I-75 (SR-93) Interchange (modified)	Vanderbilt Beach Rd	Golden Gate Parkway	New Interchange - Partial (to/from the North)
27	I-75 (SR-93) Interchange (modified)	Collier Blvd (CR 951)	Golden Gate Parkway	New 4-Lane Express (Toll) Lanes
28	I-75 (SR-93) Interchange (modified)	Camp Keais Rd	Golden Gate Parkway	Widen from 2-Lanes to 4-Lanes
29	Immokalee Rd (CR 944)	SR 29	Immokalee Rd	Widen from 2-Lanes to 4-Lanes
30	Immokalee Rd (CR 944)	SR 29	Immokalee Rd	Widen from 2-Lanes to 4-Lanes
31	Immokalee Rd (CR 944)	SR 29	Immokalee Rd	Widen from 2-Lanes to 4-Lanes
32	Keane Ave	SR 29	Immokalee Rd	New 2-Lane Road (Future Study Area)
33	Little League Rd Extension	SR 29	Immokalee Rd	New 2-Lane Road
34	Logan Blvd	SR 29	Immokalee Rd	Widen from 2-Lanes to 4-Lanes
35	Logan Blvd	SR 29	Immokalee Rd	Widen from 2-Lanes to 4-Lanes
36	Logan Blvd	SR 29	Immokalee Rd	Widen from 2-Lanes to 4-Lanes
37	Oil Well Road / CR 958	Everglades Blvd	Oil Well Road	Widen from 2-Lanes to 4-Lanes
38	Oil Well Road / CR 958	Ave Maria Extension	Oil Well Road	Widen from 2-Lanes to 4-Lanes
39	Oil Well Road / CR 958	US 41 (SR 90)	Oil Well Road	Widen from 2-Lanes to 4-Lanes
40	Orange Blossom Dr	SR 29	Immokalee Rd	Widen from 2-Lanes to 4-Lanes
41A	Randall Blvd Intersection (Hyover)	Immokalee Rd	Immokalee Rd	Ultimate Intersection Improvement: Overpass
41B	Randall Blvd	Immokalee Rd	Immokalee Rd	Ultimate Intersection Improvement: Overpass
42	Randall Blvd	Immokalee Rd	Immokalee Rd	Ultimate Intersection Improvement: Overpass
43	Randall Blvd	Immokalee Rd	Immokalee Rd	Ultimate Intersection Improvement: Overpass
44	Randall Blvd	Immokalee Rd	Immokalee Rd	Ultimate Intersection Improvement: Overpass
45	Santa Barbara Blvd	Green Blvd	Green Blvd	Widen from 2-Lanes to 4-Lanes
46	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
47	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
48	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
49	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
50	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
51	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
52	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
53	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
54	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
55	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
56	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
57	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
58	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
59	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
60	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
61	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
62	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
63	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
64	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
65	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
66	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
67	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
68	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
69	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
70	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
71	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
72	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
73	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
74	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
75	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
76	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
77	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
78	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
79	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
80	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
81	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
82	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
83	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
84	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
85	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
86	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
87	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
88	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
89	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
90	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
91	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
92	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
93	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes
94	SR 29	Collier County Line	Collier County Line	Widen from 2-Lanes to 4-Lanes

For Table 1. 2045 Needs Plan List of Projects
please visit
www.colliermpo.org/lrtp



Look here for Map ID Number

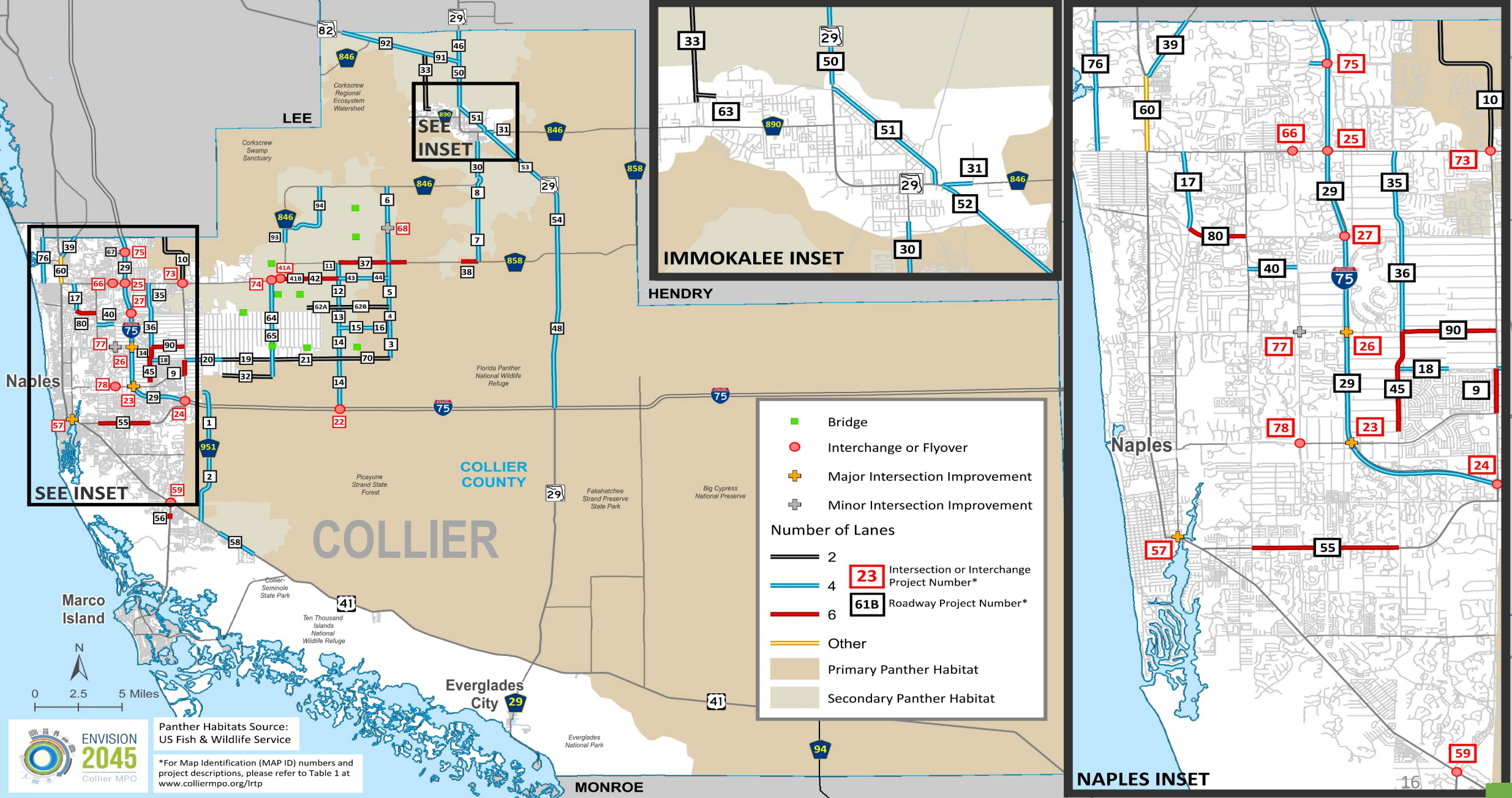
List of Projects on Collier MPO Website

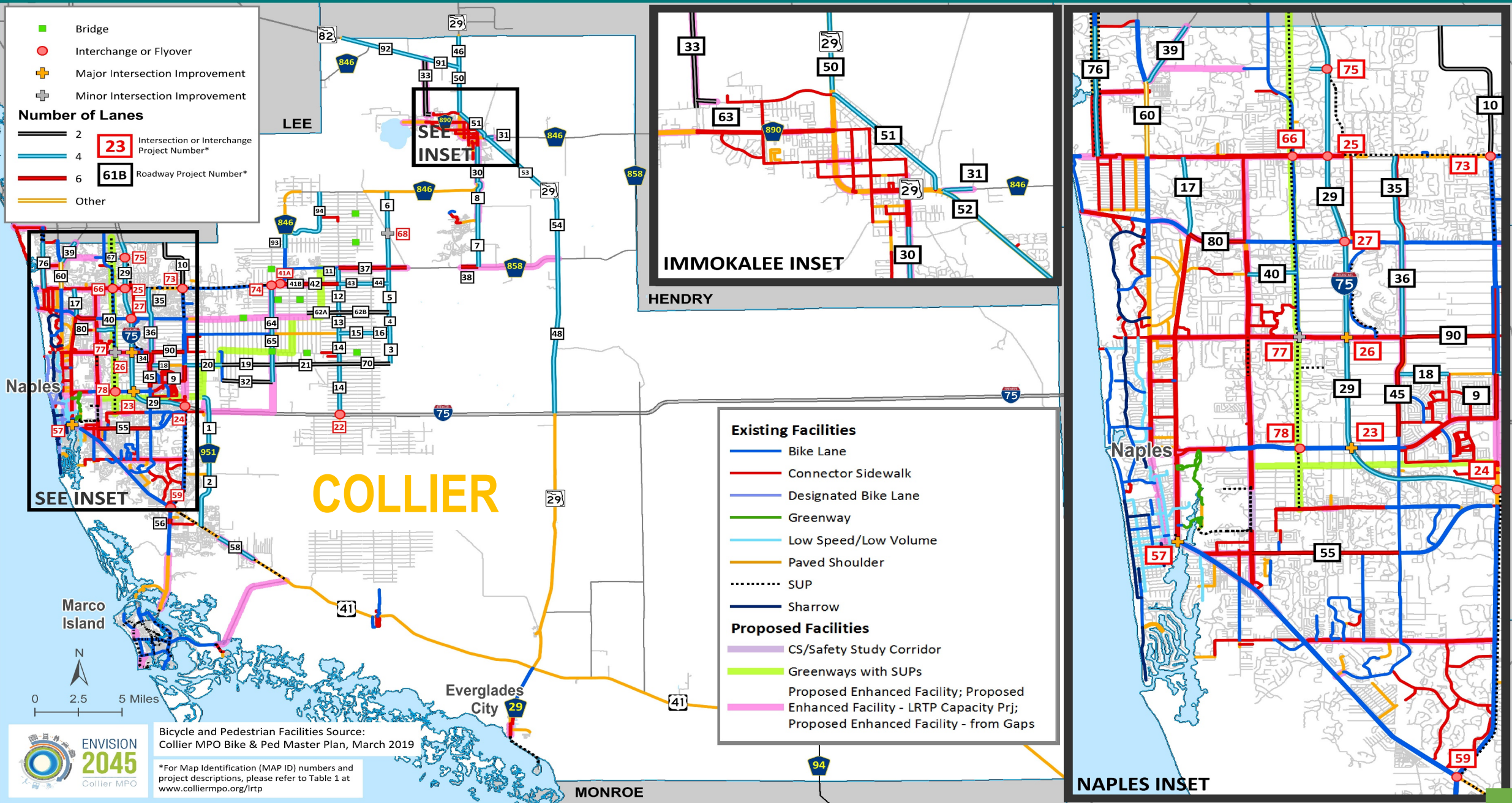
Map ID	Project	From	To	Description
1	Berfield Rd Extension	US 41 (SR 80) (Tamiami Trail E)	City Gate Blvd N	New 2 Lane Road (Expandable to 4 Lanes)
2	Berfield Rd	US 41 (SR 80) (Tamiami Trail E)	Plumlee-Hammock Extension	New 2 Lane Road (Expandable to 4 Lanes)
3	Big Cypress Parkway	North of 175	Golden Gate Blvd	New 2 Lane Road (Expandable to 4 Lanes)
4	Big Cypress Parkway	Golden Gate Blvd	Vanderbilt Beach Rd Ext.	New 2 Lane Road (Expandable to 4 Lanes)
5	Big Cypress Parkway	Vanderbilt Beach Rd Extension	Oil Well Rd	New 2 Lane Road (Expandable to 4 Lanes)
6	Big Cypress Parkway	Oil Well Rd	Imnokalee Rd	New 2 Lane Road (Expandable to 4 Lanes)
7	Camp Kras Rd	Pope John Paul Blvd	Imnokalee Rd	Viden from 2 Lane to 4 Lanes
8	Camp Kras Rd	Imnokalee Rd	Green Blvd	Viden from 4 Lanes to 8 Lanes
9	Collier Blvd (CR 95)	Collier Blvd (CR 95) (northern terminus)	Lee Collier County Line	New 2 Lane Road
10	CR 95 Extension	Collier Blvd (CR 95) (northern terminus)	South of Oil Well Road	Viden from 2 Lanes to 4 Lanes
11	Everglades Blvd	Vanderbilt Beach Rd Extension	Randal Blvd	Viden from 2 Lanes to 4 Lanes
12	Everglades Blvd	Vanderbilt Beach Rd Extension	Golden Gate Blvd	Viden from 2 Lanes to 4 Lanes
13	Everglades Blvd	175 (SR 33)	Desoto Blvd	Viden from 2 Lanes to 4 Lanes
14	Everglades Blvd	175 (SR 33)	Desoto Blvd	Viden from 2 Lanes to 4 Lanes
15	Golden Gate Blvd	Desoto Blvd	Desoto Blvd	Viden from 2 Lanes to 4 Lanes
16	Golden Gate Blvd Extension	Santa Barbara Blvd	Imnokalee Rd	Viden from 2 Lane to 4 Lane
17	Goodlette-Frank Rd	Vanderbilt Beach Rd	Imnokalee Rd	Viden from 2 Lane to 4 Lane
18	Green Blvd	Imnokalee Rd	Sandline Blvd	New 4 Lane Road (Future Study Area)
19	Green Boulevard Extension (18th Ave SW)	23rd St SW	Viscon Blvd Extension (Corridor Stu	New 2 Lane (Future Study Area)
20	Green Boulevard Extension (18th Ave SW)	23rd St SW	Viscon Blvd Extension (Corridor Stu	New 2 Lane (Future Study Area)
21	Green Boulevard Extension (18th Ave SW)	Viscon Blvd Ext	Everglades Blvd (Corridor Study)	New 2 Lane Road
22	175 (SR 33) Interchange	Golden Gate Parkway	Further Study Required (New 2 Lane Ramp)	Further Study Required (New 2 Lane Ramp)
23	175 (SR 33) Interchange	Golden Gate Parkway	Golden Gate Parkway	Golden Gate Parkway
24	175 (SR 33) Interchange	Imnokalee Rd	Imnokalee Rd	Imnokalee Rd
25	175 (SR 33) Interchange	Imnokalee Rd	Imnokalee Rd	Imnokalee Rd
26	175 (SR 33) Interchange	Imnokalee Rd	Imnokalee Rd	Imnokalee Rd
27	175 (SR 33) Interchange	Imnokalee Rd	Imnokalee Rd	Imnokalee Rd
28	175 (SR 33) Interchange	Imnokalee Rd	Imnokalee Rd	Imnokalee Rd
29	175 (SR 33) Interchange	Imnokalee Rd	Imnokalee Rd	Imnokalee Rd
30	Imnokalee Rd (CR 94)	Camp Kras Rd	Imnokalee Rd	Imnokalee Rd
31	Imnokalee Rd (CR 94)	Camp Kras Rd	Imnokalee Rd	Imnokalee Rd
32	Kras Rd	Imnokalee Rd	Imnokalee Rd	Imnokalee Rd
33	Little League Rd Extension	Imnokalee Rd	Imnokalee Rd	Imnokalee Rd
34	Logan Blvd	Imnokalee Rd	Imnokalee Rd	Imnokalee Rd
35	Logan Blvd	Imnokalee Rd	Imnokalee Rd	Imnokalee Rd
36	Logan Blvd	Imnokalee Rd	Imnokalee Rd	Imnokalee Rd
37	Oil Well Road / CR 95	Imnokalee Rd	Imnokalee Rd	Imnokalee Rd
38	Oil Well Road / CR 95	Imnokalee Rd	Imnokalee Rd	Imnokalee Rd
39	Oil Well Road / CR 95	Imnokalee Rd	Imnokalee Rd	Imnokalee Rd
40	Orange Blossom Dr	Imnokalee Rd	Imnokalee Rd	Imnokalee Rd
41A	Randal Blvd Intersection (Improvement)	Imnokalee Rd	Imnokalee Rd	Imnokalee Rd
41B	Randal Blvd	Imnokalee Rd	Imnokalee Rd	Imnokalee Rd
42	Randal Blvd	Imnokalee Rd	Imnokalee Rd	Imnokalee Rd
43	Randal Blvd	Imnokalee Rd	Imnokalee Rd	Imnokalee Rd
44	Randal Blvd	Imnokalee Rd	Imnokalee Rd	Imnokalee Rd
45	Santa Barbara Blvd	Imnokalee Rd	Imnokalee Rd	Imnokalee Rd
46	SR 29	SR 102	SR 102	SR 102
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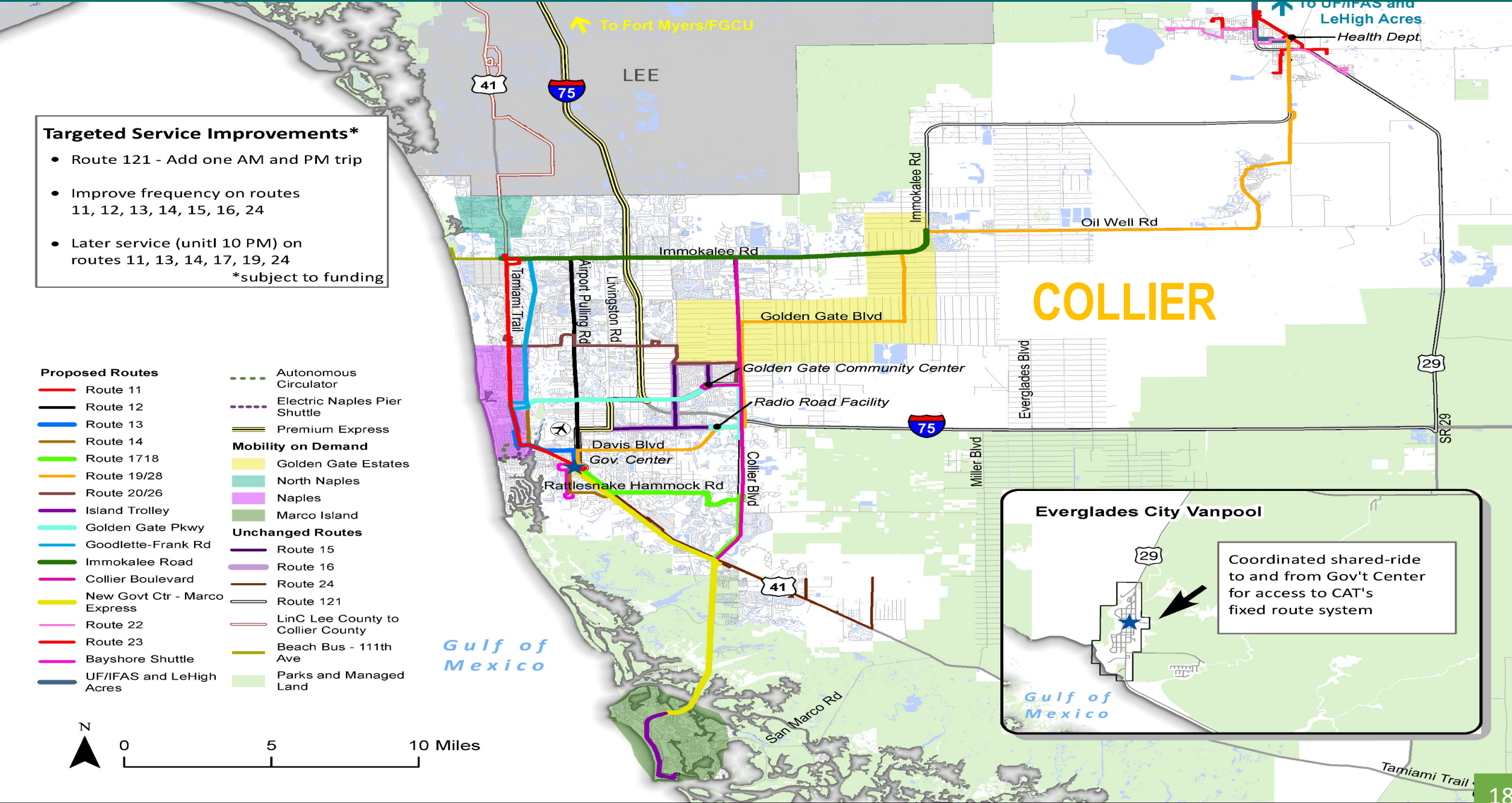


*For Map Identification (MAP ID) numbers and project descriptions, please refer to Table 1 at www.colliermpo.org/lrtp

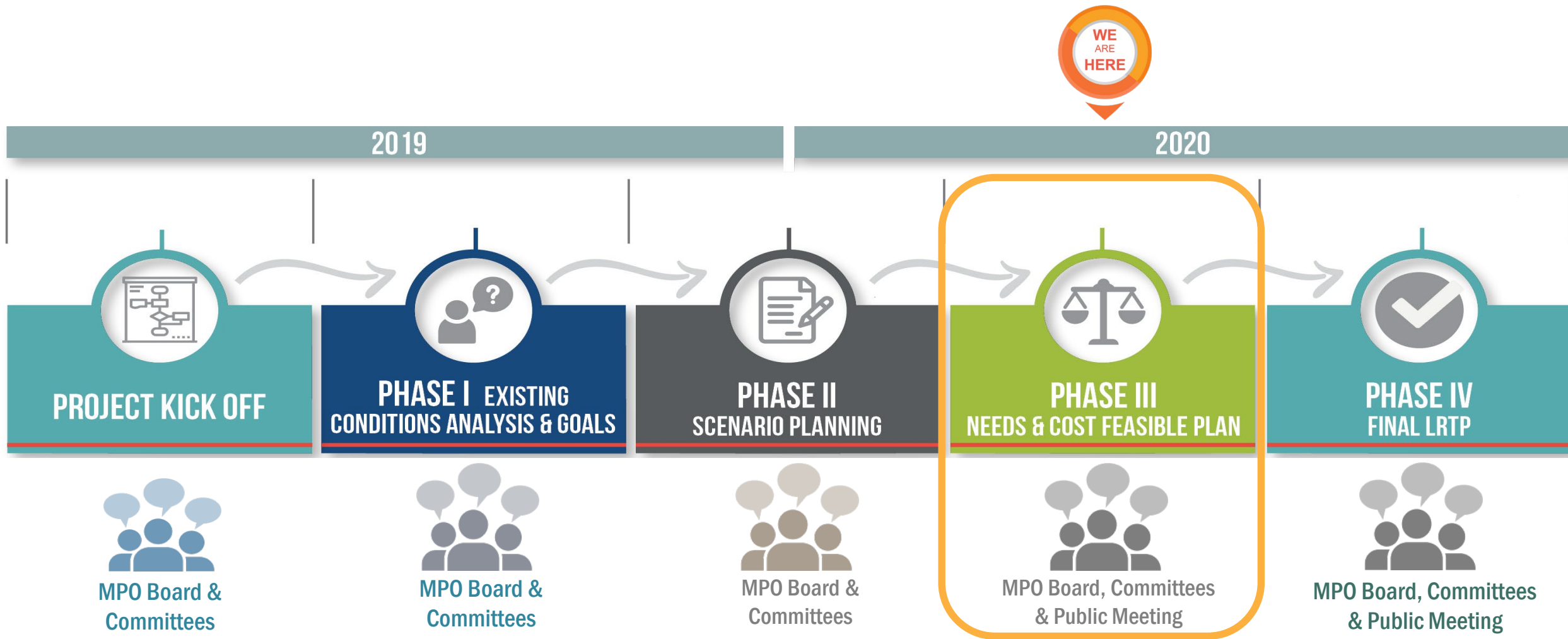








Next Steps in the LRTP Process



Stay Connected

- Public involvement activities are ongoing
- Your comments are welcome

For more information
and
upcoming events
please visit
www.colliermmpo.org




COLLIER METROPOLITAN PLANNING ORGANIZATION
COLLIER COUNTY, FLORIDA

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Home / Long Range Transportation Plan (L RTP)

LONG RANGE TRANSPORTATION PLAN (L RTP)

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2045

LONG RANGE TRANSPORTATION PLAN

Help Shape the FUTURE of Transportation in COLLIER COUNTY

Collier MPO

Collier MPO is hosting a [Virtual Public Meeting](#) on July 29, 2020 from 5:30 to 7:00 pm. For information on how to register, you can click on the link provided or call the MPO office: 239-252-5814.

Jacobs Engineering was awarded the contract and began work on the 2045 Long Range Transportation Plan (L RTP) in late Spring 2019. The project began in earnest when kick off meetings were held with the Technical Advisory and Citizens Advisory Committees (TAC and CAC) in August 2019. Jacobs hosted an informational booth at the Immokalee Ciclovía in early November 2019. The results of a preliminary on-line survey and hard copy forms completed at the Immokalee event can be viewed at the following link: [Initial Survey Response](#).

The MPO Board has approved the following documents for the 2045 L RTP:

- Goals, Objectives & Decision-Making Framework
- Public Involvement Plan including Social Media Outreach Strategy
- Existing + Proposed Roadway Network – Map and Tables – (Submitted to FDOT in December 2019)
- 2015 and 2045 Report on Socio-economic Data – (Submitted to FDOT in January 2020)

FDOT and the MPO have been working in tandem throughout the spring and summer to test various roadway network alternatives using the District One Planning Model. Click on the [Alternate 3 Model Run](#) to view the most current Network Deficiency Analysis map that FDOT provided. The map shows where the amount of traffic projected for 2045 exceeds the capacity of the MPO's first draft of a fiscally constrained roadway network.

The network modeling was instrumental in developing the MPO's Needs Plan, which is unconstrained by cost. We are currently in the process of developing the Cost Feasible Plan (CFP), which balances projected costs with available funding. Alternative network scenarios are being tested and evaluated for how well they meet the L RTP's Goals, Objectives and Decision-Making Framework.

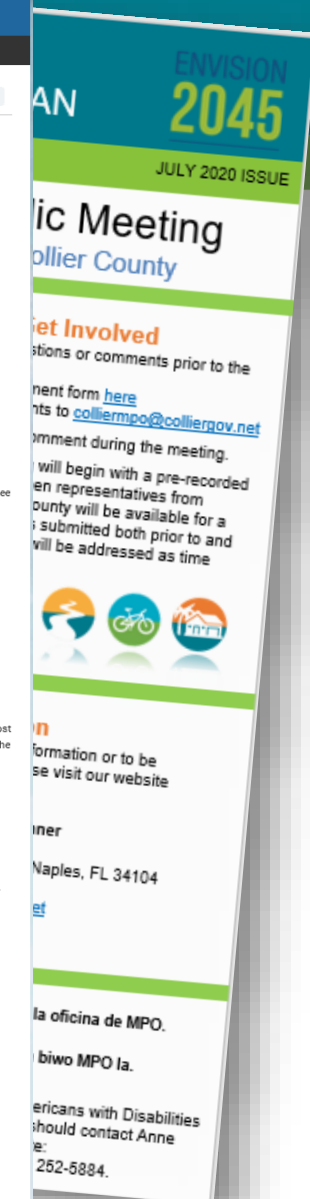
The Citizens Advisory Committee and Technical Advisory Committee have been meeting on a monthly basis throughout the summer to assist the MPO in this endeavor. The two committees will meet again on August 7, 2020 to review the results of the Alternate 4 Model Run and refine the preliminary analysis of the projects identified in the Needs List using the evaluation criteria established for the 2045 L RTP, which can be viewed at this link: [Draft Evaluation Matrix](#). Jacobs developed an [Evaluation Criteria Map Series](#) using GIS to inform the scoring. The map ID numbers in the Evaluation Matrix correspond to the numbers on the map series.

Please check back periodically to keep up to date with the Plan's progress, or if you prefer, join the [Adviser Network](#) to receive email updates on the Plan. You may also leave [comments](#) on the Plan or call Brandy Otero at 239-252-5859 for more information.

The following documents provide additional information that may be of general public interest:

- FDOT District 1 – 2045 Cost Feasible L RTP Model Development Process and Schedule
- August 2019 TAC & CAC Project Kickoff Presentation on Schedule, Goals and Objectives
- October 2019 MPO Board Presentation on Goals and Objectives and Public Involvement Plan
- November 2019 MPO Board Presentation on Existing + Committed Network (E+C)
- December 2019 MPO Board Presentation on 2045 Zonal Data

2040 LONG RANGE TRANSPORTATION PLAN
COLLIER MPO



ENVISION 2045
JULY 2020 ISSUE

Public Meeting

Collier County

Get Involved
Questions or comments prior to the meeting can be submitted to the public comment form [here](#) or by email to colliermmpo@colliergov.net or by mail to [colliermmpo@colliergov.net](#) comment during the meeting.

The meeting will begin with a pre-recorded presentation by representatives from the MPO. Comments from the public will be available for a public comment period. Comments submitted both prior to and during the meeting will be addressed as time permits.

Information or to be seen visit our website

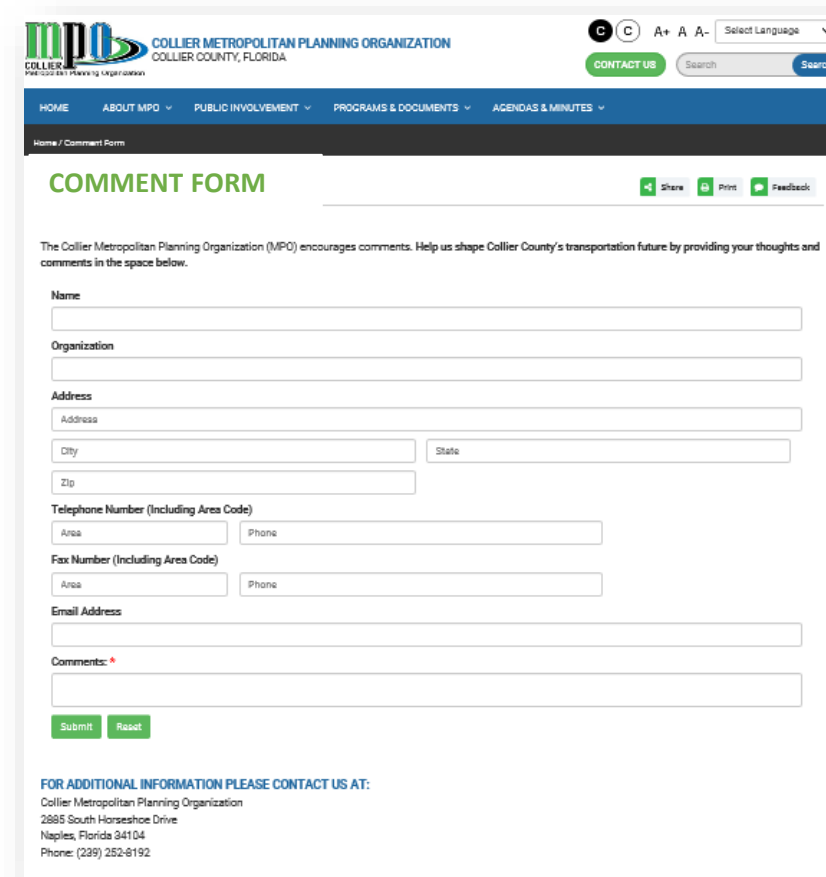
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mericans with Disabilities should contact Anne
e: 252-5884.

Your comments are important

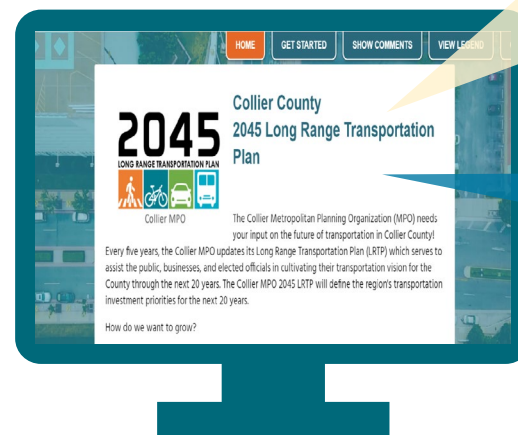
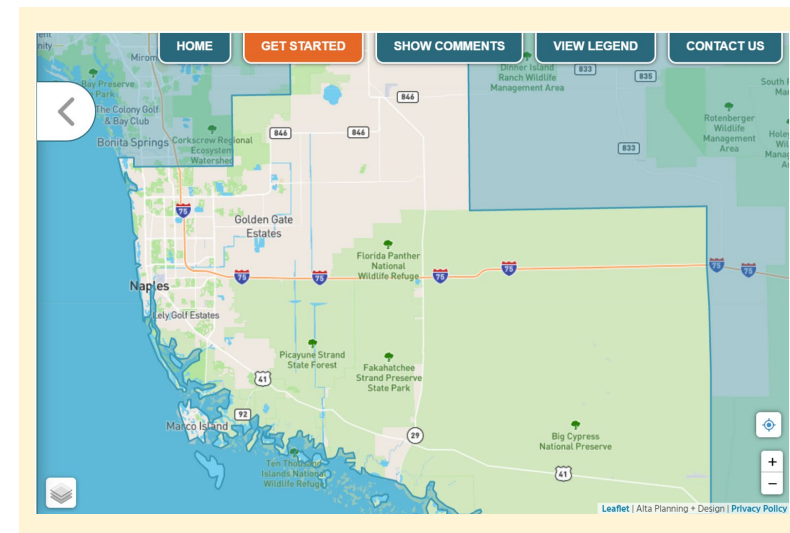
- Please submit your questions or comments by **August 12, 2020** for the Needs Plan:
 - Using the online comment form [here](#)
 - Emailing your comments to colliermpto@colliergov.net
 - Using the WikiMapping online tool at [LRTP WikiMapping Tool](#)



The screenshot shows the "COMMENT FORM" page of the Collier Metropolitan Planning Organization (MPO) website. The page header includes the MPO logo, the text "COLLIER METROPOLITAN PLANNING ORGANIZATION COLLIER COUNTY, FLORIDA", and a "CONTACT US" button. The main content area is titled "COMMENT FORM" and includes a "Share" button, a "Print" button, and a "Feedback" button. Below the title, there is a paragraph stating: "The Collier Metropolitan Planning Organization (MPO) encourages comments. Help us shape Collier County's transportation future by providing your thoughts and comments in the space below." The form fields include: Name, Organization, Address (with sub-fields for Address, City, State, and Zip), Telephone Number (Including Area Code) (with sub-fields for Area and Phone), Fax Number (Including Area Code) (with sub-fields for Area and Phone), Email Address, and Comments. At the bottom of the form are "Submit" and "Reset" buttons. Below the form, there is a section titled "FOR ADDITIONAL INFORMATION PLEASE CONTACT US AT:" followed by the contact information for the Collier Metropolitan Planning Organization: 2885 South Horseshoe Drive, Naples, Florida 34104, Phone: (239) 252-6192.

Please Browse and Comment on WikiMapping

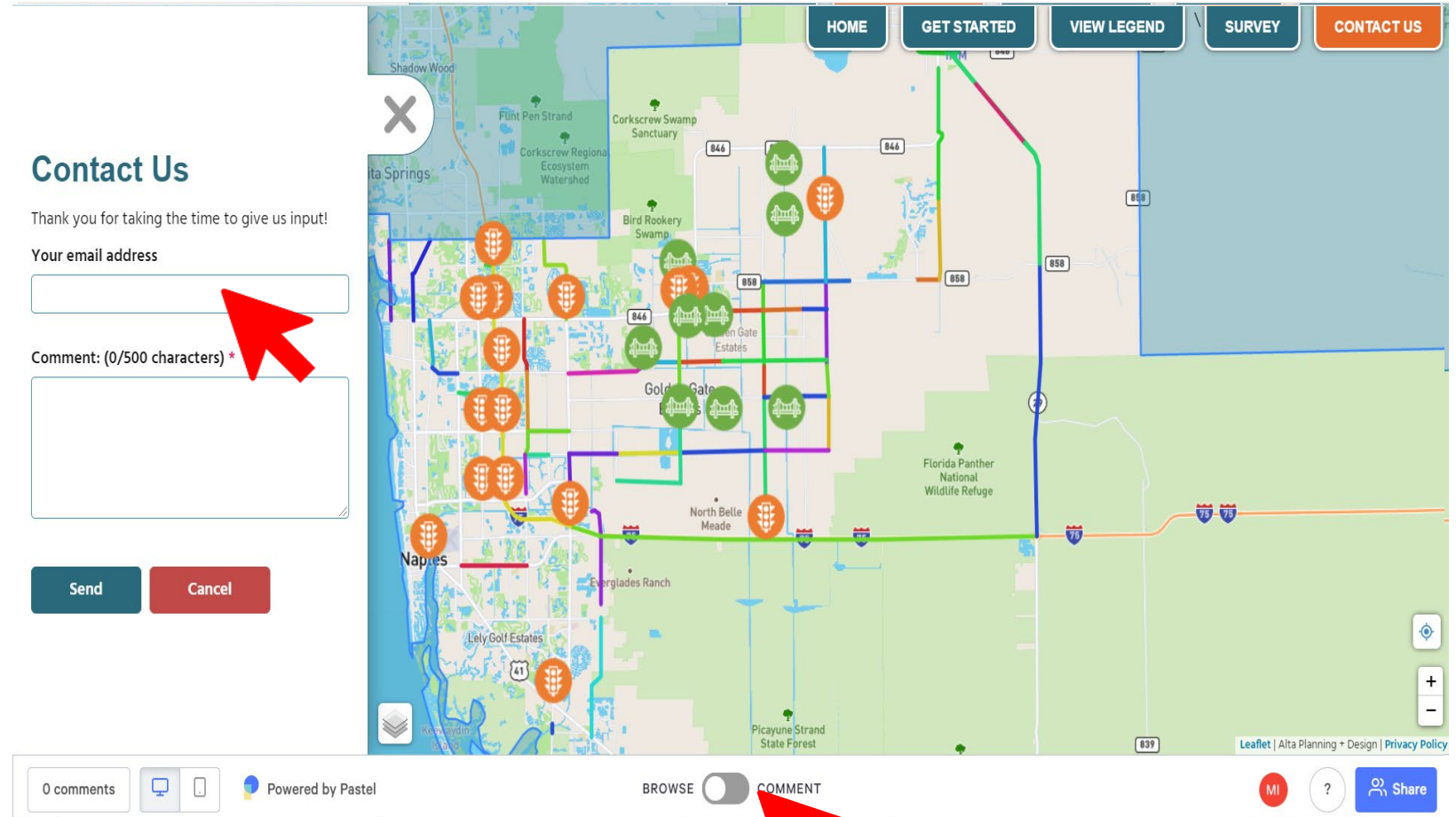
- WikiMapping collects your ideas through images, discussion, and mapping
- Maps entire Needs Plan list of projects
- Allows participation on your own time



www.colliermpo.org/lrtp

Please Browse and Comment on WikiMapping

- **Get Started** to view interactive map
- **Click** on any project to:
 - Read project description
 - Like/Dislike a project
 - View/Add Comment
 - Select your Top 5 Priority Projects
- Take our brief **Survey**
- Submit a **Comment**



Contact Us

Thank you for taking the time to give us input!

Your email address

Comment: (0/500 characters) *

Send **Cancel**

0 comments

Powered by Pastel

BROWSE **COMMENT**

MI ? Share

www.colliermpo.org/lrtp



ENVISION 2045

Collier MPO

Contact Information

Visit us at <https://www.colliermpo.org/lrtp/>
or scan the QR code with your smart phone
to access our website.



Brandy Otero
Principal Planner

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colliermpo@colliergov.net

THANK YOU



Live discussion with representatives from Collier MPO and Collier County

Panel Members



Anne McLaughlin
Collier MPO
Executive Director



Trinity Scott
Collier County
Transportation
Planning Manager

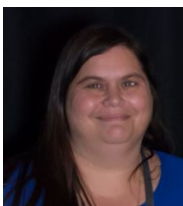


Bill Gramer
Jacobs' 2045 LRTP
Project Manager



Bill Spikowski
Spikowski Planning
Associates Socioeconomic
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Technical Advisors



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ASK A QUESTION

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☐ Post as anonymous


Moderator



Megan Shimko
Jacobs' Public Involvement

2045 Long Range Transportation Plan PRESENTATION VIDEO SCRIPT Virtual Public Meeting July 29, 2020

Version 2
July 17, 2020

1 INTRODUCTION *(MEGAN to read live)*

2 *(Screen on display will show register view with comment box)*

3 Hello and thank you for joining the Collier Metropolitan Planning Organization's virtual
4 public meeting for the 2045 Long Range Transportation Plan. My name is Megan
5 Shimko of Jacobs Engineering and I will be moderating today's meeting. Originally
6 planned to be held in-person, the 2045 Long Range Transportation Plan Public Meeting
7 was changed to a virtual format to ensure the safety and well-being of all participants.

8 PRIVACY DISCLOSURE

9 *Please be advised that under Florida law, e-mail addresses, phone numbers, and*
10 *certain home addresses are public record once received by a government agency. If*
11 *you do not want your e-mail address, phone number, and home address released if the*
12 *Collier MPO receives a public records request, you can refrain from including such*
13 *information in your comment. You have the option of checking the Collier MPO website*
14 *for additional information. [Note: this statement is usually included on the sign in sheet]*

15 VIRTUAL MEETING INSTRUCTIONS

16 Tonight's meeting is being recorded and will be made available for you to view on the
17 Collier MPO Website. We will begin with a pre-recorded video presentation, followed by
18 a live discussion with representatives from Collier MPO, Collier County and FDOT to

19 address your comments and questions. Throughout tonight's meeting you can enter
20 your comments and questions in the Q&A text box on your computer screen or smart
21 device (as seen here). All participant phones and microphones are muted. Tonight's
22 presentation will be closed captioned in English, Spanish, and Creole. To access closed
23 captioning, please select CC in the Teams toolbar on your browser.

24 We will now begin the presentation.

25 **START PRE-RECORDED VIDEO**

26 **Slide 1 - Cover Page**

27 The Collier Metropolitan Planning Organization, or Collier MPO, welcomes you to this
28 virtual public meeting for the 2045 Long Range Transportation Plan.

29 **Slide 2 - Agenda**

30 Tonight's meeting will introduce you to the Long Range Transportation Plan process,
31 goals and objectives, Collier County characteristics, the Transportation Needs Plan, and
32 provide information on how you can offer your input.

33 **Slide 3 – Who is the Collier MPO?**

34 The Collier Metropolitan Planning Organization or M-P-O is a federally mandated
35 transportation policy-making organization made up of representatives from local
36 government and other transportation authorities. The MPO board members include local
37 elected officials representing Collier County, the City of Naples, the City of Marco
38 Island, and Everglades City. The Florida Department of Transportation's District 1
39 Secretary serves as a non-voting advisor to the MPO Board.

40 **Slide 4 – Who is the Collier MPO?**

The MPO is responsible for coordinating the current and future transportation system plan for the three local municipalities and unincorporated Collier County. To receive federal transportation dollars for investment in this region, the MPO is required to complete four key transportation planning studies, they are:

1. **The Unified Planning Work Program** which is the MPO's two-year budget for transportation planning studies and activities.
2. **The Transportation Improvement Program** which is the 5-year funding program for transportation.
3. **The Congestion Management Process** which improves the performance of the transportation system by reducing the negative impacts of traffic congestion.
4. And the **Long Range Transportation Plan** which addresses growth and transportation funding through the year 2045 and is the focus of Tonight's presentation.

Slide 5 – What is a Long-Range Transportation Plan?

The Collier MPO's Long Range Transportation Plan or L-R-T-P establishes the vision of the Collier County multi-modal transportation system, including highway, transit and bicycle and pedestrian infrastructure improvements, over a 20-year period. In compliance with federal and state requirements, the plan is updated every five years to reflect the changing dynamics of the county. This LRTP extends through the year 2045.

Slide 6 – What process are we using to update the LRTP?

The 2045 Long Range Transportation Plan's development process builds upon the 2040 LRTP as well as input from the MPO Board, advisory committees, planning partners and public input. Your ideas and comments Tonight will inform the development of the 2045 LRTP and are important to help us plan for the future. Our updated Virtual Public Outreach Plan offers options for the public to stay connected and virtually participate in the LRTP process due to COVID-19.

Slide 7 – Goals and Objectives

The Goals, Objectives and Decision-Making Framework, approved by the MPO Board in October 2019, were established to help guide the development of the plan, creating a process through which projects can be evaluated and ranked against one another to define and document project priorities. The goals and objectives are reflected in the project evaluation criteria and cover a broad range of issues including environmental impact, economic development, mobility, safety, security, quality of life, climate change risks and new technology such as Connected and Automated Vehicles.

Slide 8 – Collier County Characteristics

Collier County is a wonderful place to live and we are growing. The MPO is responsible for identifying the future transportation needs that result from the growth projected to occur in the region.

Slide 9 – How does the MPO determine the needs of the County?

The MPO determines the transportation needs of the County based on future travel demand. The MPO works in partnership with the Florida Department of Transportation (FDOT) to use the District One Regional Planning Model - a computer model that

simulates human behavior while traveling to identify future transportation needs and improvements. Inputs into the model include projected population and employment growth, proposed land uses, existing traffic counts, and socio-economic information about the region.

Slide 10 – Population Growth

As shown here, the population in Collier County is expected to grow by over 40 percent by 2045.

Slide 11 – Employment Growth

...and employment, spurred by an increase in commercial development, is expected to grow by over 50% percent by 2045.

Slide 12 – Needs Plan

The LRTP Transportation Needs Plan is financially unconstrained. It is a list of projects that should be built by 2045 to accommodate projected growth if money is not an issue. The projects on the list were assembled from advisory committee and public input, partially funded and unfunded 2040 LRTP projects, and a System-wide Needs Assessment analyzing the deficiencies in the system as well as identified potential highway and transit improvements. To view this Table and Exhibits including maps and the evaluation matrix of initial rankings, please visit the Collier MPO website.

Slide 13 – Needs Plan

The **maps** provide project numbers (red for intersections and black for road segments) that appear in the first column of the List of Project and Evaluation Matrix. The projects identified in the Transportation Needs Plan were assessed using project evaluation

107 criteria identified in the *L RTP Goals, Objectives and Decision-Making Framework*
108 including considerations for...

109 **Slide 14 – Needs Plan**

110 ... sensitive environmental resources such as wetlands...

111 **Slide 15 – Needs Plan**

112 ...panther habitat, and conservation areas.

113 **Slide 16 – Needs Plan**

114 The project evaluation criteria also include considerations for multi-modal
115 accommodations and consistency with the *Collier MPO Bicycle and Pedestrian Master*
116 *Plan* facilities, as well as...

117 **Slide 17 – Needs Plan**

118 ...consistency with the *Transit Development Plan*. These are just a few of the exhibits
119 related to the Needs Plans development and evaluation. To view the other exhibits,
120 please visit the Collier MPO website.

121 **Slide 18 – Next Steps in the LRTP Process**

122 As the next step in the LRTP Process, the MPO will identify the proposed transportation
123 projects in the Transportation Needs Plan that the region can afford to build with
124 available funds by 2045. Once identified, these projects will be shown on a “Cost
125 Feasible” map. Prioritizing projects based on funding is a very difficult decision and
126 does not satisfy all the transportation needs of the region. However, the process
127 ensures that the most critical transportation improvement needs are built. Based on the

128 current LRTP schedule, we anticipate holding another public meeting later this year to
129 review the Cost Feasible Plan. The Final LRTP will be adopted by the MPO Board in
130 December 2020.

131 **Slide 19 – Stay connected**

132 Public involvement activities are ongoing, and your comments are welcome throughout
133 the LRTP process. For more information, updates on upcoming events, and to be added
134 to the mailing list please visit the Collier MPO website.

135 **Slide 20 – Your comments are important**

136 Your comments are important. Please submit all questions or comments by **August 12,**
137 2020 to be included in the assessment for the Transportation Needs Plan. Comments
138 can be submitted by using the online comment form, emailing your comments to
139 colliermmpo@colliergov.net; or using the Wikimapping online tool.

140 **Slide 21 – Please Browse and Comment on WikiMapping**

141 WikiMapping is an online interactive tool that collects your ideas through images,
142 discussion, and mapping. Maps showing the entire Transportation Needs Plan list of
143 projects are available, and you may participate on your own time.

144

145 **Slide 22 – Please Browse and Comment on WikiMapping**

146 In Wikimapping, you can “browse” information or submit “comments” by using this
147 toggle button on the bottom of the screen.

148 To view the interactive map, click on the “Get Started” page.

149 On this page, you can read the project description, like or dislike a project, view and add
150 comments, and select your top 5 priority projects.

151 Then, you can click to the next page and complete a brief survey.

152 Next, you can click on the “Contact Us” page to submit a comment.

153 This interactive map and survey will help us identify the project priorities. Please visit
154 the Collier MPO website to find the link to the Wikimapping tool and tell us your
155 transportation needs and priorities for the future.

156 **Slide 23 – Thank You**

157 This concludes our presentation. For more information on the LRTP and other activities
158 of the Collier MPO please visit www.colliermpo.org. We appreciate your attendance and
159 participation. Thank you.

160 **END RECORDING**

161

162 *(Megan live read)*

163 Now we will open up the meeting to hear your input. A team of subject-matter experts
164 are on standby and will be available to answer your questions and provide responses to
165 written comments, as time allows. If we do not get to your specific comment, please
166 know that we will post a response on the project Collier MPO website at
167 www.colliermopo.org. Before we start the discussion, allow me to introduce the panel
168 members here today.

169 *Begin Discussion. Megan will field questions to panel.*

Meeting Screenshots



WELCOME TO THE COLLIER MPO 2045 LRTP VIRTUAL PUBLIC MEETING – NEEDS PLAN

While you wait for the presentation to begin, please familiarize yourself with this live event.

- ✓ Check your speakers to make sure you have sound.
- ✓ Turn on closed captions, available in **English, Spanish and Creole** (see instructions below)
- ✓ Get ready for Q&A!

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<https://support.microsoft.com/en-us/office/get-started-with-microsoft-teams-live-events-d077fec2-a058-483e-9ab5-1494afda578a>

ASK A QUESTION

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Type your question in the compose box, and then select **Send**. If you want to ask your question anonymously, select **Ask anonymously**.

Ask a question

☐ Post as anonymous

USE LIVE CAPTIONS AND SUBTITLES

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To change the caption language, select **Settings** > **Captions/Subtitles**, and choose the language you want.

CC Languages Supported:

- English (default)
- Spanish
- Creole



Live discussion with representatives from Collier MPO and Collier County

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Anne McLaughlin
Collier MPO
Executive Director



Trinity Scott
Collier County
Transportation
Planning Manager



Bill Gramer
Jacobs' 2045 LRTP
Project Manager



Bill Spikowski
Spikowski Planning
Associates Socioeconomic
Data Lead

Technical Advisors



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Tara Jones
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


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Moderator



Megan Shimko
Jacobs' Public Involvement



Live discussion with representatives from Collier MPO and Collier County

Panel Members



Anne McLaughlin
Collier MPO
Executive Director



Trinity Scott
Collier County
Transportation
Planning Manager




Bill Gramer
Jacobs' 2045 LRTP
Project Manager



Bill Spikowski
Spikowski Planning
Associates Socioeconomic
Data Lead

ASK A QUESTION

Select Q&A  on the right side of the screen.

Type your question in the compose box, and then select **Send**. If you want to ask your question anonymously, select **Ask anonymously**.

Ask a question

☐ Post as anonymous

Technical Advisors



Brandy Otero
Collier MPO
Principal Planner



Tara Jones
Jacobs' Deputy
Project Manager



Michelle Arnold
Collier County
Director Public
Transit &
Neighborhood
Enhancement



Wayne Gaither
FDOT
Southwest Area
Office Director



Victoria Peters
FDOT
MPO &
Community
Liaison



Mary Ross
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Congestion
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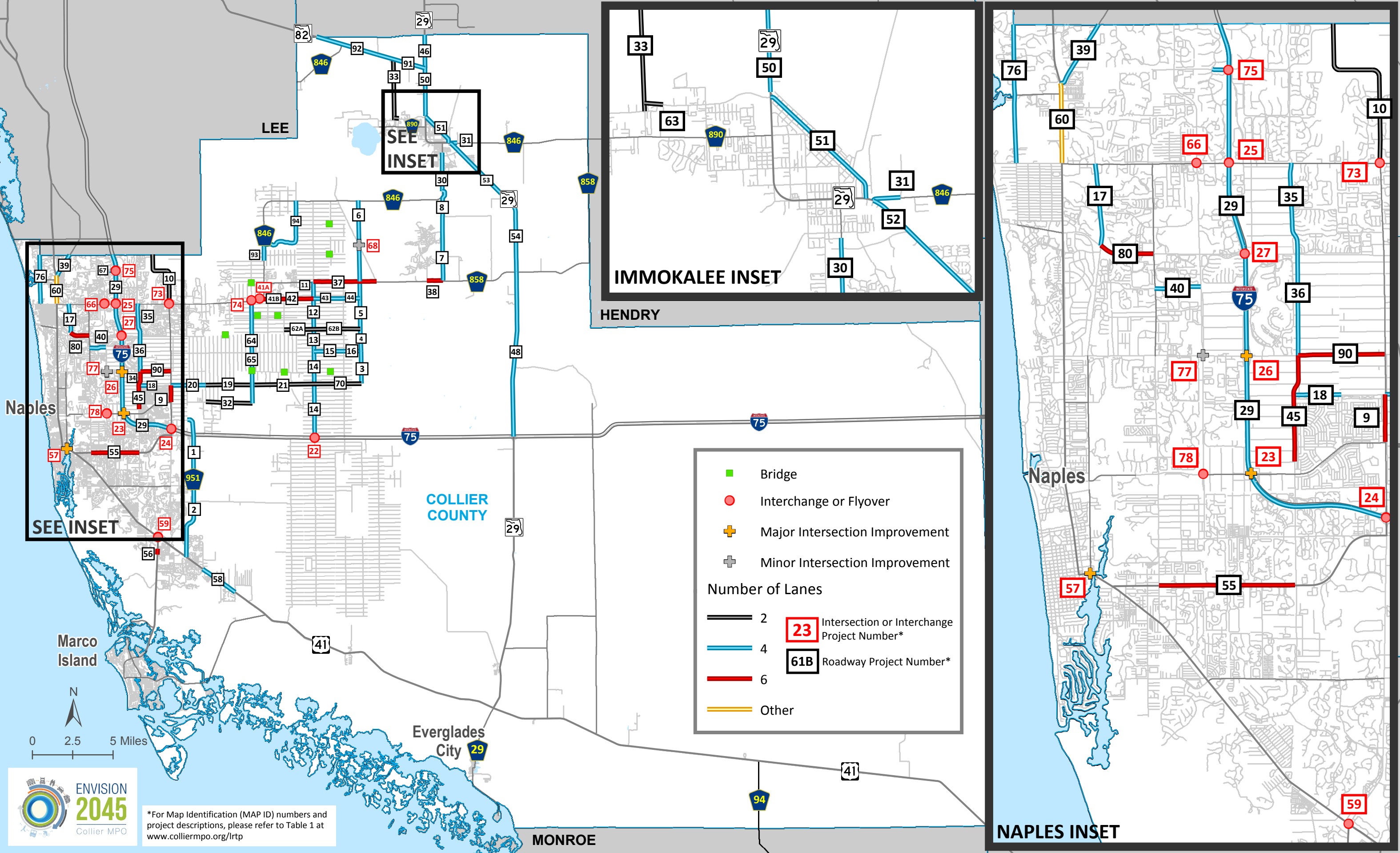
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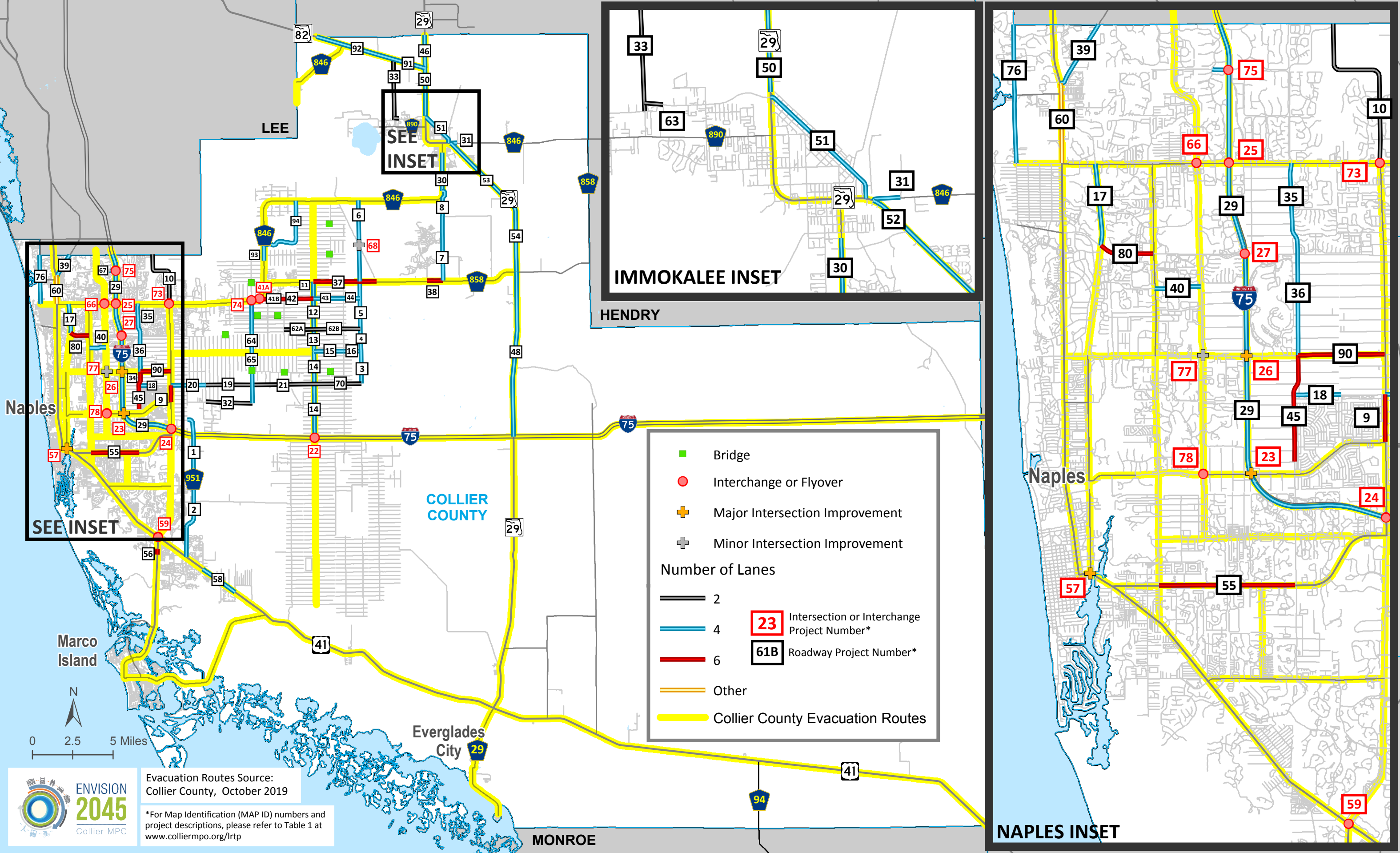


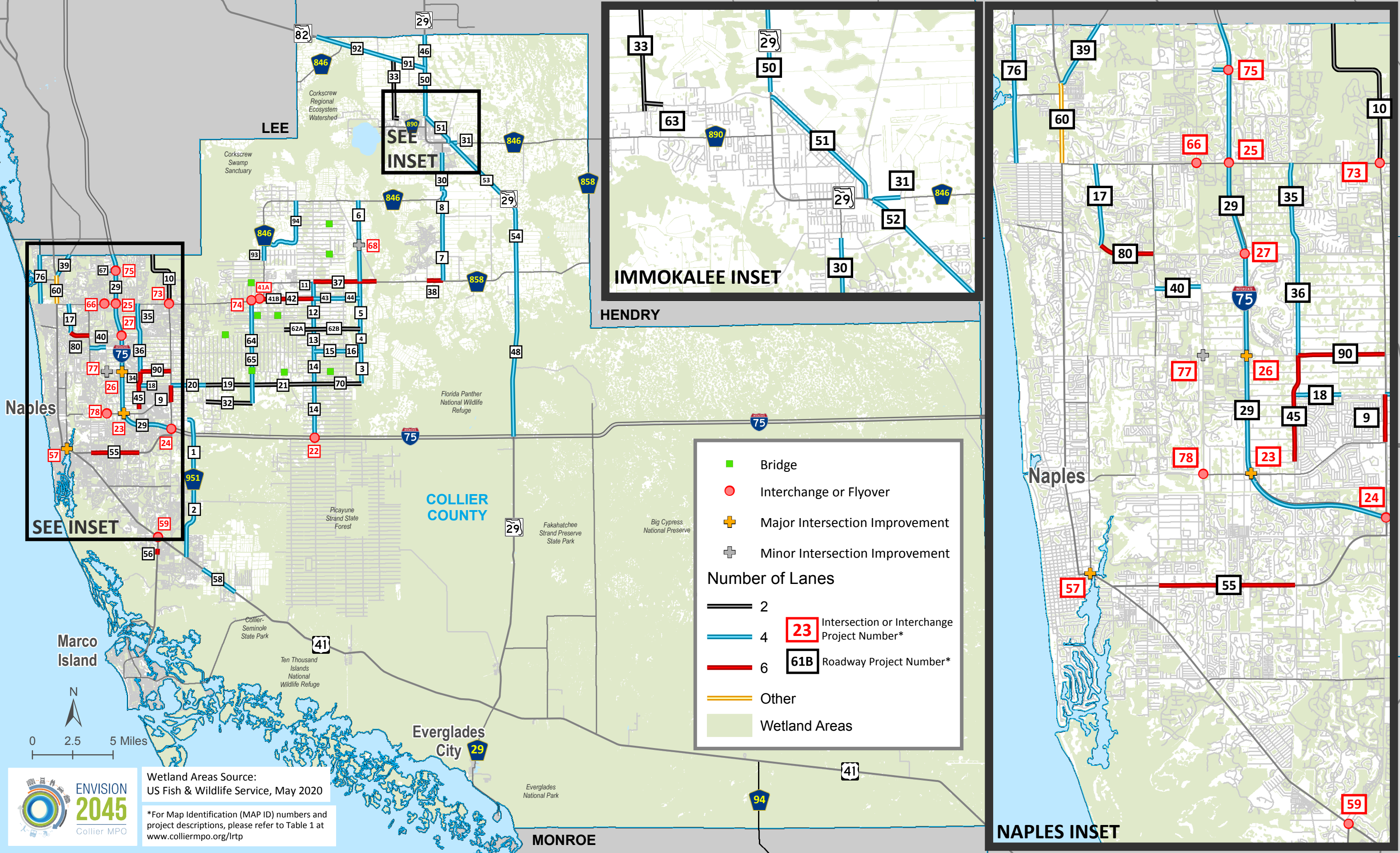
Meeting Exhibits

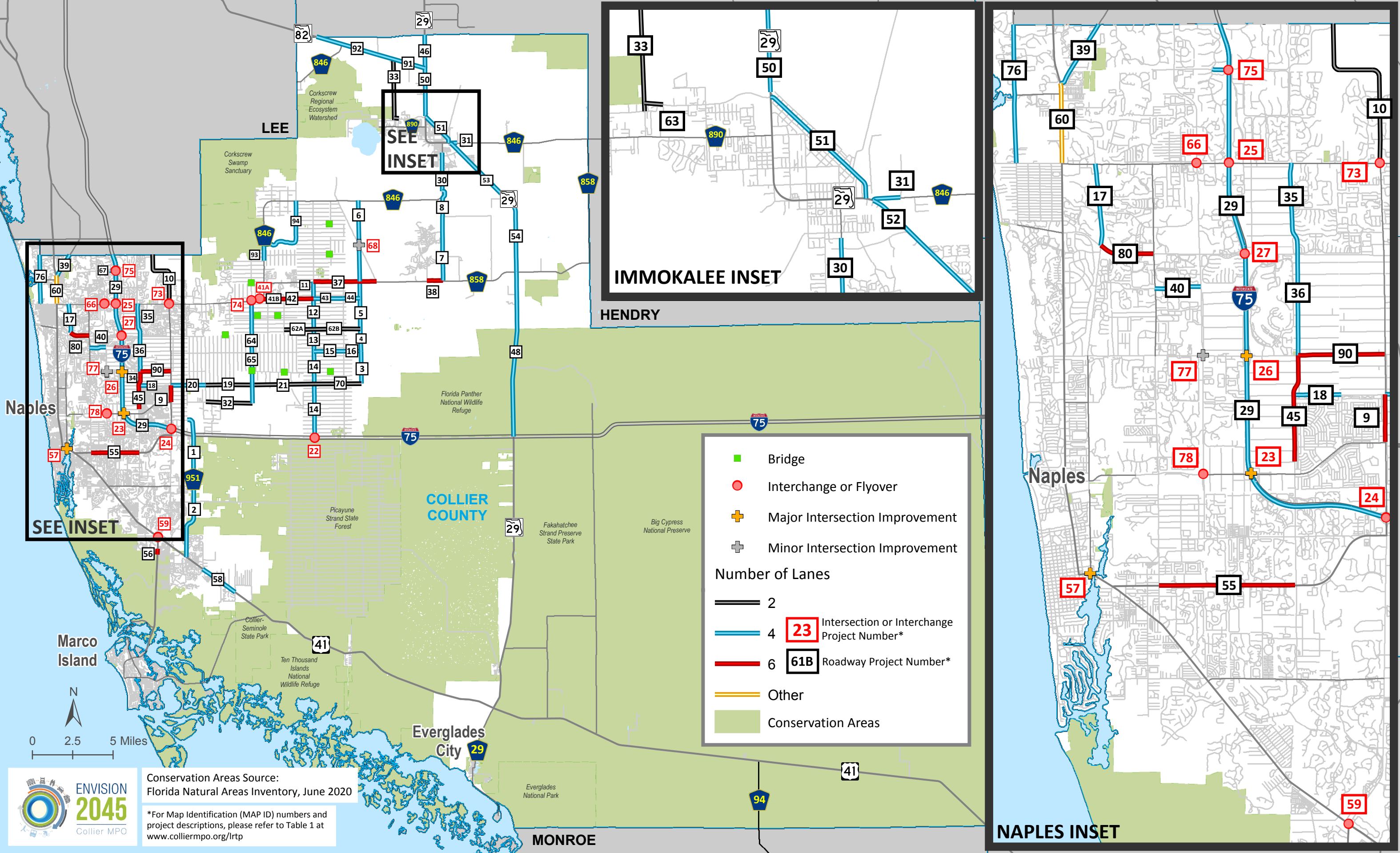
Table 1. 2045 Needs Plan List of Projects

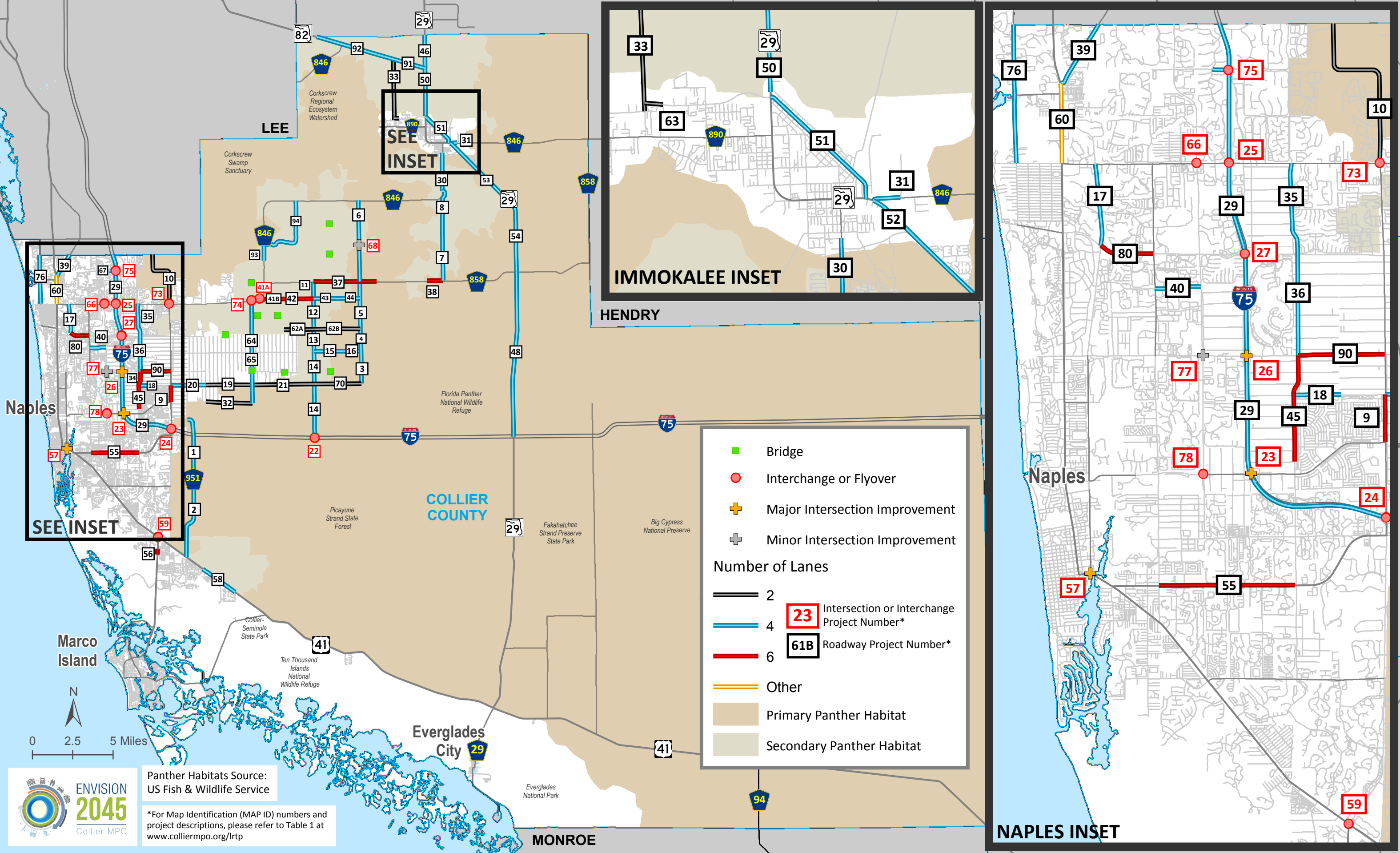
Map ID	Project	From	To	Description
1	Benfield Rd Extension	US 41 (SR 90) (Tamiami Trail E)	City Gate Blvd N	New 2-Lane Road (Expandable to 4-Lanes)
2	Benfield Rd	US 41 (SR 90) (Tamiami Trail E)	Rattlesnake-Hammock Extension	New 2-Lane Road (Expandable to 4-Lanes)
3	Big Cypress Parkway	North of I-75	Golden Gate Blvd	New 2-Lane Road (Expandable to 4-Lanes)
4	Big Cypress Parkway	Golden Gate Blvd	Vanderbilt Beach Road Ext.	New 2-Lane Road (Expandable to 4-Lanes)
5	Big Cypress Parkway	Vanderbilt Beach Rd Extension	Oil Well Rd	New 2-Lane Road (Expandable to 4-Lanes)
6	Big Cypress Parkway	Oil Well Rd	Immokalee Rd	New 2-Lane Road (Expandable to 4-Lanes)
7	Camp Keais Rd	Pope John Paul Blvd	Oil Well Road	Widen from 2-Lane to 4 Lanes
8	Camp Keais Rd	Immokalee Rd	Pope John Paul Blvd	Widen from 2-Lane to 4-Lanes
9	Collier Blvd (CR 951)	Golden Gate Main Canal	Green Blvd	Widen from 4-Lanes to 6 Lanes
10	CR 951 Extension	Collier Blvd (CR 951) (northern terminus)	Lee/Collier County Line	New 2-Lane Road
11	Everglades Blvd	Randall Blvd	South of Oil Well Road	Widen from 2-Lanes to 4-Lanes
12	Everglades Blvd	Vanderbilt Beach Rd Extension	Randall Blvd	Widen from 2-Lanes to 4-Lanes
13	Everglades Blvd	Golden Gate Blvd	Vanderbilt Beach Rd Extension	Widen from 2-Lanes to 4-Lanes
14	Everglades Blvd	I-75 (SR-93)	Golden Gate Blvd	Widen from 2-Lanes to 4-Lanes
15	Golden Gate Blvd	Everglades Blvd	Desoto Blvd	Widen from 2-Lanes to 4-Lanes
16	Golden Gate Blvd Extension	Desoto Blvd	Big Cypress Parkway	New 4-Lane Road
17	Goodlette-Frank Rd	Vanderbilt Beach Rd	Immokalee Rd	Widen from 2-Lanes to 4-Lanes
18	Green Blvd	Santa Barbara/ Logan Blvd	Sunshine Blvd	Widen from 2-Lane to 4-Lane
19	Green Boulevard Extension (16th Ave SW)	23rd St SW	Wilson Blvd Extension (Corridor Study)	New 2-Lane (Future Study Area)
20	Green Boulevard Extension (16th Ave SW)	CR 951	23rd St SW (Corridor Study)	New 4-Lane (Future Study Area)
21	Green Boulevard Extension (16th Ave SW)	Wilson Blvd Ext	Everglades Blvd (Corridor Study)	New 2-Lane Road
22	I-75 (SR-93) Interchange	Everglades Blvd		New Full Interchange
23	I-75 (SR-93) Interchange (modified)	Golden Gate Parkway		Further Study Required [(New) 2-Lane Ramp]
24	I-75 (SR-93) Interchange (modified)	Collier Blvd (CR 951)		Single Point Urban Interchange (SPUI)
25	I-75 (SR-93) Interchange (modified)	Immokalee Rd		Intersection Traffic Signalization (DDI proposed)
26	I-75 (SR-93) Interchange (modified)	Pine Ridge Rd		Intersection Traffic Signalization (DDI proposed)
27	I-75 (SR-93) Interchange (new)	Vanderbilt Beach Rd		New Interchange - Partial (to / from the North)
29	I-75 (SR-93) Managed (Toll) Lanes	Collier Blvd (CR 951)	Collier/Lee County Line	New 4-Lane Express (Toll) Lanes
30	Immokalee Rd (CR 846)	Camp Keais Rd	Carver St	Widen from 2-Lanes to 4 Lanes
31	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	Widen from 2-Lanes to 4 Lanes
32	Keane Ave	Inez Rd	Wilson Blvd Extension	New 2-Lane Road (Future Study Area)
33	Little League Rd Extension	SR-82	Westclox St	New 2-Lane Road
34	Logan Blvd	Green Blvd	Pine Ridge Rd	Widen from 4-Lanes to 6-Lanes
35	Logan Blvd	Vanderbilt Beach Rd	Immokalee Rd	Widen from 2-Lanes to 4-Lanes
36	Logan Blvd	Pine Ridge Rd	Vanderbilt Beach Rd	Widen from 2-Lanes to 4-Lanes
37	Oil Well Road / CR 858	Everglades Blvd	Oil Well Grade Rd	Widen from 2-Lanes to 6-Lanes
38	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Rd	Widen from 2-Lanes to 6-Lanes
39	Old US 41	US 41 (SR 45)	Lee/Collier County Line	Widen from 2-Lanes to 4-Lanes
40	Orange Blossom Dr	Airport Pulling Rd	Livingston Rd	Widen from 2-Lanes to 4-Lanes
41A	Randall Blvd Intersection (flyover)	Immokalee Rd		Ultimate Intersection Improvement: Overpass
41B	Randall Blvd	Immokalee Rd	8th St NE	Widen from 2-Lanes to 6-Lanes
42	Randall Blvd	8th St NE	Everglades Blvd	Widen from 2-Lanes to 6-Lanes
43	Randall Blvd	Everglades Blvd	Desoto Blvd	Widen from 2-Lanes to 4-Lanes
44	Randall Blvd	Desoto Blvd	Big Cypress Parkway	New 4-Lane Road
45	Santa Barbara Blvd	Painted Leaf Ln	Green Blvd	Widen from 4-Lanes to 6-Lanes
46	SR 29	SR 82	Collier/Hendry Line	Widen from 2-Lane to 4 Lanes
48	SR 29	I-75 (SR 93)	Oil Well Rd	Widen from 2-Lane to 4 Lanes
50	SR 29	New Market Road North	North of SR-82	Widen from 2-Lane to 4-Lane
51	SR 29/New Market Rd W - New Road	Immokalee Rd (CR 846)	New Market Rd N	New 4-Lane Road
52	SR 29	Agriculture Way	CR 846 E	Widen from 2-Lanes to 4-Lanes
53	SR 29	Sunniland Nursery Rd	Agriculture Way	Widen from 2-Lanes to 4-Lanes
54	SR 29	Oil Well Rd	Sunniland Nursery Rd	Widen from 2-Lanes to 4-Lanes
55	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	Widen from 4-Lanes to 6 Lanes
56	Collier Blvd (SR 951)	South of Manatee Rd	North of Tower Rd	Widen from 4-Lanes to 6 Lanes
57	US 41 (SR 90) (Tamiami Trail E) intersection	Goodlette Rd		At-Grade Intersection Improvements
58	US 41 (SR 90) (Tamiami Trail E)	Greenway Rd	6 L Farm Rd	Widen from 2-Lane to 4 Lanes
59	US 41 (SR 90) (Tamiami Trail E) intersection	Collier Blvd (SR 951)		Single Point Urban Interchange (SPUI)
60	US 41 (SR 90) (Tamiami Trail E)	Immokalee Rd	Old US 41	Further Study Required
62A	Vanderbilt Beach Rd Extension	16th St	Everglades Blvd	New 2-Lane Road (Expandable to 4-Lanes)
62B	Vanderbilt Beach Rd Extension	Everglades Blvd	Big Cypress Parkway	New 2-Lane Road (Expandable to 4 Lanes)
63	Westclox Street Extension	Little League Rd	West of Carson Road	New 2-Lane Road
64	Wilson Blvd	Golden Gate Blvd	Immokalee Rd	Widen from 2-Lanes to 4-Lanes
65	Wilson Blvd	Keane Ave	Golden Gate Blvd	New 2-Lane Road (Expandable to 4-Lanes)
66	Immokalee Rd Intersection	Livingston Rd		Single Point Urban Interchange (SPUI)
67	Veterans Memorial Blvd Extension	Strand Blvd	I-75	New 4-Lane Road
68	Big Cypress Parkway Intersection (new)	Oil Well Grade Rd		New At-Grade Intersection
70	Green Blvd Extension	Everglades Blvd	Big Cypress Parkway	New 2-Lane Road
73	Immokalee Rd (CR 846) Intersection	Collier Blvd (CR 951)		Single Point Urban Interchange (SPUI)
74	Immokalee Rd (CR 846) Intersection	Wilson Blvd		Single Point Urban Interchange (SPUI)
75	I-75 (SR-93) Interchange (new)	Veterans Memorial Blvd		New Partial Interchange
76	Vanderbilt Dr	Immokalee Rd	Woods Edge Parkway	Widen from 2-Lanes to 4-Lanes
77	Pine Ridge Rd Intersection	Livingston Rd		Intersection Improvement
78	Golden Gate Parkway Intersection	Livingston Rd		Single Point Urban Interchange (SPUI)
80	Vanderbilt Beach Rd	Goodlette-Frank Road	Airport Pulling Rd	Widen from 4-Lanes to 6-Lanes
81	Bridge @ 47th Ave NE	West of Everglades Boulevard		New Bridge over Canal
82	Bridge @ Wilson Blvd	South of 33rd Avenue NE		New Bridge over Canal
83	Bridge @ 18th Ave NE	Between Wilson Blvd N and 8th St NE		New Bridge over Canal
84	Bridge @ 18th Ave NE	Between 8th St NE and 16th St NE		New Bridge over Canal
85	Bridge @ 13th St NW	North Terminus at Vanderbilt Beach Rd Extension		New Bridge over Canal
86	Bridge @ 16th St SE	South Terminus		New Bridge over Canal
87	Bridge @ Location TBD - Assume 10th Ave SE	East of Everglades Blvd		New Bridge over Canal
88	Bridge @ Wilson Blvd S	South Terminus		New Bridge over Canal
89	Bridge @ 62nd Ave NE	West of 40th St NE		New Bridge over Canal
90	Pine Ridge Rd	Logan Blvd	Collier Blvd	Widen from 4-Lanes to 6-Lanes
92	SR 82	Gator Slough Lane	Hendry County Line	Widen from 2-Lanes to 4-Lanes
93	Immokalee Rd	Shady Hollow Blvd E	Rural Village Rd (new)	Widen from 2-Lanes to 4-Lanes
94	Rural Village Rd	Immokalee Rd	Immokalee Rd	New 4-Lane Road

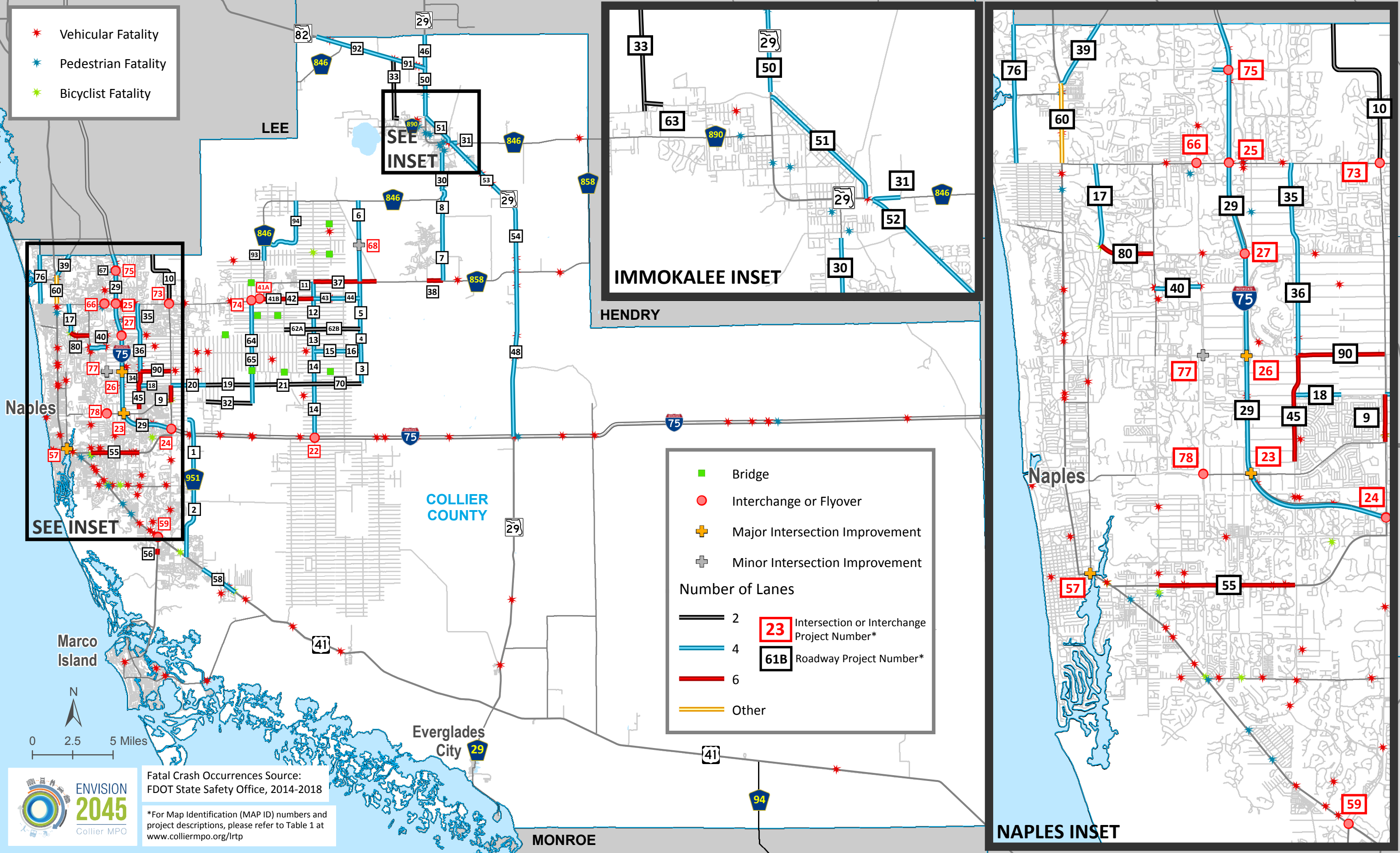


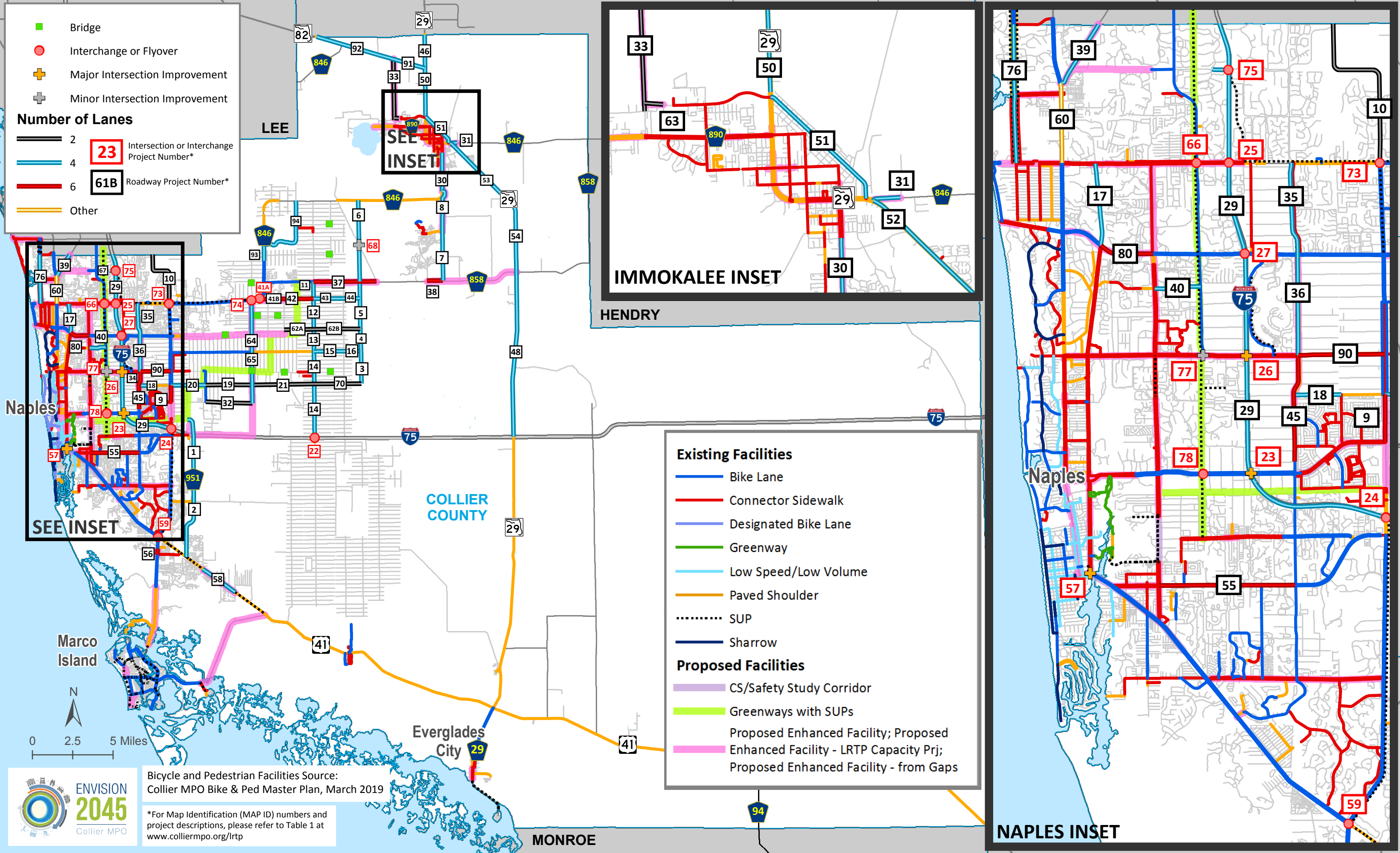


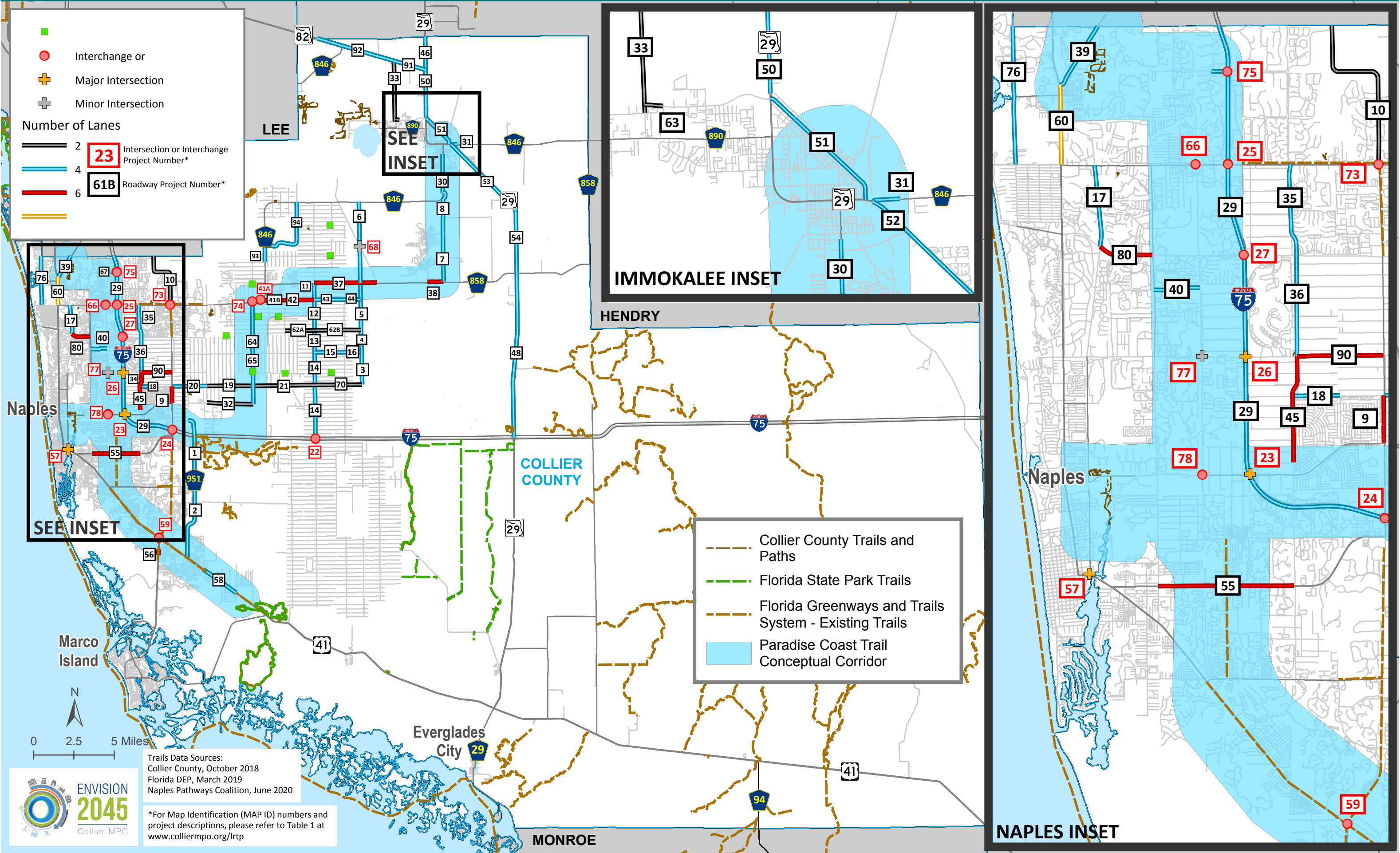


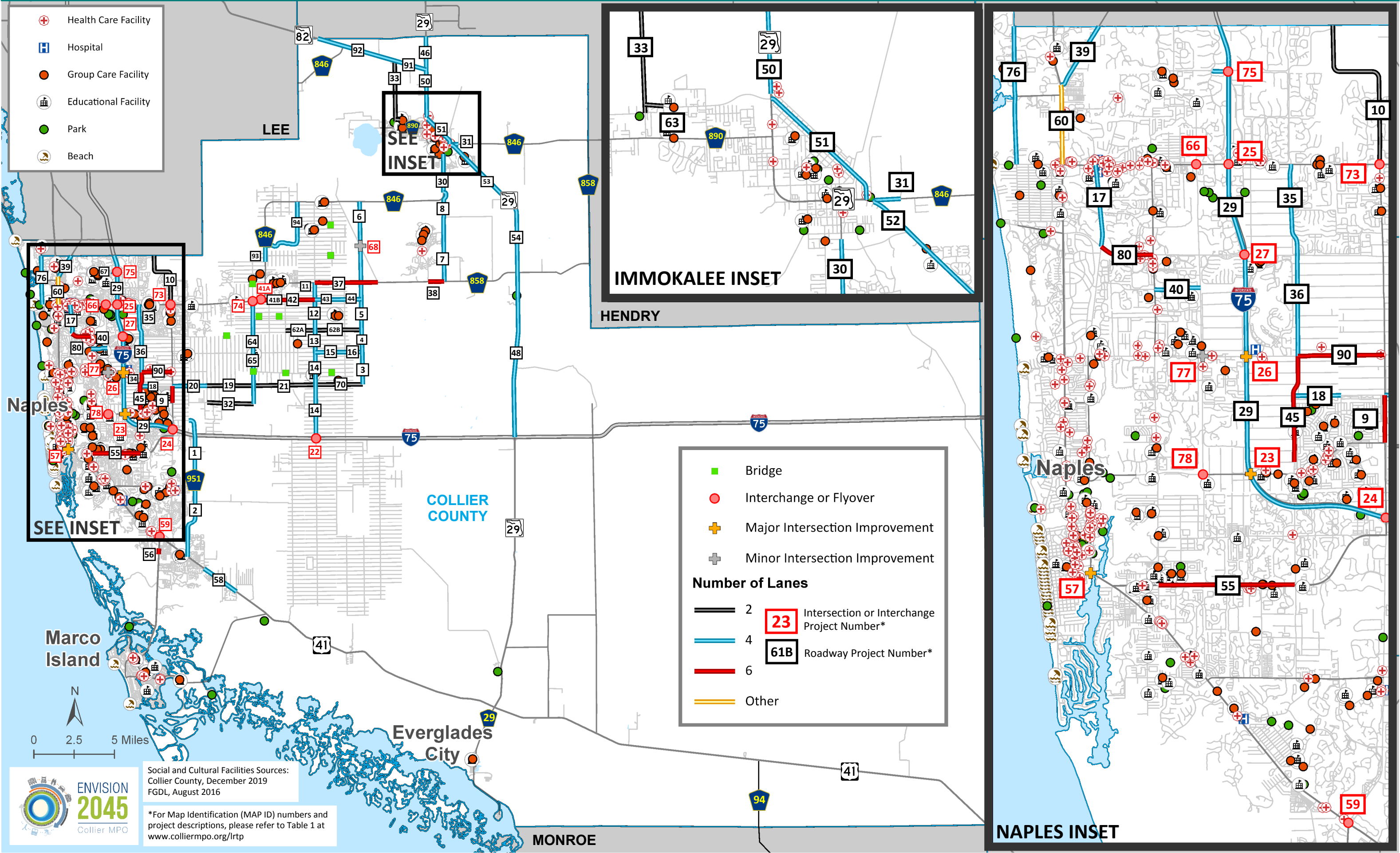


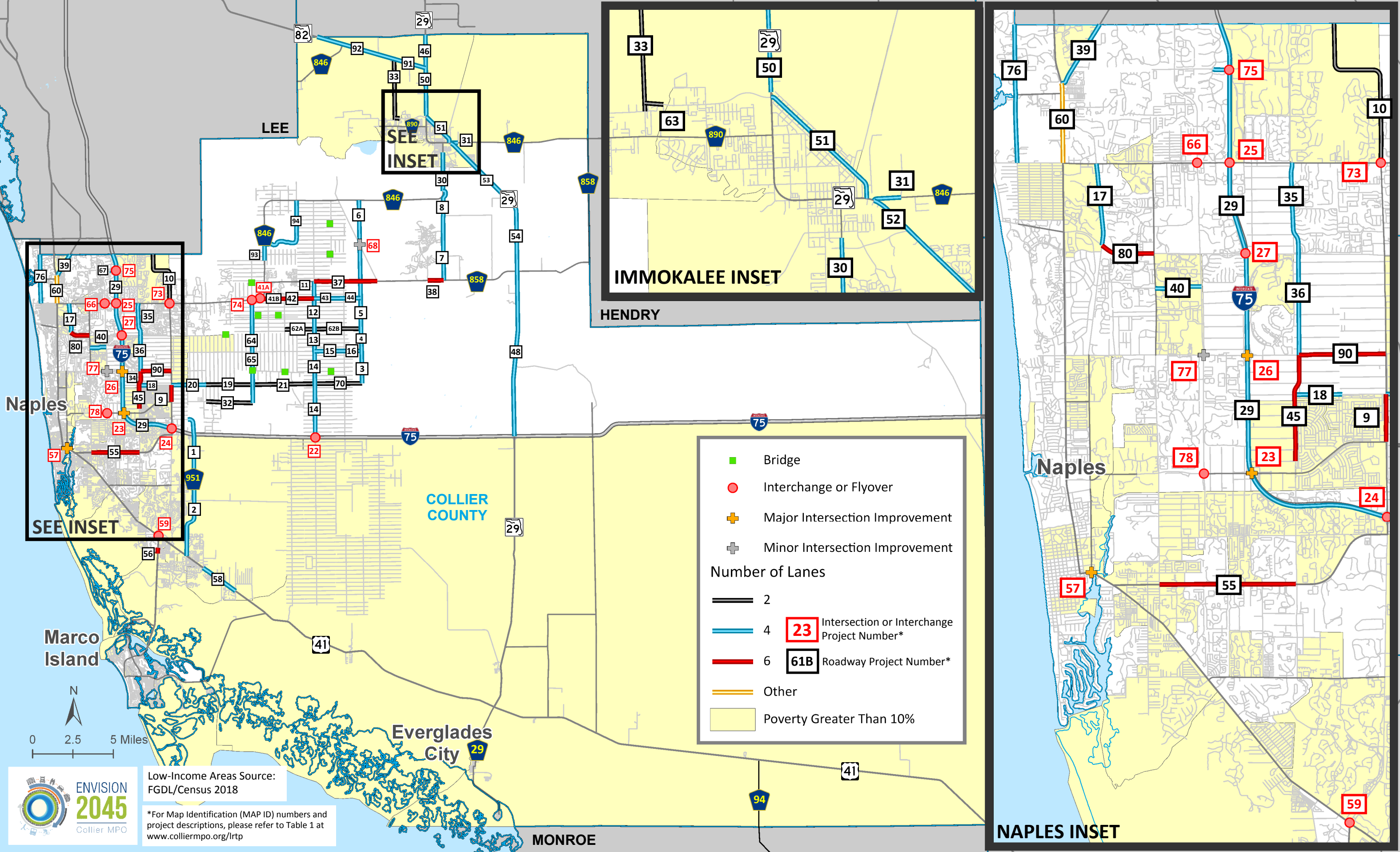


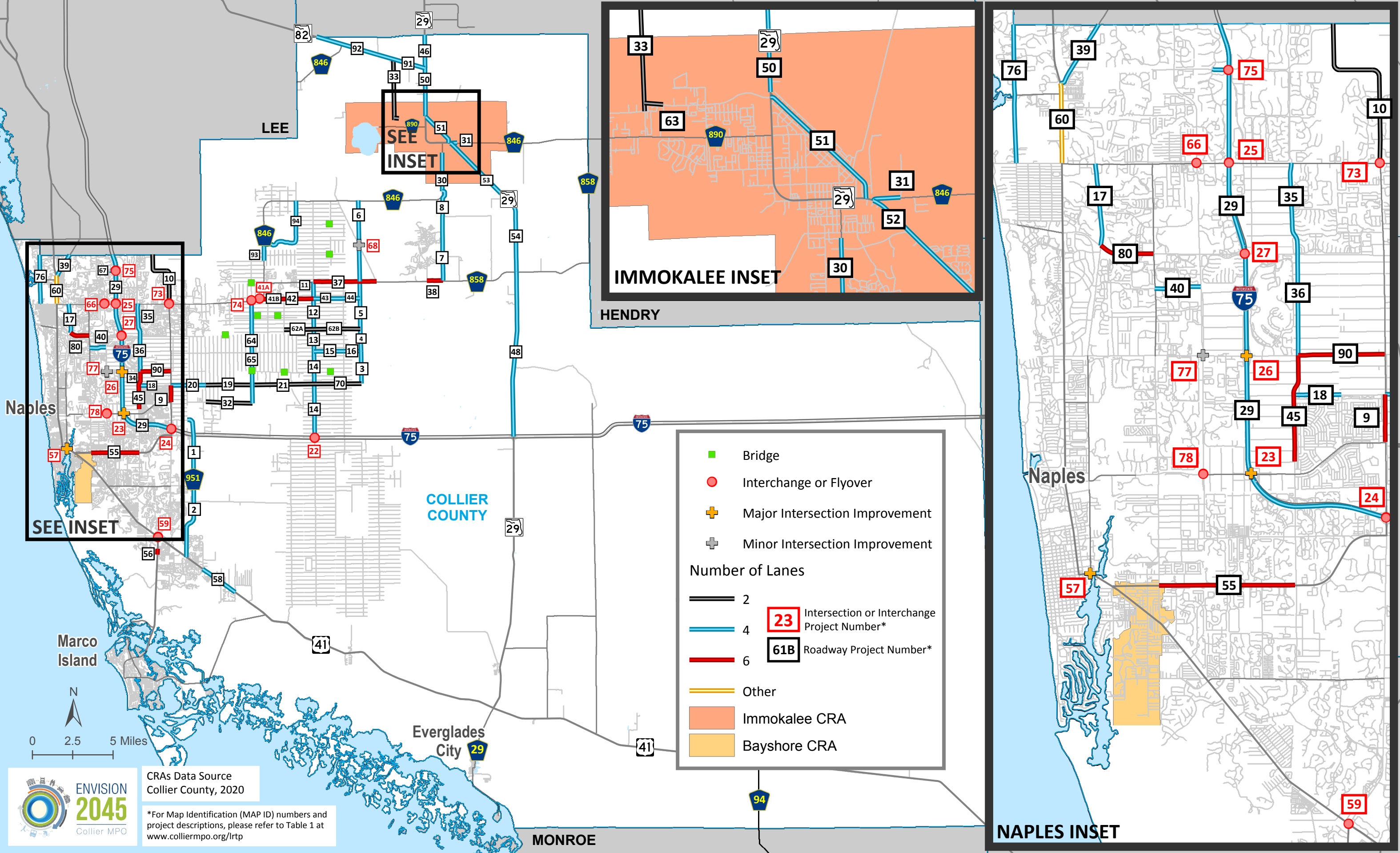


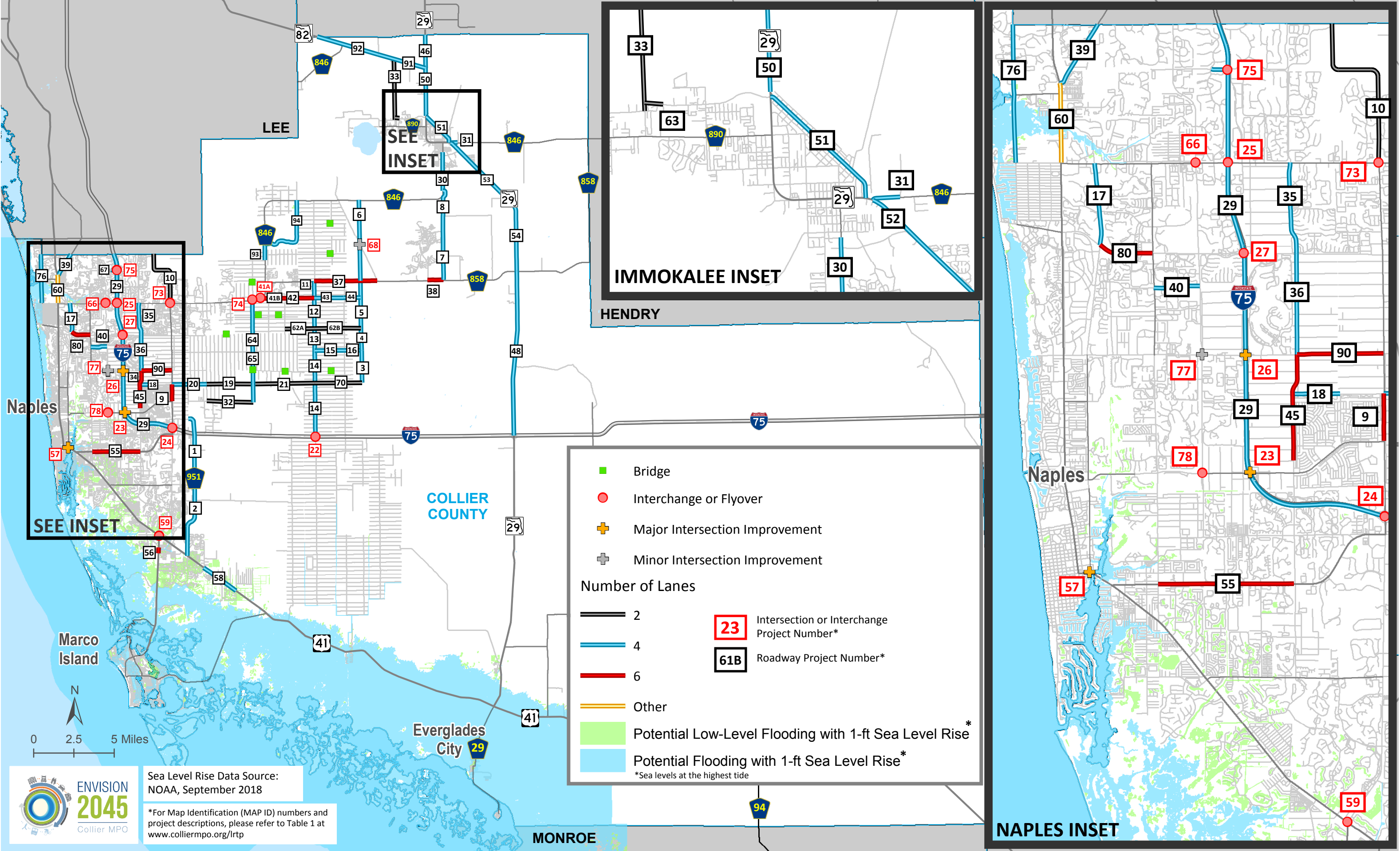




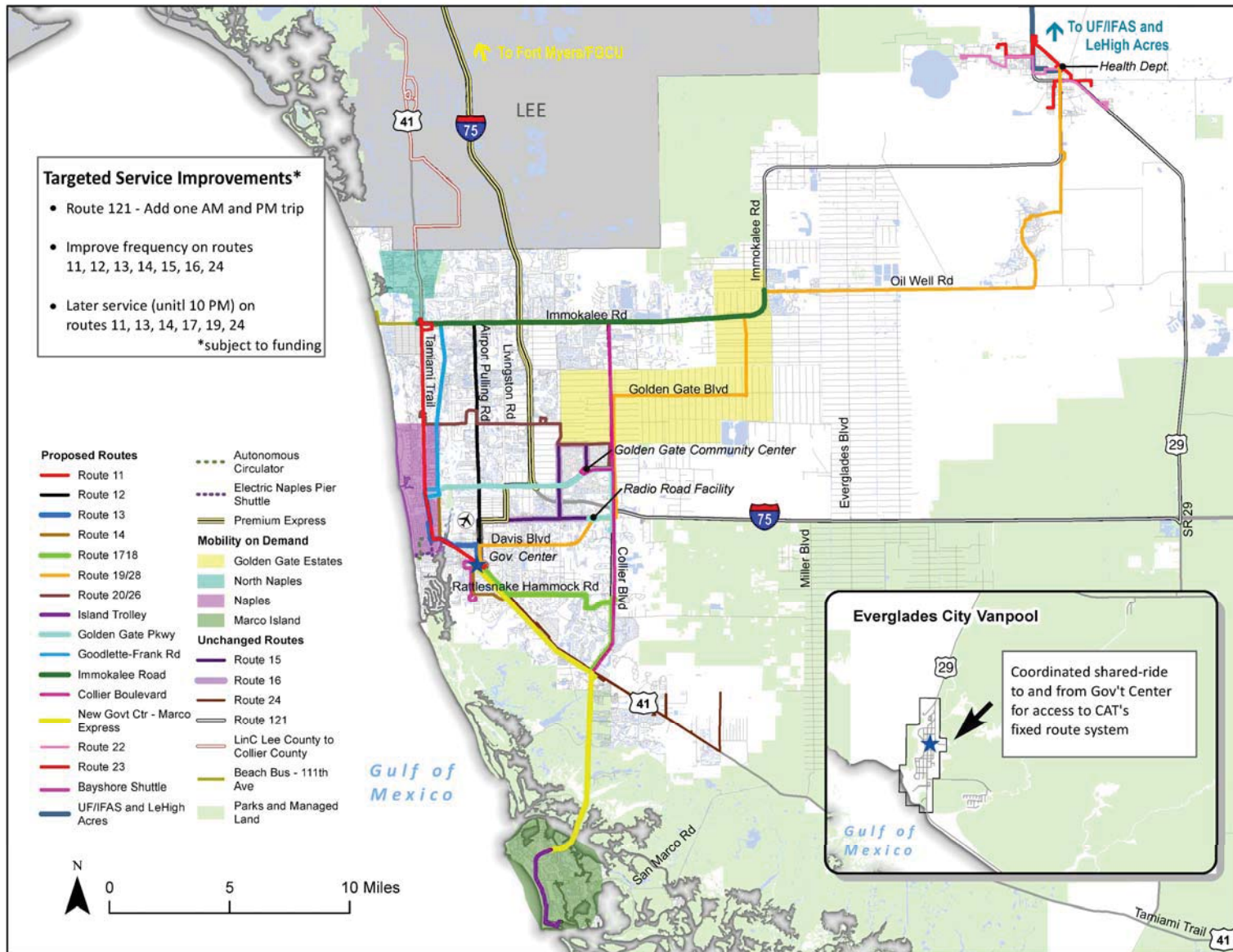








New Network



Appendix B

Public Notice

<https://www.colliermopo.org/lrtp/>.

VIRTUAL PUBLIC MEETING IS SCHEDULED

DATE AND TIME: Wednesday, July 29, 2020 from 5:30 PM to 7:00 PM

Duration: 1 hour, 30 minutes

You are invited to participate in a Virtual Public Meeting

A public meeting is being conducted by Collier MPO to give interested persons an opportunity to express their views on the development and evaluation of the 2045 LRTP Draft Needs Assessment Plan for the transportation system needs in Collier County. The system needs is list of transportation projects assembled from public input, unfunded 2040 LRTP projects, and by analyzing the deficiencies in the system. The projects were evaluated using project evaluation criteria inspired by the LRTP Goals and Objectives. During the meeting, an information video, exhibits, and maps and other information will be available for review. This public meeting will be held remotely in accordance with recommendations from the CDC and Department of Health to avoid public gatherings when possible and practice social distancing.

To register to participate: [insert Virtual Public Meeting Link]

To register to attend via phone or email, please contact [insert name] at [insert phone] or [insert email].

Your Input is Important!

Your ideas and opinions are important to help build the vision for transportation in Collier County and inform the development of the 2045 LRTP.

During the virtual public meeting, there will be a pre-recorded video presentation and then representatives from Collier MPO and Collier County will respond to some of the comments submitted in advance of the meeting. Questions and comments may also be submitted during the meeting. The comment period for the Needs Assessment Plan will end August 19, 2020.

The 2045 LRTP Wikimapping Tool and Survey will be posted on the Collier MPO LRTP website at <https://www.colliermopo.org/lrtp/>.

Notifications:

Sign up to receive to be added to the project mailing list

Contact Us:

All interested parties are invited to attend, and to register to speak. All registered public speakers will be limited to three minutes. Visit [Insert Link] to register to speak at the public meeting prior to July 29, 2020 at 5:00 PM.

Anyone who requires an auxiliary aid or service for effective communication, or other reasonable accommodations to participate in this proceeding, should contact the Collier County Facilities Management Division, located at 3335 Tamiami Trail E., Suite 101, Naples, Florida 34112, or (239) 252-8380, as soon as possible, but no later than 48 hours before the scheduled event. Such reasonable accommodations will be provided at no cost to the individual.

07/29/2020 @ 5:30 PM - Virtual Meeting Access: To access the virtual meeting click here to be directed to the GoTo Meeting website. As part of an ongoing initiative to promote social distancing during the COVID-19 pandemic, the public will have the opportunity to participate and provide public comments remotely. Individuals who would like to participate remotely, may register through the link [here](#).

Please join us for a Virtual Public Meeting

Help Shape the Future of Transportation in Collier County

Date: Wednesday, July 29, 2020

Time: 5:30 p.m. to 7:00 p.m.

[Click Here to Register!](#)

The Collier Metropolitan Planning Organization (MPO) is hosting a virtual public meeting to present information on its 2045 Long Range Transportation Plan (LRTP). The LRTP will identify and address future transportation needs through 2045.

The meeting will provide an overview of the 2045 LRTP Needs Plan. The Needs Plan includes a list of transportation projects assembled from public input and unfunded 2040 LRTP projects, and by analyzing the deficiencies in the system. The projects were evaluated using project evaluation criteria inspired by the LRTP Goals and Objectives.

How You Can Get Involved

Please submit your questions or comments prior to the meeting by:

- Using the online comment form [here](#)
- Emailing your comments to colliermmpo@colliergov.net

You may also submit a comment during the meeting.

The virtual public meeting will begin with a pre-recorded video presentation, and then representatives from Collier MPO and Collier County will be available for a live discussion. Comments submitted both prior to and during the virtual meeting will be addressed as time allows.



About the Virtual Public Meeting

Meeting materials will be available online prior to the meeting at www.colliermmpo.org/lrtp. All registrants will receive an email when the meeting materials are available and a link to the virtual public meeting.

You may register for the meeting online [here](#), or by phone (239) 252-5859, or by email colliermmpo@colliergov.net



Contact Information

If you would like additional information or to be added to the mailing list, please visit our website at www.colliermmpo.org/lrtp

Brandy Otero, Principal Planner

Collier MPO

2885 South Horseshoe Drive, Naples, FL 34104

Phone: (239) 252-5859

Email: colliermmpo@colliergov.net

Un traductor del idioma español está disponible en la oficina de MPO.

Teléfono: (239) 252-5814

Gen yon tradiktè Kreyòl Ayisyen ki disponib nan biwo MPO la.

Telefòn: (239) 252-5884

Anyone requiring special accommodation under the Americans with Disabilities Act or language interpretation services (free of charge) should contact Anne McLaughlin at least ten (10) days prior to the service date:



Anne.McLaughlin@colliercountyfl.gov or by phone (239) 252-5884.

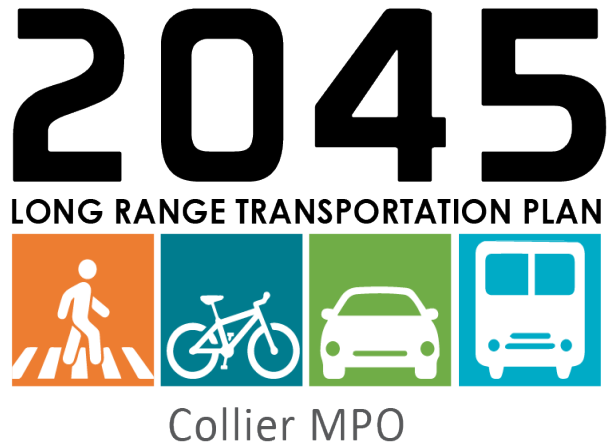



Social Media Calendar

July 2020						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22  	23	24	25
26	27	28  	29 Public Meeting  	30	31	

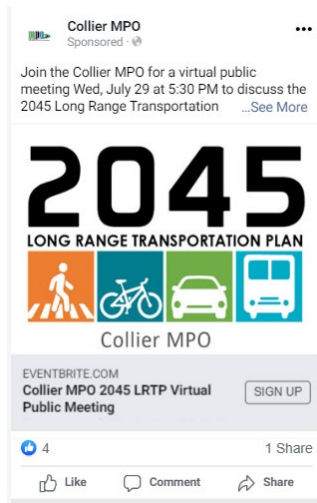
Social Media Posts

Date/Time	App	Post
<p>Wednesday, July 22, 2020 @ 1:00 PM</p>	<p>Twitter Facebook</p>	 <p>Help Shape the FUTURE of Transportation in COLLIER COUNTY</p> <p>Join the Collier MPO for a virtual public meeting July 29 to discuss the 2045 Long Range Transportation Plan. Your input is important to help build the vision for transportation in Collier County. Register Today!</p>
<p>Tuesday, July 28, 2020 @ 1:00 PM</p>	<p>Twitter Facebook</p>	<p>Learn more about the Collier MPO 2045 Long Range Transportation Plan. Join TOMORROW's virtual public meeting – Wed, July 29 at 5:30 PM. Register Today!</p>  <p>ENVISION VISUALIZAR ANVIZAJE 2045 Collier MPO</p>

<p>Wednesday, July 29, 2020 @ 1:00 PM</p>	<p>Twitter Facebook</p>	<p>Happening TODAY! Collier MPO is hosting a virtual public meeting on its 2045 Long Range Transportation Plan (LRTP). Get involved in the future of transportation in Collier County by joining today at 5:30 PM. Register Now!</p> <div data-bbox="743 345 1346 787">  <p>2045 LONG RANGE TRANSPORTATION PLAN</p> <p>Collier MPO</p> </div>
<p>Ongoing</p>	<p>Facebook Ad</p> <p>Account Name: Collier MPO</p> <p>Password: LRTP2020</p>	<div data-bbox="743 839 1346 1282">  <p>2045 LONG RANGE TRANSPORTATION PLAN</p> <p>Collier MPO</p> </div> <p>Join the Collier MPO for a virtual public meeting Wed, July 29 at 5:30 PM to discuss the 2045 Long Range Transportation Plan. Your input is important to help build the vision for transportation in Collier County. Register Today!</p>

Facebook and Instagram Advertisement

Advertisement



Performance

- Live: July 21, 2020 – July 28, 2020
- 32,264 people reached
 - Facebook: 25,272
 - Instagram: 8,789
- Link Clicks: 41

Cost: **\$64.37**

Potential Social Media Outlets

Group	Number of Followers	Social Media Contact	Reason for Outreach	Status
Collier County				

Group	Number of Followers	Social Media Contact	Reason for Outreach	Status
Collier County Public School District	12,469	Leanne Zinser-Communications Director 239-377-0180 Communications@collierschools.com	Outreach to a broad group of Collier County citizens, particularly those with children.	Called on 7/21/20 - Send invite via email and they will determine if they post or not. Sent social media content (7/23)
Collier County Public Library	2,400	Rose LaBarge-Marketing, Senior Librarian 239-252-7311 Rosemary.labarge@colliercountyfl.gov	Outreach to a broad group of Collier County citizens.	Called on 7/21/20 – No one answered; Left voice message. Returned call; does not post anything unless is public library info related.
Collier County Parks & Recreation FB	12,280	239-252- 6956 Daniel Christianbury museums@colliergov.net	Outreach to a broad group of Collier County citizens.	Called on 7/21/20 – No one answered; Left voice message.

Group	Number of Followers	Social Media Contact	Reason for Outreach	Status
Collier County Museums FB	3,500	239-252- 6956 Daniel Christianbury museums@colliergov.net	They have 5 museums in Collier County and appeal to a broad range of audiences	Called on 7/21/20 – No one answered; Left voice message.
Municipalities				
City of Naples FB	5,406	Monique Barnhart mbarnhart@naplesgov.com 239-213-1000	Outreach to citizens in Naples	Called on 7/21/20 - Send invite via email and they will determine if they post or not. Sent social media content (7/23)
City of Marco Island Twitter/Facebook Page	3,395	Social Media Contact 239-389-5000 Casey Lucius clucius@cityofmarcoisland.com	Outreach to citizens in Marco Island	Called on 7/21/20 - Send invite via email and they will post. Sent social media content (7/23)
Everglades City FB	1,267	City Clerk (not sure who runs FB page) 239-695-4558	Outreach to citizens in Everglades City	Called on 7/21/20 – No one answered; Left voice message.

Group	Number of Followers	Social Media Contact	Reason for Outreach	Status
Community				
Go-CAT FB Followers	703	CAT Admin office/FB Contact 239-252-7777	Outreach to potentially transit-dependent or low-income population	Elena Ortiz Called on 7/21/20.
Pelican Bay FB	1959	Pelican Bay Staff 239-597-8081	Outreach to North Naples	Amanda Emory Called on 7/21/20 – She said no.
Immokalee Bulletin FB	1,780	Dale Conyers-News & Advertising Services dconyers@newszap.com	Newspaper that serves northeastern Collier County, particularly Immokalee residents.	
Environmental Justice				
First Haitian Baptist Church of Naples FB	140	239-417-5100	Outreach to Haitian community	Called on 7/21/20 – No one answered; Left voice message.
Collier Child Care Resources, Inc.	2,900	Suzette Smith 239-643-3908 Suzettes@collierchildcare.org	A private, non-profit organization that focuses on the education of young children and preparing teachers, through professional	Called on 7/21/20 – Child care is closed due to COVID-19; still

Group	Number of Followers	Social Media Contact	Reason for Outreach	Status
			development services, that work with children ages 0-5. They have four different programs in Collier County since 2008.	left voice message.
Coalition of Immokalee Workers	21,706	239-657-8311 workers@ciw-online.org	Nonprofit community organization; reach out to low-income/agricultural population	natali@ciw-online.org Called on 7/21/20 – Send invite via email and they will post. Sent social media content (7/23)
Immokalee Foundation FB	1,485	239-430-9122 Fiona.mcleod@immokaleefoundation.org	Founded in 1991. Operates programs serving Immokalee's students from kindergarten to career.	Called on 7/21/20 – No one answered; Left voice message. Returned call. Send info to Fiona Mcleod and she will forward to the right person and determine if they post or not.

Group	Number of Followers	Social Media Contact	Reason for Outreach	Status
				Sent social media content (7/23)
Naples Haitian Church of Nazarene	143	239-793-0003	Outreach to Haitian community	Called on 7/21/20 – Mailbox is full; couldn't leave voice message.
Publications				
Naples Daily News FB	97,375	239-213-6000	Outreach to a broad group of Collier County citizens and possibly to those that commute	Called 3 times on 7/21/20 – No one picks up nor can I leave a voice message.
Florida Weekly (Naples Edition)	9,985	239-325-1960 Megan Roberts mroberts@floridaweekly.com	Outreach to a broad group of Collier County citizens and possibly to those that commute	Called on 7/21/20 - Send invite via email and they will determine if they post or not. Sent social media content (7/23)

Group	Number of Followers	Social Media Contact	Reason for Outreach	Status
News Press (Ft Myers)	118,474	239-335-0200	Outreach to a broad group that possibly commutes to Collier County	Called on 7/21/20 – Called 3 times; couldn't get through.
Haiti News FB Page	4,021	239-400-3333 Fgaston77@gmail.com	Outreach to Haitian community	Called on 7/21/20 - Send invite via email and they will post. Sent social media content (7/23)
Vista Semanal FB	833	239-263-4785	Weekly newspaper that serves the South Florida Hispanic community	Called on 7/21/20 – No one answered; Left voice message.
Immokalee Bulletin FB	1,780	Dale Conyers-News & Advertising Services dconyers@newszap.com	Newspaper that serves northeastern Collier County, particularly Immokalee residents.	
Other				
Downtown Naples		https://www.naplesdowntown.com/home.htm Email Addresses:		No social media presence

Group	Number of Followers	Social Media Contact	Reason for Outreach	Status
		General Email: moreinfo@cyberisle.com Bob Bailey Email: bobb@cyberisle.com Patti Bailey-Design Email: patti@cyberisle.com		
ACE Adult and Community Education				
El Mensajero de SWFL		https://www.facebook.com/elmensajeroGG http://www.elmensajerodeswfl.com/en#about-us		Sent email from website contact information. 7/23
Nuevos Ecos				
Golden Gate Estates Area Civic Association		Golden Gate Civic Association 4701 Golden Gate Parkway Golden Gate, FL 34116 Email: secretary@goldengateisgreat.com		Requested on 7/23



News Media Contact:

Anne McLaughlin
MPO Executive
Director
239-252-5884
Colliermpo.org

2885 S. Horseshoe Drive, Naples, Florida 34104 • (239) 252-5814 • Fax (239) 252-5815

July 22, 2020

FOR IMMEDIATE RELEASE

Notice of Virtual Public Meeting
Collier Metropolitan Planning Organization (MPO)
2045 Long Range Transportation Plan – Needs Plan

Wednesday, July 29, 2020
5:30 p.m. to 7:00 p.m.

Notice is hereby given that the Collier Metropolitan Planning Organization (MPO) will hold a virtual public meeting on the 2045 Long Range Transportation Plan – Needs Plan beginning at 5:30 p.m. on Wednesday, July 29, 2020. The public may attend electronically. To register, visit <https://www.eventbrite.com/e/collier-mpo-2045-lrtp-virtual-public-meeting-tickets-113397805890> prior to July 29, 2020 at 5:00 P.M. The meeting exhibits are posted and may be viewed on the Collier MPO website at <https://www.colliermpo.org/lrtp/>

This public meeting will be held remotely in accordance with the Governor's Executive Order Number 20-150 (Emergency Management – COVID-19 – Local Government Public Meetings extending Executive Order 20-19). One or more members of the Collier MPO Board, the County Board of County Commissioners, Naples City Council, Marco Island City Council, Everglades City Council and the Florida Department of Transportation (FDOT) may be present and may participate in the meeting. The subject matter of this meeting will be an item for discussion and action at a future Collier MPO board meeting.

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. The MPO's Civil Rights policy and procedures can be viewed at <https://www.colliermpo.org/get-involved/civil-rights/>. Any person or beneficiary who believes that he or she has been discriminated against as part of the MPO planning process because of race, color, religion, sex, age, national origin, disability or familial status may file a complaint with the MPO by calling MPO Executive Director Anne McLaughlin or by writing to Ms. McLaughlin at 2885 S. Horseshoe Drive, Naples, Florida 34104.

Any person requiring auxiliary aid or service for effective communication, language translation services, or other reasonable accommodations to participate in the meeting, as well as anyone with general questions, should contact Ms. McLaughlin at least 72 hours prior to the meeting by calling 239-252-5884.

###

STATE OF FLORIDA

OFFICE OF THE GOVERNOR EXECUTIVE ORDER NUMBER 20-193

(Amending Executive Order 20-179)

WHEREAS, on March 9, 2020, I issued Executive Order 20-52 declaring a state of emergency for the entire State of Florida due to COVID-19; and

WHEREAS, Executive Order 20-69, as amended by Executive Order 20-179, requires amendment to provide local government bodies with additional time to notice their meetings.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the authority vested in me by Article IV, Section (1)(a) of the Florida Constitution, Chapter 252, Florida Statutes, and all other applicable laws, promulgate the following Executive Order to take immediate effect:

Section 1.

Section 3. of Executive Order 20-179 is amended to read, as follows:

Except as amended herein, I hereby extend Executive Order 20-69, as extended by Executive Orders 20-112, 20-123, 20-139 and 20-150, until 12:01 a.m. on October 1, 2020.



IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 7th day of August, 2020.


RON DESANTIS, GOVERNOR

ATTEST:


SECRETARY OF STATE

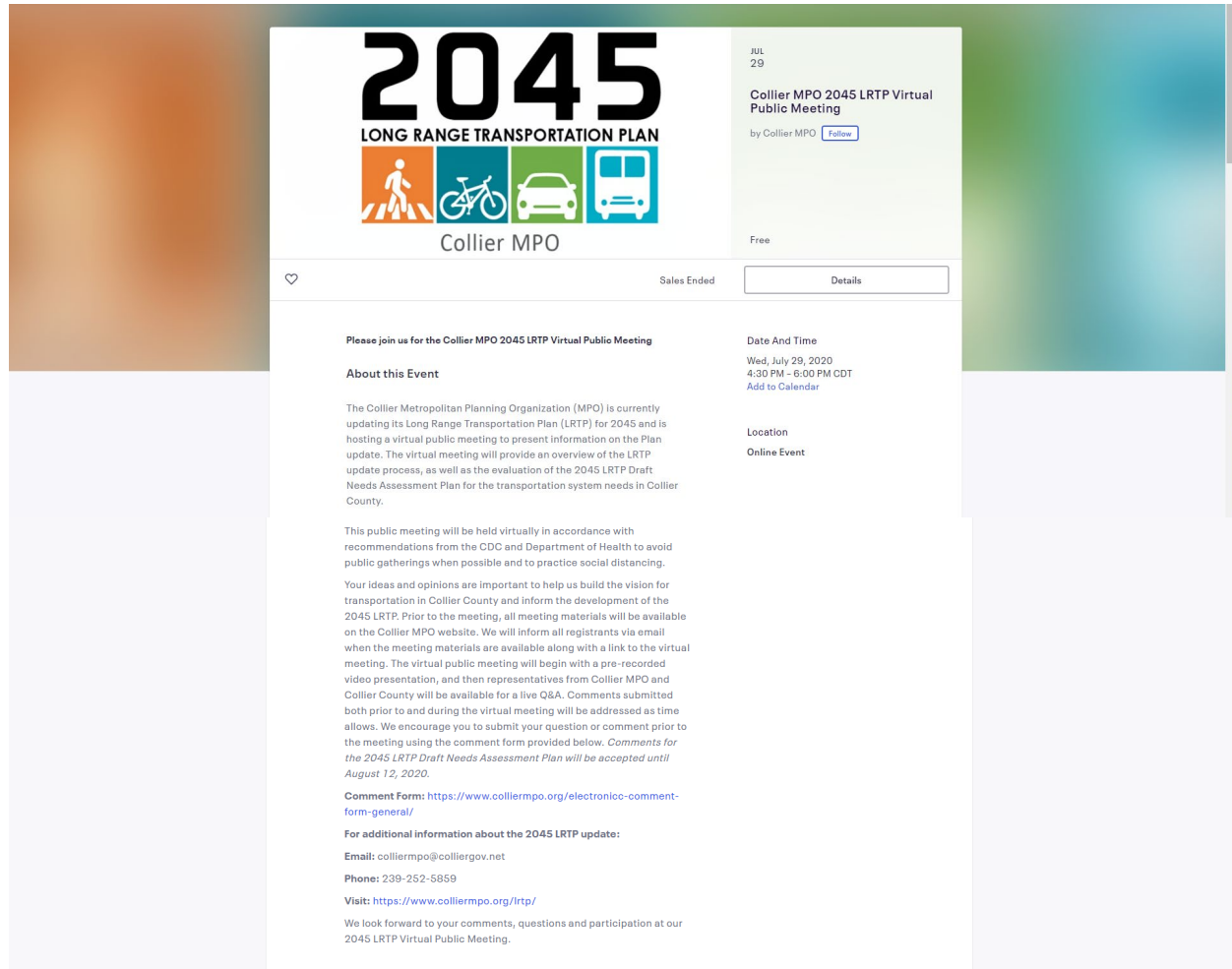
FILED
2020 AUG - 7 PM 4:32
DEPARTMENT OF STATE
TALLAHASSEE, FLORIDA

Appendix C

Registration & Attendance

Eventbrite Registration

Registration Page



2045
LONG RANGE TRANSPORTATION PLAN

Collier MPO

JUL 29

Collier MPO 2045 LRTP Virtual Public Meeting

by Collier MPO [Follow](#)

Free

Details

Please join us for the Collier MPO 2045 LRTP Virtual Public Meeting

About this Event

The Collier Metropolitan Planning Organization (MPO) is currently updating its Long Range Transportation Plan (LRTP) for 2045 and is hosting a virtual public meeting to present information on the Plan update. The virtual meeting will provide an overview of the LRTP update process, as well as the evaluation of the 2045 LRTP Draft Needs Assessment Plan for the transportation system needs in Collier County.

This public meeting will be held virtually in accordance with recommendations from the CDC and Department of Health to avoid public gatherings when possible and to practice social distancing.

Your ideas and opinions are important to help us build the vision for transportation in Collier County and inform the development of the 2045 LRTP. Prior to the meeting, all meeting materials will be available on the Collier MPO website. We will inform all registrants via email when the meeting materials are available along with a link to the virtual meeting. The virtual public meeting will begin with a pre-recorded video presentation, and then representatives from Collier MPO and Collier County will be available for a live Q&A. Comments submitted both prior to and during the virtual meeting will be addressed as time allows. We encourage you to submit your question or comment prior to the meeting using the comment form provided below. *Comments for the 2045 LRTP Draft Needs Assessment Plan will be accepted until August 12, 2020.*

Comment Form: <https://www.colliermopo.org/electronic-comment-form-general/>

For additional information about the 2045 LRTP update:

Email: colliermopo@colliergov.net

Phone: 239-252-5859

Visit: <https://www.colliermopo.org/lrtp/>

We look forward to your comments, questions and participation at our 2045 LRTP Virtual Public Meeting.

Date And Time
Wed, July 29, 2020
4:30 PM - 6:00 PM CDT
[Add to Calendar](#)

Location
Online Event

Link: <https://www.eventbrite.com/e/collier-mpo-2045-lrtp-virtual-public-meeting-tickets-113397805890#>

Registration Summary

- Tickets Sold – 44
- Page Views – 438

Attendee Report

Order #	Order Date	First Name	Last Name	Email
1395617796	2020-07-14	Megan	Shimko	megan.shimko@jacobs.com
1395617824	2020-07-14	Colleen	Ross	colleen.ross@jacobs.com
1396181448	2020-07-15	Brandy	Otero	brandy.otero@colliercountyfl.gov
1396244050	2020-07-15	Anne	McLaughlin	anne.mclaughlin@colliercountyfl.gov
1396704654	2020-07-15	luis	melo	solidworkproperties@gmail.com

Order #	Order Date	First Name	Last Name	Email
1396728152	2020-07-15	Debrah	Forester	debrah.forester@colliercountyfl.gov
1396732688	2020-07-15	Micael	Seef	mdslogistics@aol.com
1397208490	2020-07-16	Meredith	Budd	meredithb@fwfonline.org
1397292880	2020-07-16	michele	mosca	michele6060@yahoo.com
1397619530	2020-07-16	Andrea	Halman	andean09@me.com
1397630880	2020-07-16	Fred	Sasser	crdx@sprynet.com
1397675142	2020-07-16	Paul	Perry	paul.perry5@icloud.com
1397685632	2020-07-16	Gladys	Delgadillo	gladysd@conservancy.org
1397708400	2020-07-16	Commissioner Penny	Taylor	penny.taylor@colliercountyfl.gov
1397740092	2020-07-16	Michelle	Arnold	Michelle.Arnold@colliercountyfl.gov
1397929548	2020-07-16	bowen	broock	broockies@gmail.com
1398435780	2020-07-17	Anne	Condon	amm.gsc@gmail.com
1398479950	2020-07-17	Michelle	avola	michelle@naplespathways.org
1398497086	2020-07-17	Chris	Rozansky	crozansky@flynaples.com
1398830538	2020-07-17	Michael	McGrath	michael.mcgrath@sierraclub.org
1399340856	2020-07-18	Susan	Sonnenschein	sonnenscheinsusan@yahoo.com
1400698450	2020-07-20	Brad	Cornell	bcornell@audubonWE.org
1400790350	2020-07-20	Ada	Vargas	ada.vargas@jacobs.com
1402339494	2020-07-21	Isrrael	Pena	isrrael_pena_jr@yahoo.com
1403201792	2020-07-22	Kyle	Fritsch	robotvs.gorilla@gmail.com
1403683240	2020-07-23	Dianna	Dohm	dianna@marcoislandchamber.org
1403915562	2020-07-23	Kim	Jacob	kimjacobfl01@gmail.com
1404760836	2020-07-24	Leah	Watson	Leah.Watson@apdcares.org
1406305724	2020-07-26	Kari	Hodgson	kari.hodgson@colliercountyfl.gov
1408152660	2020-07-28	Amelia	Vasquez	amelia@cbia.net
1408224690	2020-07-28	Dayna	Fendrick	dayna@urbangreenstudio.com
1408482698	2020-07-28	Candice	Smith	candicemariesmith@gmail.com
1408765174	2020-07-29	Josephine	Medina	josephine.medina@colliercountyfl.gov
1408855404	2020-07-29	Christie	Betancourt	Christie.Betancourt@colliercountyfl.gov
1408915358	2020-07-29	William	McDaniel	bill.mcdaniel@colliercountyfl.gov
1409013088	2020-07-29	Laura	Novosad	LauraNovosad4HD80@gmail.com
1409058050	2020-07-29	Donald	Scott	dscott@leempo.com
1409127780	2020-07-29	Frank	Nappo	fnnaples1@gmail.com
1409267168	2020-07-29	Joan	Garner	buccaneers48to21@yahoo.com
1409277564	2020-07-29	andrea	halman	andean09@me.com
1409283906	2020-07-29	Andrea	Halman	andean09@me.com
1409285762	2020-07-29	Kelly	Andrew	kellyandrew49@gmail.com
1409287548	2020-07-29	Debrah	Forester	debrah.forester@colliercountyfl.gov
1409290726	2020-07-29	Nathan	Lunsford	nathan.lunsford@jacobs.com

Participant ID	Full Name	UTC Event Timestamp	Action	Role
Ada.Vargas@jacobs.com Mary.Ross@dot.state.fl.us Robert.Grubel@jacobs.com carla.mykytiuk@jacobs.com Fsasser@sasser.com	Ada Vargas Mary Ross Robert Grubel Carla Mykytiuk Fred Sasser	7/29/2020 9:21:34 PM	Joined	Attendee
		7/29/2020 9:24:28 PM	Joined	Attendee
		7/29/2020 9:25:46 PM	Joined	Attendee
		7/29/2020 9:26:27 PM	Joined	Attendee
		7/29/2020 9:27:14 PM	Joined	Attendee
dscott@Leempo.com	Don Scott	7/29/2020 9:28:28 PM	Joined	Attendee
		7/29/2020 9:28:53 PM	Joined	Attendee
		7/29/2020 9:29:35 PM	Joined	Attendee
		7/29/2020 9:30:55 PM	Joined	Attendee
		7/29/2020 9:31:01 PM	Joined	Attendee
Emma@cbia.net	Emma Cordova	7/29/2020 9:31:23 PM	Joined	Attendee
		7/29/2020 9:32:50 PM	Joined	Attendee
		7/29/2020 9:33:21 PM	Joined	Attendee
		7/29/2020 9:33:35 PM	Joined	Attendee
		7/29/2020 9:35:57 PM	Joined	Attendee
dayna@urbangreenstudio.com pperry@naplesgov.com	dayna urbangreenstudio.com Paul Perry	7/29/2020 9:37:14 PM	Joined	Attendee
		7/29/2020 9:38:14 PM	Joined	Attendee
		7/29/2020 9:42:38 PM	Joined	Attendee
		7/29/2020 9:47:07 PM	Joined	Attendee
		7/29/2020 9:51:12 PM	Joined	Attendee
Colleen.Ross@jacobs.com 0414638085@FEMA.DHS.GOV	Colleen Ross Carla Mykytiuk	7/29/2020 10:07:42 PM	Joined	Attendee
		7/29/2020 10:09:40 PM	Joined	Attendee
		7/29/2020 10:11:34 PM	Joined	Attendee
		7/29/2020 10:34:19 PM	Joined	Attendee

Appendix D

Comments



COMMENT FORM

[Share](#) [Print](#) [Feedback](#)

The Collier Metropolitan Planning Organization (MPO) encourages comments. Help us shape Collier County's transportation future by providing your thoughts and comments in the space below.

Name

Organization

Address

City

State

Zip

Telephone Number (Including Area Code)

Area

Phone

Fax Number (Including Area Code)

Area

Phone

Email Address

Comments: *

Submit


Reset

FOR ADDITIONAL INFORMATION PLEASE CONTACT US AT:

Collier Metropolitan Planning Organization
2885 South Horseshoe Drive
Naples, Florida 34104
Phone: (239) 252-8192

Eventbrite Registration

Registration Page



Collier MPO

JUL 29

Collier MPO 2045 LRTP Virtual Public Meeting

by Collier MPO [Follow](#)

Free

[Details](#)

Please join us for the Collier MPO 2045 LRTP Virtual Public Meeting

About this Event

The Collier Metropolitan Planning Organization (MPO) is currently updating its Long Range Transportation Plan (LRTP) for 2045 and is hosting a virtual public meeting to present information on the Plan update. The virtual meeting will provide an overview of the LRTP update process, as well as the evaluation of the 2045 LRTP Draft Needs Assessment Plan for the transportation system needs in Collier County.

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For additional information about the 2045 LRTP update:

Email: colliermmpo@colliergov.net

Phone: 239-252-5859

Visit: <https://www.colliermmpo.org/lrtp/>

We look forward to your comments, questions and participation at our 2045 LRTP Virtual Public Meeting.

Date And Time

Wed, July 29, 2020
4:30 PM - 6:00 PM CDT
[Add to Calendar](#)

Location

Online Event

Meeting Comments/Questions

Source	Type	Identity	Timestamp	Content
Attendee	Question	Anonymous (Unverified)	7/29/2020 21:46	will you be using the new census as a basis for population projections? how will you proceed via TAZ populations?
Attendee	Question	Anonymous (Unverified)	7/29/2020 21:48	will these projects began in 2045 or will they began from now until 2045. is 2045 the start date or end date.
Attendee	Question	andrea halman (Unverified)	7/29/2020 21:50	is 2045 the begin date or end date.
Attendee	Question	Anonymous (Unverified)	7/29/2020 21:52	How does the MPO account for new technologies such as autonomous vehicles or computer assisted traffic flow or even hyperloop freight?
Attendee	Question	Anonymous (Unverified)	7/29/2020 21:54	Please clarify - are comments being collected on the Needs Plan or the Cost Feasible Plan?
Attendee	Question	Anonymous (Unverified)	7/29/2020 21:56	What are you doing to address the reduction in funding projections due to Covid impacts to the economy?
Attendee	Question	Anonymous (Unverified)	7/29/2020 21:59	How is transit improved (larger area, more frequent stops) when residential density is too low? Subsidy seems needed.
Attendee	Question	andrea halman (Unverified)	7/29/2020 22:00	there are numerous needs in immokalee. how will decisions be made as to where to begin
Attendee	Question	Anonymous (Unverified)	7/29/2020 22:04	What is the I-75 managed lanes project and when is that planned to happen?
Attendee	Question	Anonymous (Unverified)	7/29/2020 22:06	Is the MPO interested in FDOT's opportunity to restore OK Slough water flows under SR29 into Fla Panther Refuge as they widen SR29 to four lanes soon?
Attendee	Question	Anonymous (Unverified)	7/29/2020 22:12	What do you mean by SR 29 being widened soon and what section are you talking about? Historically in Collier County, we have a low-density growth pattern, which leads to a lack of connectivity and 6-lane, high speed arterial roadways, which are not bike or pedestrian-friendly.
Attendee	Question	Dayna Fendrick (Unverified)	7/29/2020 22:17	How can the LRTP address the connection between land use and the transportation network in the eastern growth area of the County to encourage more smart growth and walkable private development pattern?
Attendee	Question	Anonymous (Unverified)	7/29/2020 22:18	Does the Efficient Transport Decision Making process affect the LRTP?
Attendee	Question	Anonymous (Unverified)	7/29/2020 22:20	Does the County's Master Mobility Plan get considered in LRTP? Historically in Collier County, we have a low-density growth pattern, which leads to a lack of connectivity and 6-lane, high speed arterial roadways, which are not bike or pedestrian-friendly.
Attendee	Question	Dayna Fendrick (Unverified)	7/29/2020 22:27	How can the LRTP address the connection between land use and the transportation network in the eastern growth area of the County to encourage more smart growth and walkable private development pattern?
Attendee	Question	Anonymous (Unverified)	7/29/2020 22:29	Bill-how can urban coastal area roads be protected as sea level rise and storms are worsened? How will financing applied?
Attendee	Question	Dayna Fendrick (Unverified)	7/29/2020 22:32	Goal 10 language reads "avoid making investments in Hi -risk areas" - would that mean the coastal areas would not receive assistance with resiliency improvements? It seems to be at odds with the Table 1 scoring criteria for the same issue.

Attendee	Question	Anonymous (Unverified)	7/29/2020 22:35	With a storm potentially coming this weekend, how does the LRTP address facilities for hurricane evacuation?
Attendee	Question	Dayna Fendrick (Unverified)	7/29/2020 22:41	How does the LRTP intersect w/ the MCORES toll roads in terms of location and process?
Attendee	Question	Anonymous (Unverified)	7/29/2020 22:42	Great presentation and discussion, very informative.
Attendee	Question	Anonymous (Unverified)	7/29/2020 22:42	Is the LRTP taking into consideration the possible development of M-CORES?
Attendee	Question	Anonymous (Unverified)	7/29/2020 22:42	When are the TDP meetings scheduled?
Attendee	Question	Anonymous (Unverified)	7/29/2020 22:43	I will be submitting written separate comments. But, I do hope to see the MPO and County move toward proactive planning for mitigation of federal impacts to listed species, such as a public project Habitat Conservation Plan under the Endangered Species Act. That gives a more affordable and effective result.
Attendee	Question	Anonymous (Unverified)	7/29/2020 22:44	I would like Collier to be more walkable. Unfortunately, most of the sidewalks in my neighborhood are flooded in the rainy season so I have to walk in the street and don't feel safe.
Attendee	Question	Anonymous (Unverified)	7/29/2020 22:46	What precautions are being taken into consideration to limit roadside collisions for wildlife such as the FL panther? Can you clarify if there are any projects that would go through primary and secondary panther habitat?
Attendee	Question	Anonymous (Unverified)	7/29/2020 22:48	Next M Cores meeting is August 25th.
Attendee	Question	Anonymous (Unverified)	7/29/2020 22:54	Are there any projects that might bring more public transit options for residents such as light rail, buses, and the like and that would improve urban and rural connectivity?
Attendee	Question	Anonymous (Unverified)	7/29/2020 22:54	Is there a quick train ride I can take from Naples to Fort Myers, esp with a stop at the airport?
Attendee	Question	Anonymous (Unverified)	7/29/2020 22:55	What are the train hours? If this doesn't exist, is it something you're looking into? It would be great to have a nice train with wifi.
Attendee	Question	Anonymous (Unverified)	7/29/2020 22:55	I will be submitting written separate comments. But, I do hope to see the MPO and County move toward proactive planning for mitigation of federal impacts to listed species, such as a public project Habitat Conservation Plan under the Endangered Species Act. That gives a more affordable and effective result.



Collier MPO 2045 LRTP

Needs Assessment Survey Summaries

Date: Monday, September 28, 2020

As a part of the public input activities undertaken during the 2045 LRTP Needs Assessment phase, two interactive surveys were disseminated through the MPO's website. The first survey consisted of a set of four simple questions that aided the MPO in identifying the key needs of the community. The second survey was conducted through an interactive map that allowed for providing comments to specific projects. Both surveys were open for public comments between July 22, 2020 and September 14, 2020. The following is a summary of the survey results.

Survey Questionnaire

The survey questionnaire focused on identifying survey respondent origins and destinations (where they live and work), and understanding the community's top desired outcomes of future transportation investment in Collier County. Origin and destination questions were based on zip code. The survey allowed respondents to choose multiple desired outcomes. The desired outcomes covered elements related to enhancing safety, bicycle and pedestrian connectivity, transit options, and vehicle travel. The following image depicts the survey interface that the community used to select their desired outcomes.

Survey

Please take a minute to share more about your priorities for the project.

Are there any projects not shown that you would like to see built?

What are your top three desired outcomes as a result of transportation investments in Collier County? (select three)

- ☐ More affordable travel options
- ☐ Improved walkable connections to your neighbors
- ☐ More frequent bus service
- ☐ Easier access to neighborhood destinations, like schools and parks
- ☐ More bus service to more places in Collier County
- ☐ More reliable travel times
- ☐ Lower stress, more comfortable bicycle network
- ☐ Lower stress, more comfortable pedestrian network
- ☐ Easier access to regional destinations, like work or the beaches
- ☐ Shaded bicycle and pedestrian pathways
- ☐ Reduced flooding on roadways
- ☐ Safer and more comfortable to cross streets

What is your zipcode where you live?

What is your zipcode where you work?

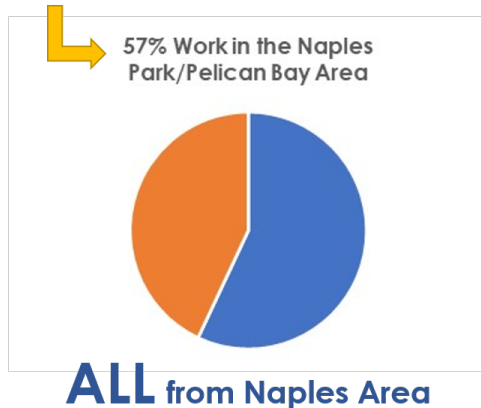
Submit [Cancel](#)

During the time the public survey was open, **26 survey responses were received**. All responses were from the Naples area, the most populous area of the County. Key findings from the survey responses include:

- Approximately 42% of respondents voted for reduced flooding as a desired outcome of transportation public investment allocation. A close second was the desire for more reliable travel times.
- Survey respondents also chose safer bike and pedestrian networks high on their desired outcomes' list.
- Safer and more convenient access to local and regional destinations received equal votes (7 votes each). More specifically, easier access to regional destinations, improved neighborhood walkable connections, and safer street crossings received the same number of votes.
- Shaded bike and pedestrian pathways and more affordable travel options were also selected by some survey respondents (6 votes each).

- Some respondents voted for easier access to neighborhood destinations, like schools and parks (5 votes), more bus service to more places in Collier County (4 votes), and more frequent bus service (3 votes).

26 Total Responses



What are your top three desired outcomes as a result of transportation investments in Collier County?

# of Votes	Top Desired Outcome
11	Reduced flooding on roadways
10	More reliable travel times
8 -9	Lower stress, more comfortable pedestrian & bike networks

On-line Map

In addition to the 4-question survey, the public input process included an interactive on-line/web map component that allowed the community to provide input on specific projects on a map of Collier County. These projects were identified through the LRTP's Needs Assessment process. The input received through this process will help inform the next phase of the LRTP, the Cost Feasible phase. The projects on the map were categorized as either an "intersection" or a "bridge" project.

Participants were able to either "like" or "dislike" a particular project, and also provide specific comments to each project. **A total of 88 responses were received.** Key findings from the on-line map input are noted below:

- Projects along Immokalee Road, particularly near the I-75 Interchange, received the most "likes" or community support. Related community support highlighted congestion issues along the corridor that needed to be addressed.
- In contrast, the proposed improvements near I-75 and Everglades Boulevard received relatively significant disapproval. The improvement is perceived to negatively impact the Florida Panther National Wildlife environment in that area.
- Some projects received equal support and disapproval, such as the intersection improvements at Tamiami Trail/SR 41 and Collier Boulevard, I-75 interchange improvements at Golden Gate Parkway, and the improvements along Oil Well Grade Road.

The following map is an image of the online interactive map that captured the comments and community support and disapproval indications. Bridge-related projects are depicted by the green symbol, and intersection-related projects are shown in orange and auburn icons. Orange icons represent intersection projects that did not receive any comments, but may have received "likes" or "dislikes". Auburn icons represent intersection projects that have received comments. All bridge projects received the same comment; which is that *"All bridge projects should incorporate a bridge shelf structure to act as a panther underpass"*. The comments received on all projects are summarized on the map in a callout format.

The blue numbers on the map represent the unique survey responses that approved (liked) a particular project, and the red numbers represent instances where the community conveyed disapproval (dislikes) of the project. Generally, the intersection projects along major corridors that cross I-75 received at least partial, if not full support. Some of the bridge projects east of I-75 and south of Immokalee Road received support.

Collier Metropolitan Planning Organization Long Range Transportation Plan

Comments Received through the Online Map and Public Survey

"Improve Immokalee Rd congestion"

"Reduce Immokalee Rd congestion"

"Dislike as Vanderbilt Beach Rd is the best road to get across the County without several lights."

"Pine Ridge is backing up at 4 pm very badly. Need to move traffic east while still allowing NS traffic to cross it."

"Traffic flow backs up in this area"






"This intersection needs improvement. In season it is now taking 4-5 lights to get from Davis and 41 to Goodlette Frank. Need more access from 41E to Goodlette Frank- maybe a permanent turn lane?"

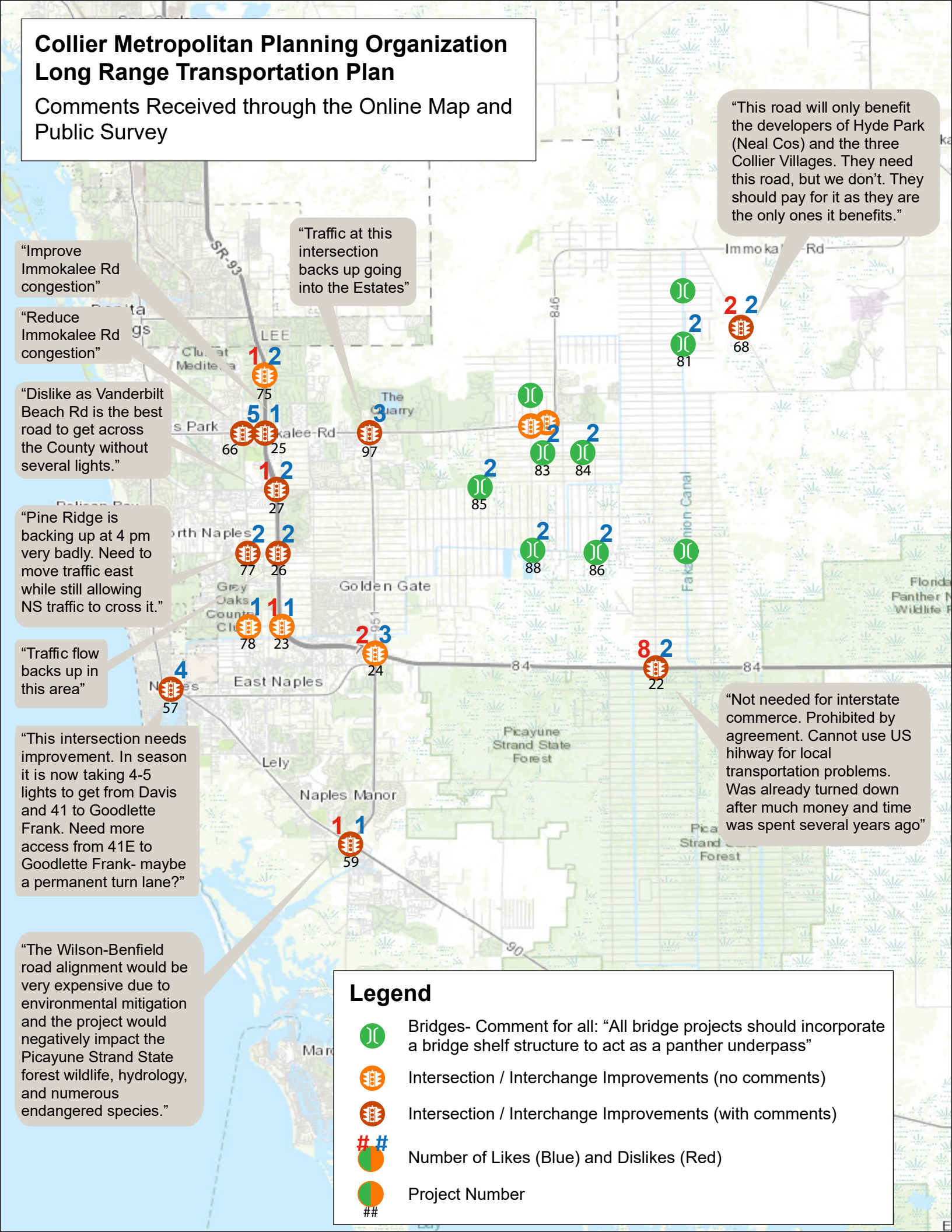
"The Wilson-Benfield road alignment would be very expensive due to environmental mitigation and the project would negatively impact the Picayune Strand State forest wildlife, hydrology, and numerous endangered species."

"Traffic at this intersection backs up going into the Estates"

"This road will only benefit the developers of Hyde Park (Neal Cos) and the three Collier Villages. They need this road, but we don't. They should pay for it as they are the only ones it benefits."

Legend

-  Bridges- Comment for all: "All bridge projects should incorporate a bridge shelf structure to act as a panther underpass"
-  Intersection / Interchange Improvements (no comments)
-  Intersection / Interchange Improvements (with comments)
-  Number of Likes (Blue) and Dislikes (Red)
-  Project Number



Appendix D

Virtual Public Meeting No. 2 (Cost Feasible Plan) Summary Report



2045

LONG RANGE TRANSPORTATION PLAN



Collier MPO

Virtual Public Meeting – Cost Feasible Plan (October 14, 2020)

November 2020



Contents

Overview.....1

Meeting Notifications.....1

Meeting Registration and Attendees3

Comments3

Appendices

Appendix A – Presentation

- PowerPoint Presentation
- Script
- Meeting Screenshots
- Meeting Exhibits

Appendix B – Public Notice

- Newsletter
- Email to Adviser Network
- Website Notification
- Social Media Post
- Press Release
- State of Florida Executive Order 20-193

Appendix C – Registration

- Registration Report

Appendix D – Comment Info

- Collier MPO Online Comment Form
- Registration Comments
- WikiMapping Results

Tables

Table 1. Meeting Notifications2

Table 2. Facebook Advertising Results2

Figures

Figure 1. Collier MPO 2045 LRTP Cost Feasible Plan WikiMap.....3



Virtual Public Meeting – Cost Feasible Plan (October 14, 2020)

Overview

The Collier Metropolitan Planning Organization (MPO) held a virtual public meeting for the 2045 Long Range Transportation Plan (LRTP) Cost Feasible Plan. The meeting was held Wednesday, October 14, 2020, from 5:30 p.m. to 7:00 p.m. using the Zoom virtual meeting platform. Originally planned to be held in-person, the meeting was changed to a virtual format to ensure the safety and well-being of all participants because of the COVID-19 pandemic.

The purpose of the meeting was to provide the public and interested parties information on the 2045 LRTP Cost Feasible Plan. The meeting began with a narrated video presentation that included an overview of the Collier MPO, the LRTP update process, the 2045 LRTP goals and objectives, project evaluation criteria, the Needs Plan, the traffic model scenario exhibits, the Cost Feasible Plan, and information on how to make comments. Appendix A includes the video presentation and script, as well as screenshots of the virtual public meeting. Upon conclusion of the video presentation, a live panel discussion continued the meeting. The panel and technical advisors included the following members:

Panel Members

- Anne McLaughlin, Collier MPO Executive Director
- Trinity Scott, Collier County Transportation Planning Manager
- Bill Gramer, Jacobs 2045 LRTP Project Manager

Technical Advisors

- Brandy Otero, Collier MPO Principal Planner
- Tara Jones, PE, Jacobs Deputy Project Manager
- Michelle Arnold, Collier County Director of Public Transit
- Victoria Peters, FDOT MPO and Community Liaison

Moderator

- Megan Shimko, Jacobs Public Involvement Advisor

Meeting exhibits are presented in Appendix A and included the list of cost feasible roadway projects by plan period and the associated maps, as well as maps of the draft transit cost feasible projects and bicycle and pedestrian needs.

The meeting was recorded by the Collier MPO. The Collier MPO makes every reasonable effort to accommodate the needs of the public. Anyone requiring special accommodation under the Americans with Disabilities Act or language interpretation services were asked to contact the MPO prior to the virtual public meeting.

Meeting Notifications

The public notice advised the public that Collier MPO would be conducting an online virtual public meeting on the 2045 LRTP Cost Feasible Plan on Wednesday, October 14, 2020. As shown in Table 1, the public meeting notification was sent by email to the Collier MPO list-serve(s) (MPO Board and committees, and Adviser Network), posted on the Collier MPO's website, posted on social media, and announced through a press release. The notices included a link or attachment to the Envision 2045 September 2020 Newsletter that included a link to register for the virtual public meeting. The newsletter also included a link to the Collier MPO website which included the meeting materials that could be viewed prior to the meeting, information on how to provide comments, and contact information for the MPO. Appendix B includes copies of the notices and newsletter.

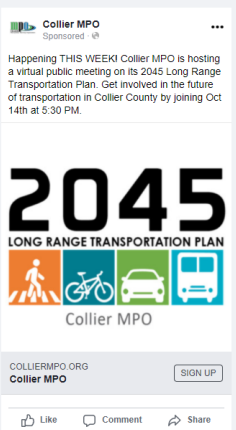



Table 1. Meeting Notifications

Meeting Notifications	Date(s)	Description
Email	9/30/2020	Email to Collier MPO Board, Advisor Network, and Committees - with Envision 2045 September 2020 Newsletter attached
Collier MPO Website	09/30/2020	Announcement on MPO website that included a link to register for the virtual public meeting and meeting materials
Social Media	10/2/2020, 10/7/2020, 10/13/2020, 10/14/2020	Facebook and Twitter Posts on the Collier County Facebook and Twitter sites
Press Release	10/13/20	Notice sent to the Collier MPO news media list and posted in the Collier County Board of County Commissioners' lobby

In addition to the referenced notifications, the virtual public meeting was announced through paid advertisements on Facebook and Instagram throughout all of Collier County. Table 2 presents the results of the Facebook advertisements.

Table 2. Facebook Advertising Results

Advertisement	Advertisement Run Dates	Demographics	Reach	Clicks
	10/7/2020 to 10/14/2020	Collier County Residents, ages 18+	1,280	11
	10/7/2020 to 11/5/2020	Collier County Residents, ages 18+	6,041	91

Meeting Registration and Attendees

Attendees registered for the meeting via Zoom. A total of 10 people registered to attend the meeting. Appendix C presents the Zoom registration summary. Approximately 9 people attended the meeting.

Comments

Comments could be submitted prior, during, or after the virtual public meeting. All questions and comments were due by November 6, 2020 for consideration in the assessment of the cost feasible projects. There were multiple formats in which comments could be received including the Collier MPO online comment form posted on the 2045 LRTP website, email to colliermmpo@colliergov.net, and through the WikiMapping online tool. WikiMapping is an online interactive tool that collects viewer's ideas through images, discussion, and mapping. As shown on Figure 1, a map of the cost feasible projects was presented on a WikiMap page set up for the project. A link to the WikiMap was available on the Collier MPO website. The WikiMapping tool allowed the user to Like or Dislike a project and add a comment if desired. The tool also asked each participant to select their top five priority projects and included an opportunity to provide additional feedback.

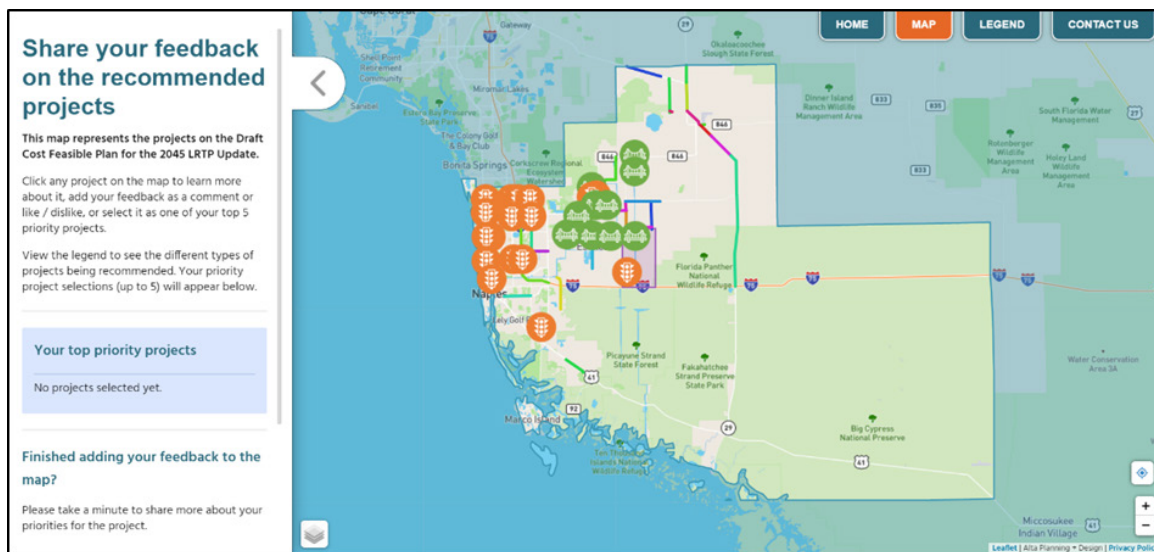


Figure 1. Collier MPO 2045 LRTP Cost Feasible Plan WikiMap

Appendix D includes a copy of the Collier MPO comment form and questions received prior to the October 14, 2020 virtual public meeting. The results of the Wikimapping outreach are also presented in Appendix D. A total of 63 responses were received as a result of the Wikimapping outreach and the following summarizes the key findings:

- The project that received the most interaction was the Goodlette-Frank Rd and US 41 and Intersection improvement. This project received 6 Likes, 0 Dislikes, and 1 comment. The comment received noted that this is a dangerous intersection.
- The intersection improvements along Tamiami Trail/US 41 were very well-received, with the 6 projects garnering a total of 17 Likes and 0 Dislikes.
- The New Bridge projects were generally well-received, with the 10 bridge projects receiving a total of 7 Likes and 2 Dislikes.
- The three I-75 Interchange Improvement/New Interchange projects received 8 Likes, with the interchange at I-75 and Everglades Boulevard receiving 1 Dislike.
- Some comments indicated concerns at certain intersections and areas for improvement
- One multimodal comment included the intersection project at US 41 and Golden Gate Parkway and noted that the Gordon River Greenway and Freedom Park are difficult to reach on foot or bicycle using this crossing.

Appendix A

Presentation, Script, Screenshots, Exhibits



2045

LONG RANGE TRANSPORTATION PLAN



Collier MPO



Jacobs

October 14, 2020

Moderated by Megan Shimko/Jacobs

VIRTUAL PUBLIC MEETING #2 – COST FEASIBLE PLAN

Agenda



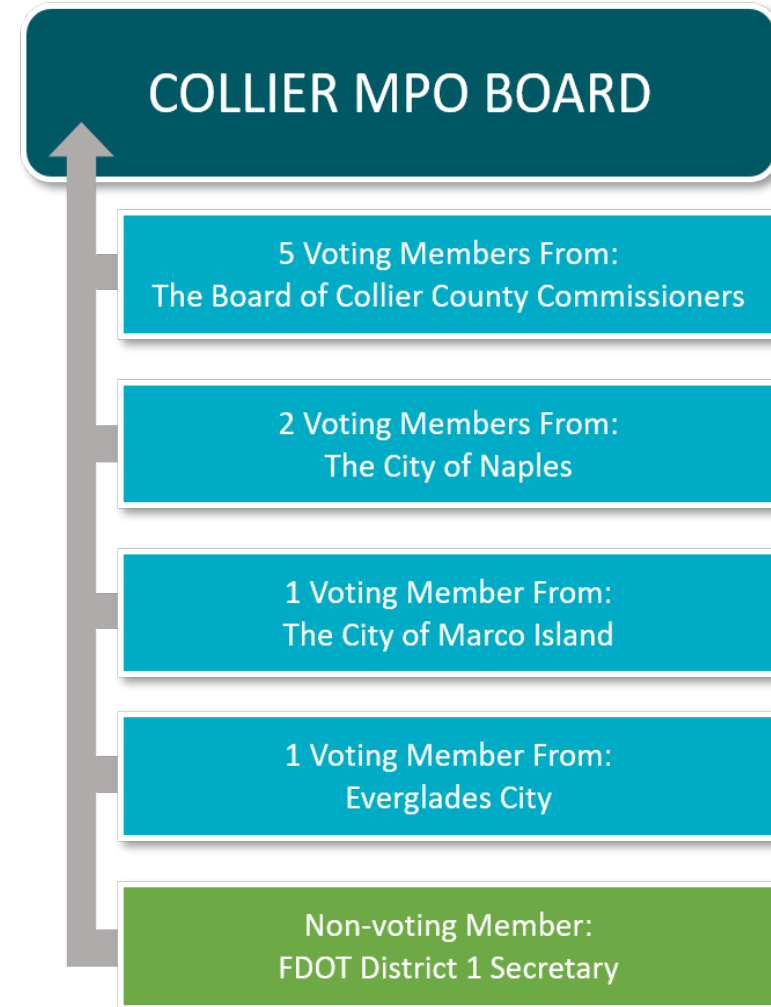
ENVISION 2045 Collier MPO

- Introduction
- LRTP Process
- Goal and Objectives
- Transportation Cost Feasible Plan
 - Highway
 - Transit
 - Bicycle and Pedestrian
 - Other
- Next Steps
- Live Questions and Comments Discussion
- Adjourn - 7:00 PM

Who is the Collier Metropolitan Planning Organization (MPO)?



- Collier MPO is a federally mandated transportation policy-making organization
- MPO Board is comprised of local elected officials



What is a Long Range Transportation Plan (LRTP)?

Key Requirements of the LRTP:



Multi-modal Transportation System includes:

- Highway
- Transit
- Bicycle and Pedestrian



Minimum 20 Year Horizon



Updated on a 5 Year Cycle



What process are we using to update the LRTP?

Identify Goals and Objectives

Collect and Analyze Data

Assess Needs & Identify
Transportation Vision

Define / Develop Projects

Evaluate Projects Against Goals:

- ◆ Financial Constraint
- ◆ Environmental Resources
- ◆ Multimodal

Recommend Preferred Plan

MPO Adoption / Implementation

UPDATED VIRTUAL PUBLIC OUTREACH PLAN due to COVID-19

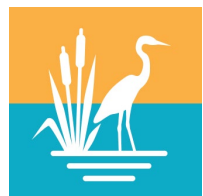
- MPO Advisory Committees
- Interactive Website
- Online Surveys
- E-Newsletters
- Virtual Presentations
- Email Distribution List
(Adviser Network)



Goals and Objectives



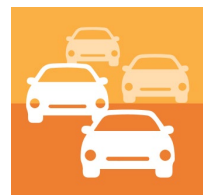
Evacuation



Environmental
Resources



System Connectivity &
Continuity



Congestion



Freight
Movement



Safety for All
Users



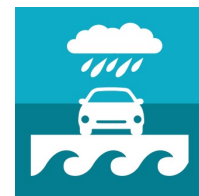
Multi-modal
Solutions



Land Use
Considerations



Sustainability



Climate Change Risks

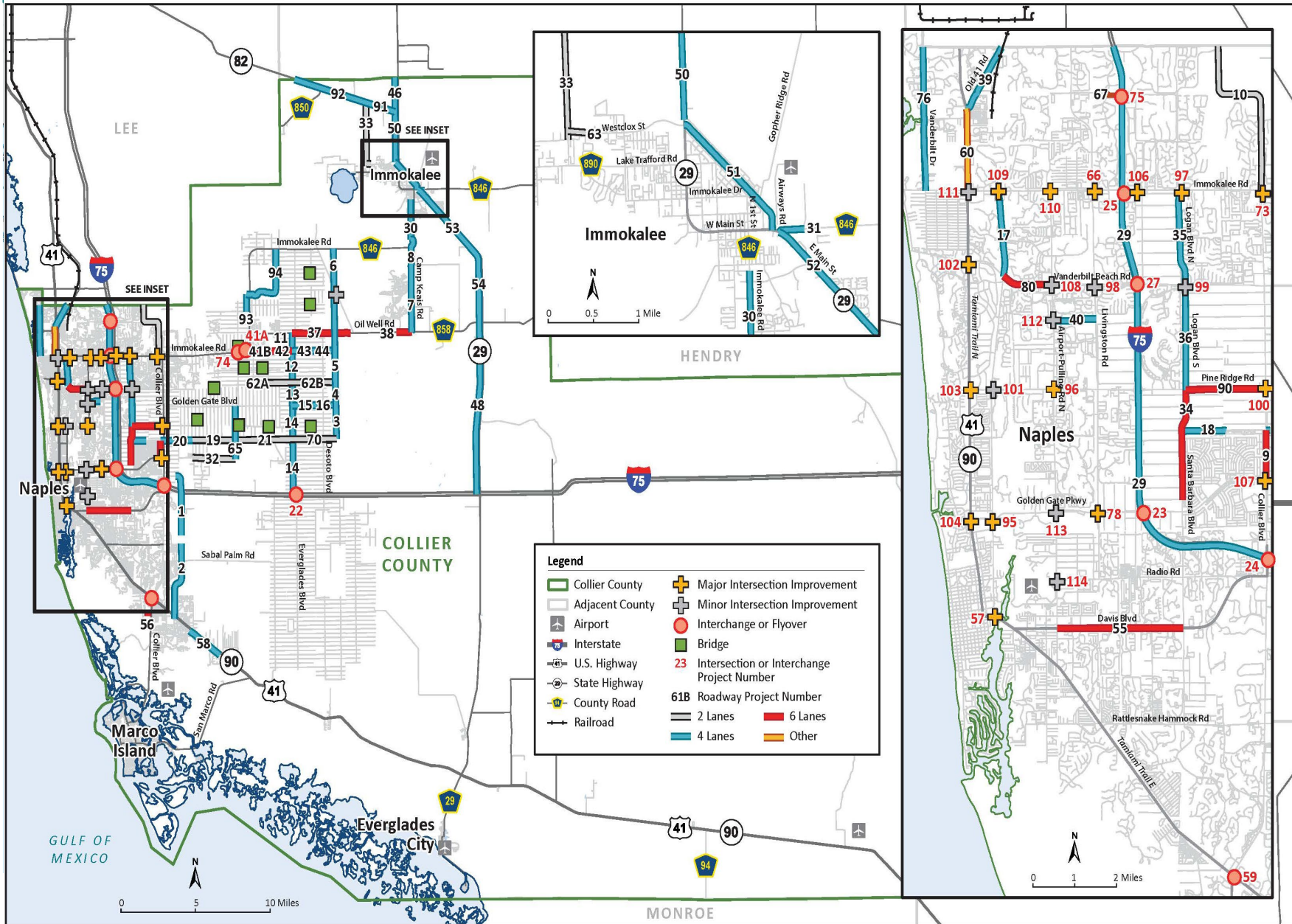


Connected and Automated
Vehicles (CAV)



Project Evaluation Criteria

Goals	Scoring Range	Score Weighting
Improve Evacuation Routes	0 to 5	8%
Protect Environmental Resources	-5 to 0	12%
Improve System Connectivity & Continuity	0 to 5	10%
Reduce Congestion	0 to 5	18%
Promote Freight Movement	0 to 5	6%
Increase Safety for All Users	0 to 5	10%
Promote Multi-modal Solutions	0 to 5	10%
Integrate Land Use Considerations	0 to 5	10%
Promote Sustainability	0 to 5	8%
Climate Change Risks	0 to 5	4%
Connected and Automated Vehicles (CAV) Considerations	0 to 5	4%



Look here for Map ID Number

Map ID	Project	From	To	Description
1	Bierfield Rd Extension	US 41 (SR 90) (Tamiami Trail E)	City Gate Blvd N	New 2-Lane Road (Expandable to 4-Lanes)
2	Bierfield Rd	US 41 (SR 90) (Tamiami Trail E)	Plattenville-Hammock Extension	New 2-Lane Road (Expandable to 4-Lanes)
3	Big Cypress Parkway	North of I-75	Golden Gate Blvd	New 2-Lane Road (Expandable to 4-Lanes)
4	Big Cypress Parkway	Golden Gate Blvd	Vanderbilt Beach Road Ext.	New 2-Lane Road (Expandable to 4-Lanes)
5	Big Cypress Parkway	Vanderbilt Beach Rd Extension	Oil Well Rd	New 2-Lane Road (Expandable to 4-Lanes)
6	Big Cypress Parkway	Oil Well Rd	Imkokalee Rd	New 2-Lane Road (Expandable to 4-Lanes)
7	Camp Kears Rd	Pope John Paul Blvd	Imkokalee Rd	Viden from 2-Lane to 4-Lanes
8	Camp Kears Rd	Imkokalee Rd	Viden from 2-Lane to 4-Lanes	
9	Collier Blvd (CR 95)	Golden Gate Main Canal	Green Blvd	Viden from 4-Lanes to 6-Lanes
10	CR 95 Extension	Collier Blvd (CR 95) (northern terminus)	Lee/Collier County Line	New 2-Lane Road
11	Everglades Blvd	Floral Blud	South of Oil Well Road	Viden from 2-Lanes to 4-Lanes
12	Everglades Blvd	Vanderbilt Beach Rd Extension	Floral Blud	Viden from 2-Lanes to 4-Lanes
13	Everglades Blvd	Golden Gate Blvd	Vanderbilt Beach Rd Extension	Viden from 2-Lanes to 4-Lanes
14	Everglades Blvd	175 (SR 93)	Golden Gate Blvd	Viden from 2-Lanes to 4-Lanes
15	Golden Gate Blvd	Everglades Blvd	Viden from 2-Lanes to 4-Lanes	
16	Golden Gate Blvd Extension	Desoto Blvd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes
17	Goodlette-Frank Rd	Vanderbilt Beach Rd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes
18	Green Blvd	Santa Barbara Logan Blvd	Sunshine Blvd	Viden from 2-Lane to 4-Lane
19	Green Boulevard Extension (18th Ave SW)	23rd St SW	Wilson Blvd Extension (Corridor)	New 4-Lane Road (Future Study Area)
20	Green Boulevard Extension (18th Ave SW)	CR 95	New 4-Lane Road (Future Study Area)	
21	Green Boulevard Extension (18th Ave SW)	Vision Blvd Ext	Everglades Blvd (Corridor Study)	
22	175 (SR 93) Interchange	Everglades Blvd	Further Study Required (New) 2-Lane Ramp	
23	175 (SR 93) Interchange (modified)	Golden Gate Parkway	Single Point Urban Interchange (SPUI)	
24	175 (SR 93) Interchange (modified)	Collier Blvd (CR 95)	Intersection Traffic Signalization (DOT proposed)	
25	175 (SR 93) Interchange (modified)	Imkokalee Rd	Intersection Traffic Signalization (DOT proposed)	
26	175 (SR 93) Interchange (modified)	Pine Ridge Rd	New Interchange - Partial (To/From the North)	
27	175 (SR 93) Interchange (new)	Vanderbilt Beach Rd	Viden from 2-Lanes to 4-Lanes	
28	175 (SR 93) Managed Toll Lanes	Collier Blvd (CR 95)	Viden from 2-Lanes to 4-Lanes	
29	Imkokalee Rd (CR 94)	Camp Kears Rd	Viden from 2-Lanes to 4-Lanes	
30	Imkokalee Rd (CR 94)	SR 92	New 2-Lane Road (Future Study Area)	
31	Link Leagues Rd Extension	Imkokalee Rd	Viden from 4-Lanes to 6-Lanes	
32	Logan Blvd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes	
33	Logan Blvd	Vanderbilt Beach Rd	Viden from 2-Lanes to 4-Lanes	
34	Logan Blvd	Pine Ridge Rd	Oil Well Road	Viden from 2-Lanes to 4-Lanes
35	Logan Blvd	Everglades Blvd	Camp Kears Rd	Viden from 2-Lanes to 4-Lanes
36	Logan Blvd	Ave Main Entrance	US 41 (SR 45)	Viden from 2-Lanes to 4-Lanes
37	Oil Well Road / CR 95	Everglades Blvd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes
38	Oil Well Road / CR 95	Ave Main Entrance	Camp Kears Rd	Viden from 2-Lanes to 4-Lanes
39	Old US 41	US 41 (SR 45)	Lee/Collier County Line	Viden from 2-Lanes to 4-Lanes
40	Orange Blossom Dr	Airport Pulling Rd	Livingston Rd	Ultimate Intersection Improvement Overpass
41A	Floral Blud Intersection (Hogover)	Imkokalee Rd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes
41B	Floral Blud	Imkokalee Rd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes
42	Floral Blud	Imkokalee Rd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes
43	Floral Blud	Imkokalee Rd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes
44	Floral Blud	Imkokalee Rd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes
45	Santa Barbara Blvd	Imkokalee Rd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes
46	SR 92	Imkokalee Rd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes
47	SR 92	Imkokalee Rd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes
48	SR 92	Imkokalee Rd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes
49	SR 92	Imkokalee Rd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes
50	SR 92	Imkokalee Rd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes
51	SR 92	Imkokalee Rd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes
52	SR 92	Imkokalee Rd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes
53	SR 92	Imkokalee Rd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes
54	SR 92	Imkokalee Rd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes
55	SR 92	Imkokalee Rd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes
56	SR 92	Imkokalee Rd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes
57	SR 92	Imkokalee Rd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes
58	SR 92	Imkokalee Rd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes
59	SR 92	Imkokalee Rd	Imkokalee Rd	Viden from 2-Lanes to 4-Lanes

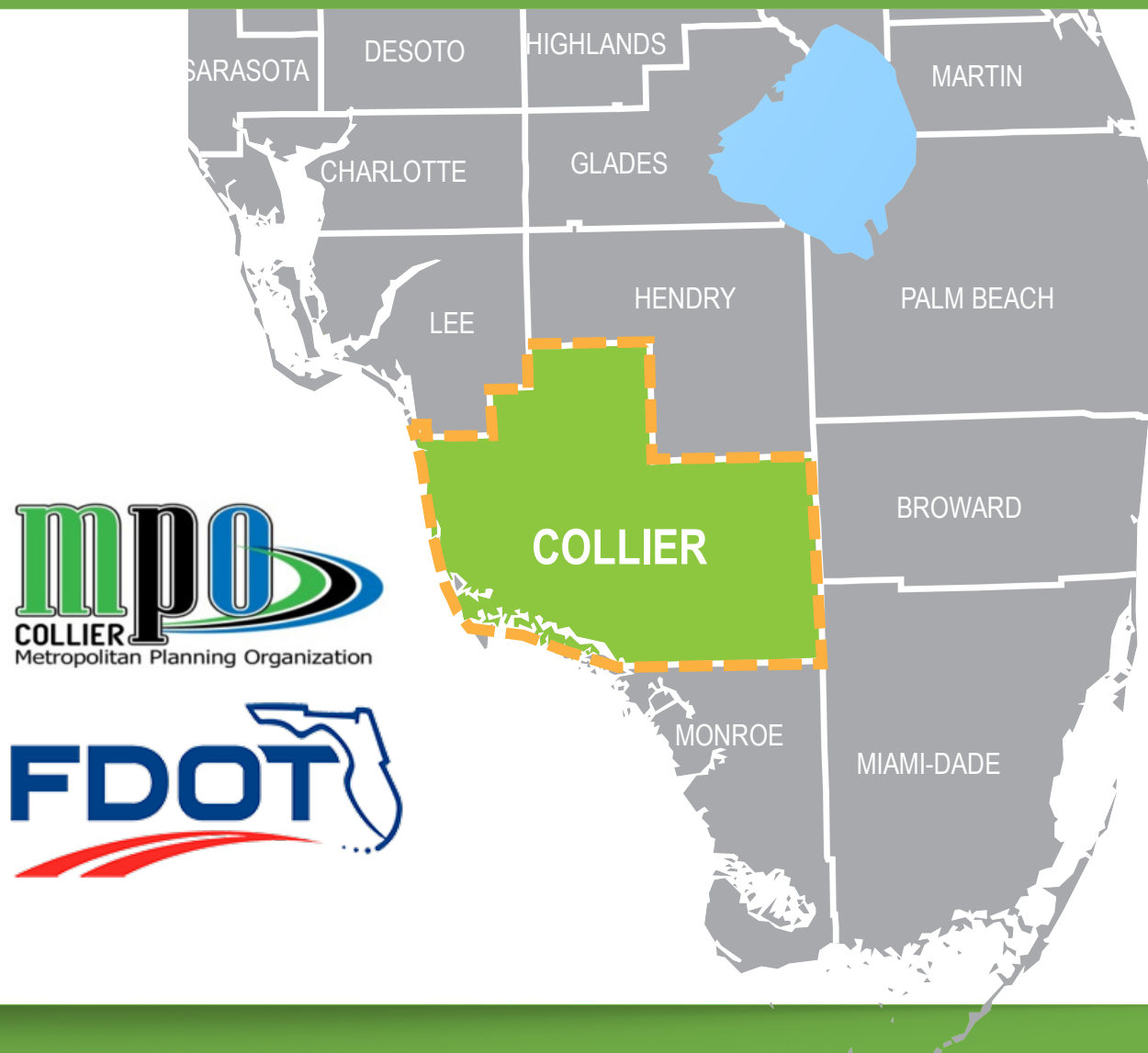
List of Projects on Collier MPO Website

What is a Cost Feasible Plan ?

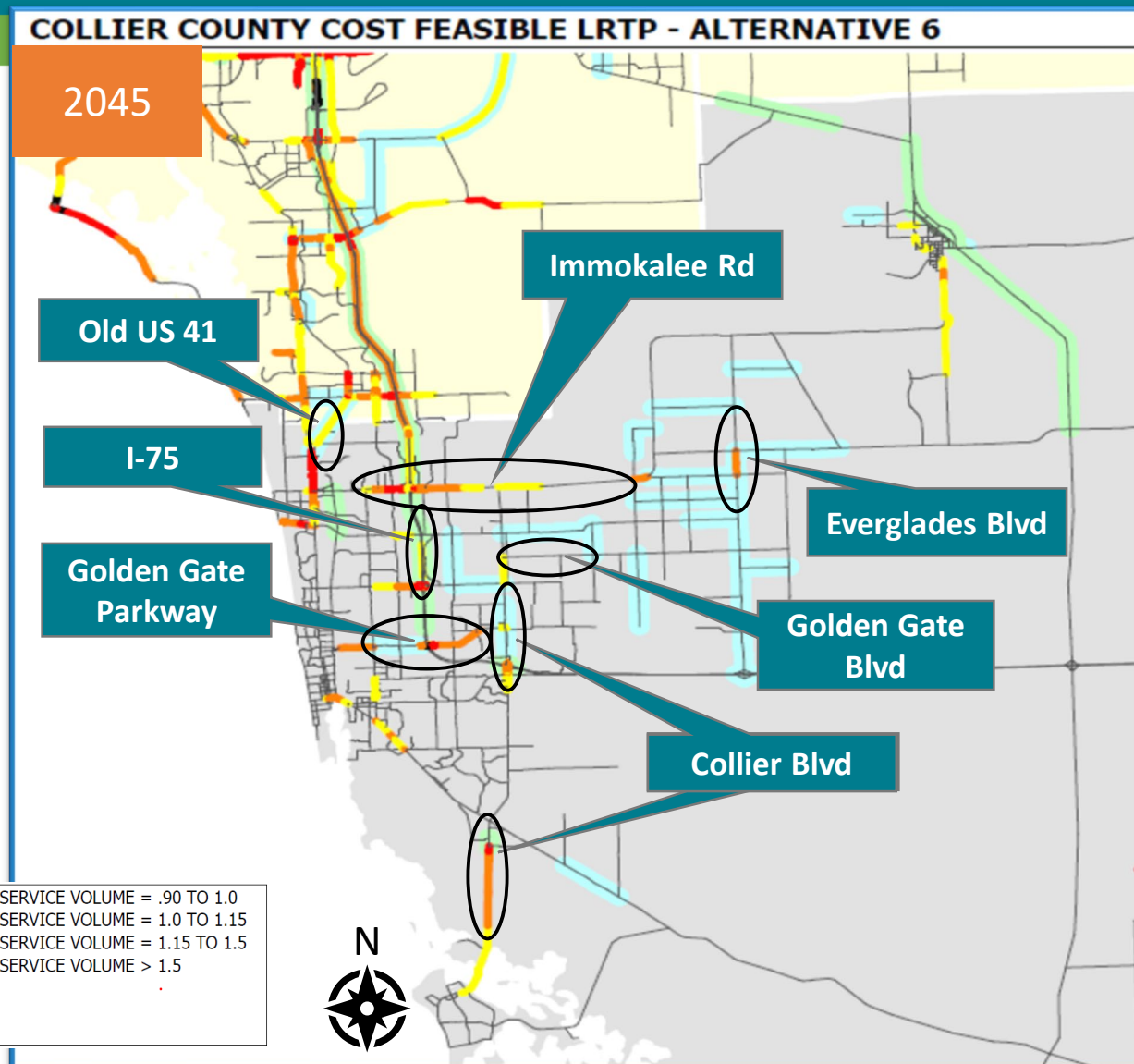
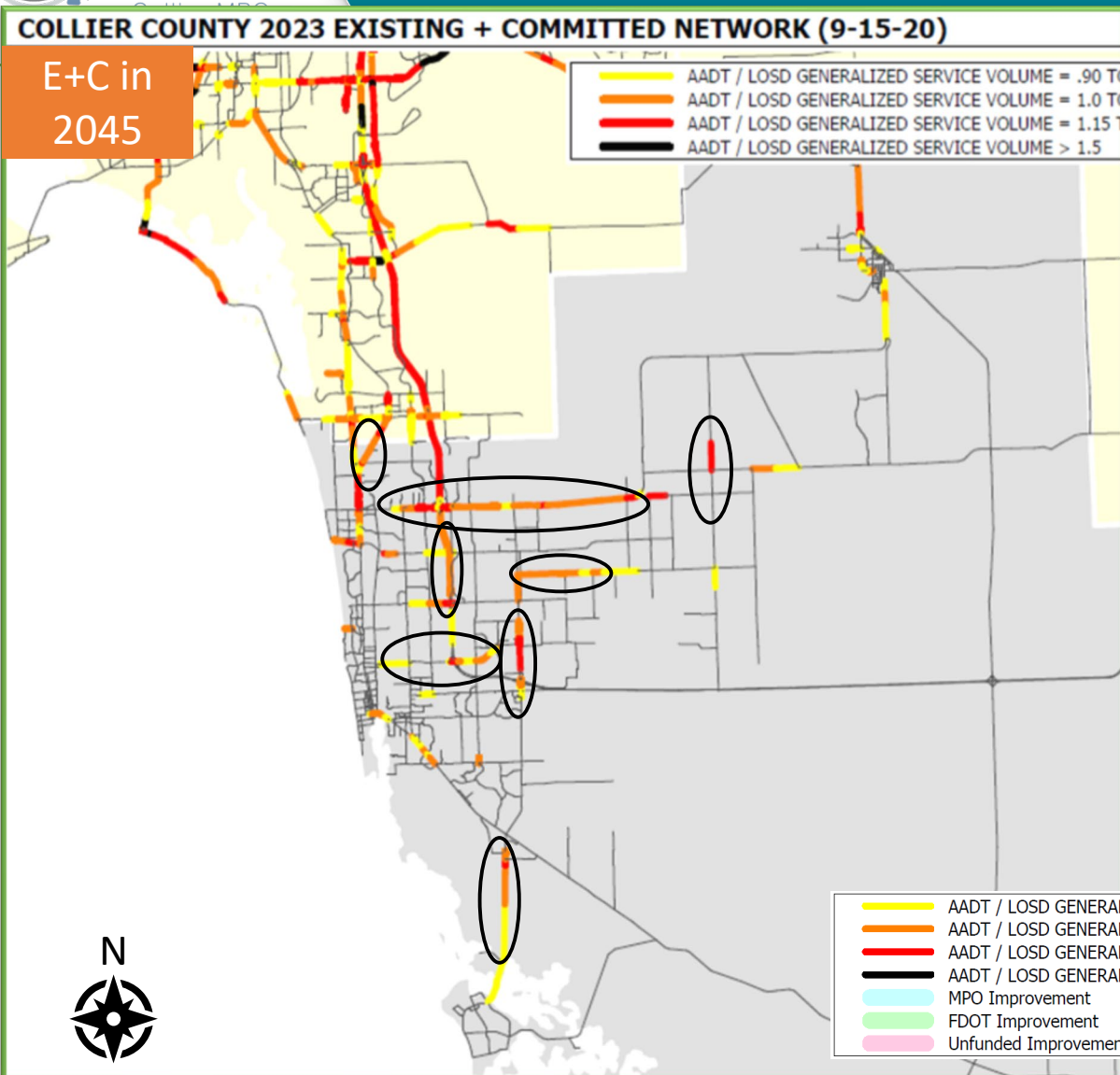
- Financially Constrained
- List of Projects to build by 2045
- Based on Draft Revenue Forecast for 2026 - 2045
- Funding Sources: Federal, State, County and Local
- Identified through a combined process involving:
 - Local government coordination
 - Project screening (includes modeling of transportation alternatives)
 - Stakeholder input
 - Advisory Committees
 - Public input and review

Future Travel Demand

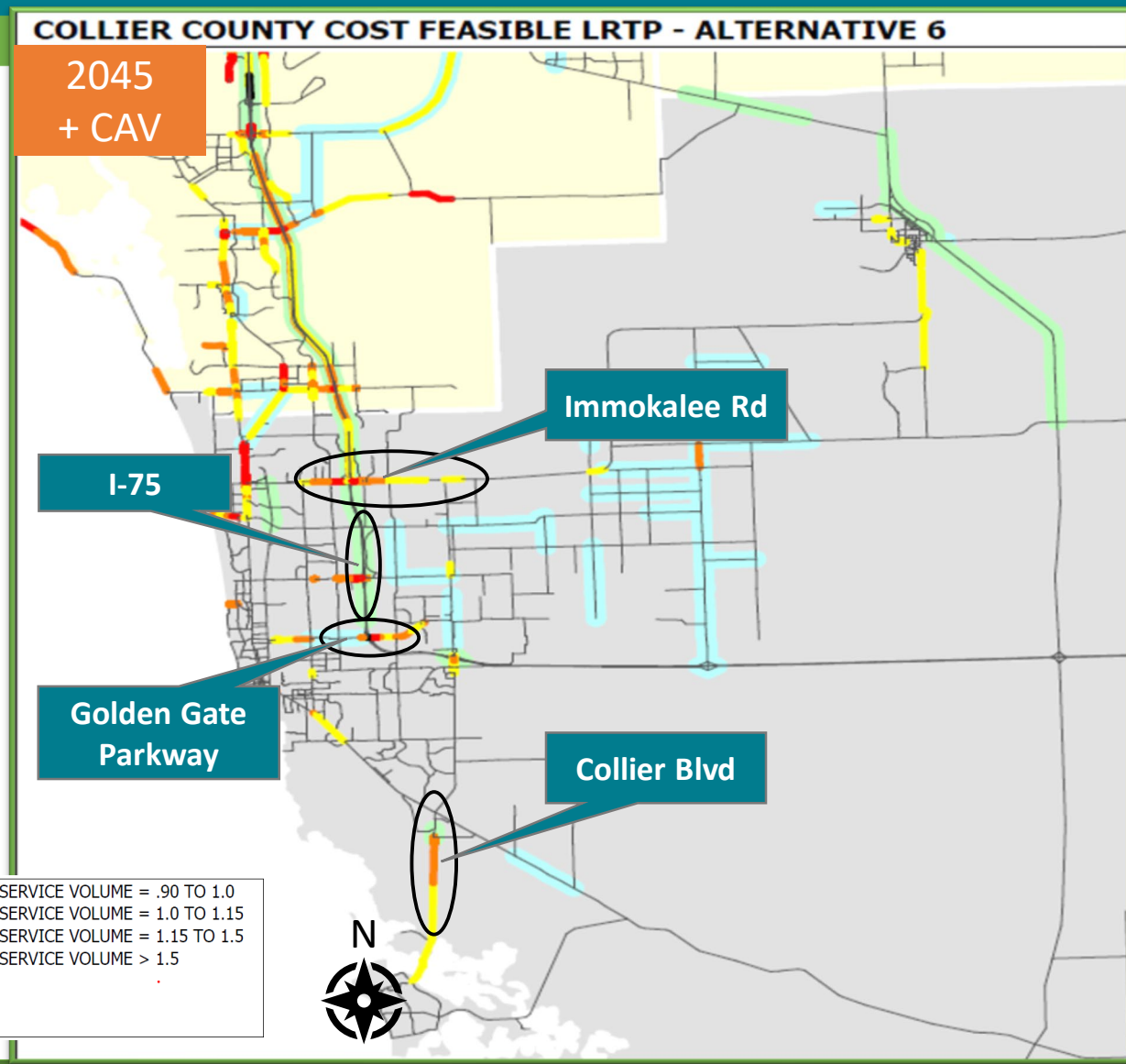
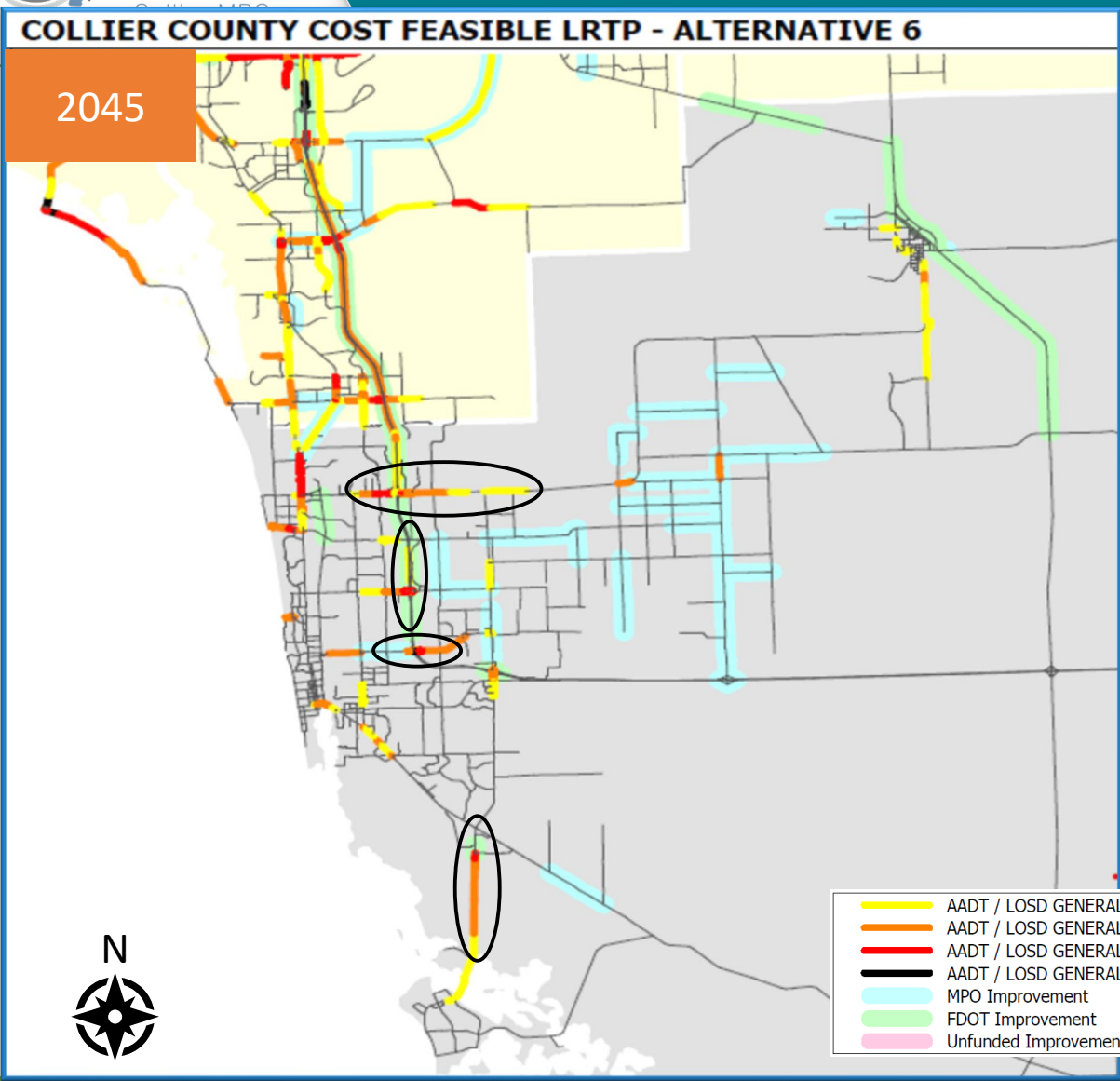
- The MPO must determine the transportation needs of the County based on future travel demand.
- The MPO, in partnership with FDOT, is using the District One Regional Planning Model to determine needs and identify future transportation improvements.



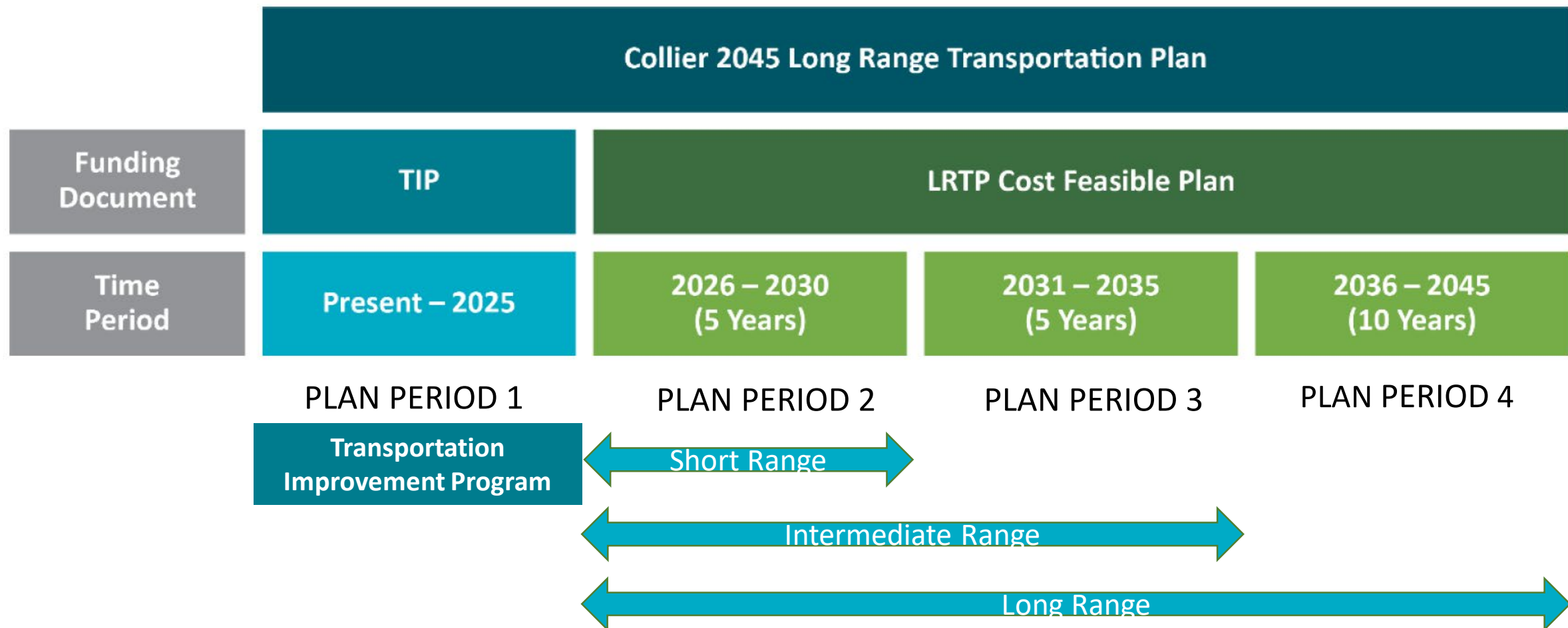
Draft Cost Feasible Network (2045) Compared to Existing + Committed Network (2023)



Draft Cost Feasible Network (2045) Without CAV compared to With CAV



Plan Periods



Draft Cost Feasible Plan Projects

- Highway
 - Local Roadway
 - FDOT Other Roadway
 - FDOT SIS Roadway
- Transit
- Bicycle and Pedestrian
- Other
 - Congestion Management
 - Bridges
 - Airports

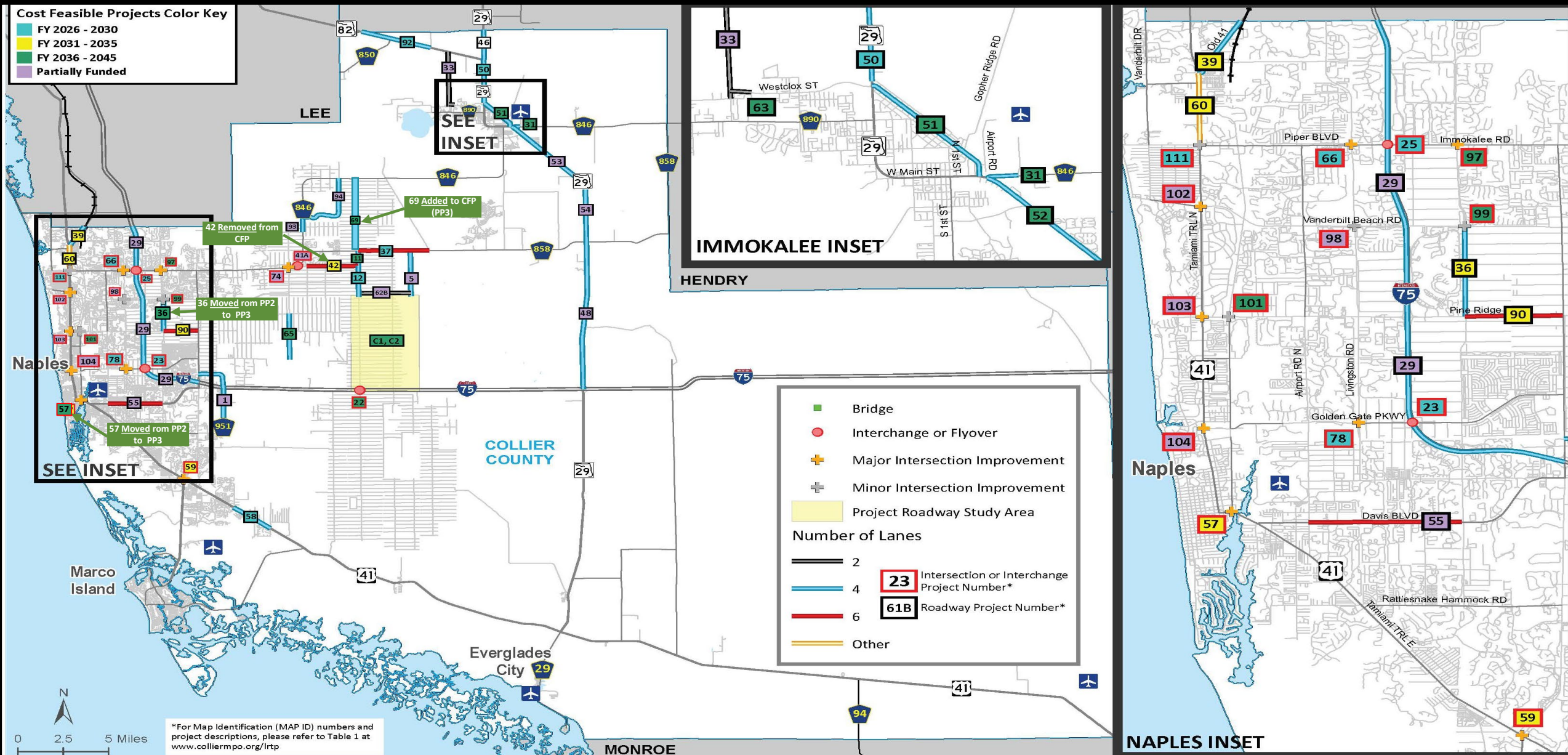


A large teal geometric shape, resembling a stylized 'L' or a corner, occupies the top-left portion of the slide. It has a diagonal edge separating it from the white background.

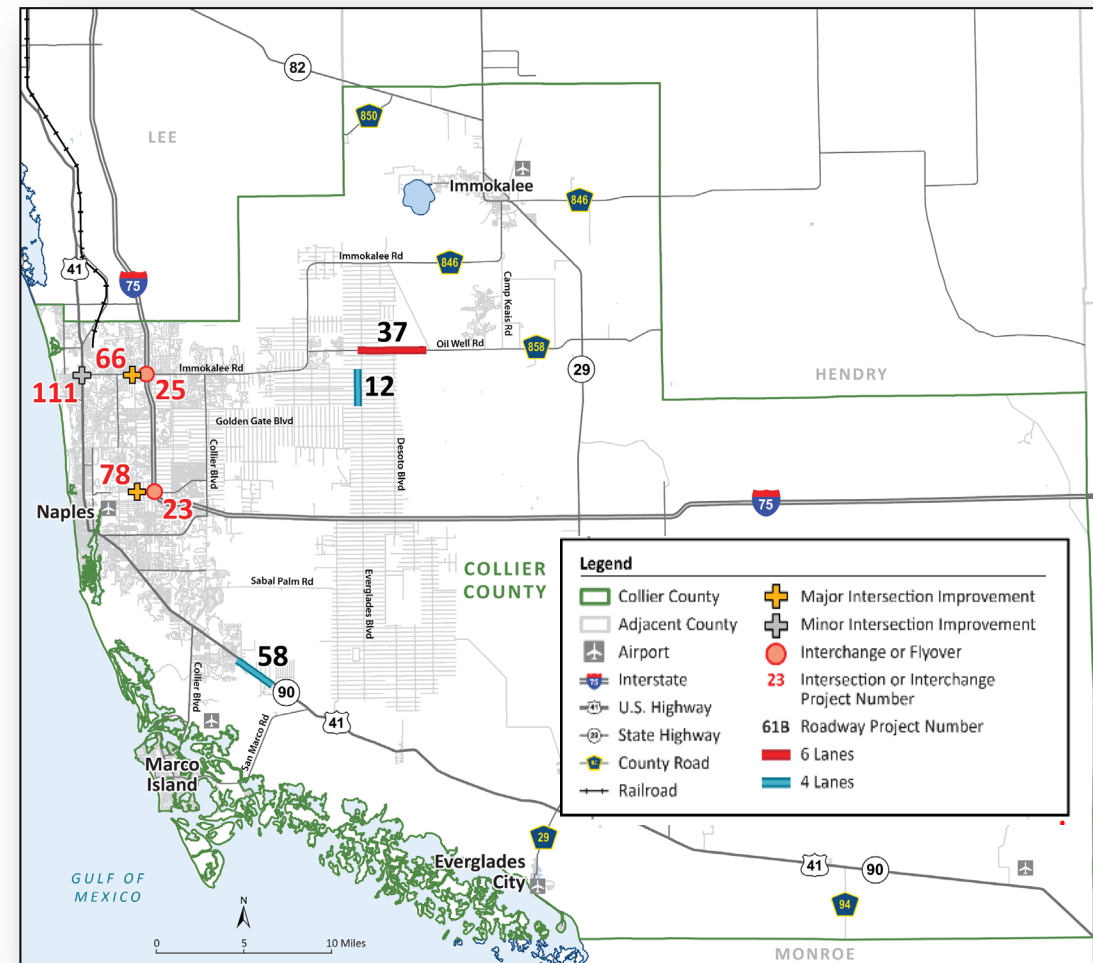
Highway

A solid green horizontal bar spans the width of the slide, positioned below the word 'Highway'.A solid light green horizontal bar spans the width of the slide, positioned below the green bar.

2045 LRTP Draft Cost Feasible Plan Projects



2045 LRTP Draft Cost Feasible Plan - Plan Period 2 from 2026-2030

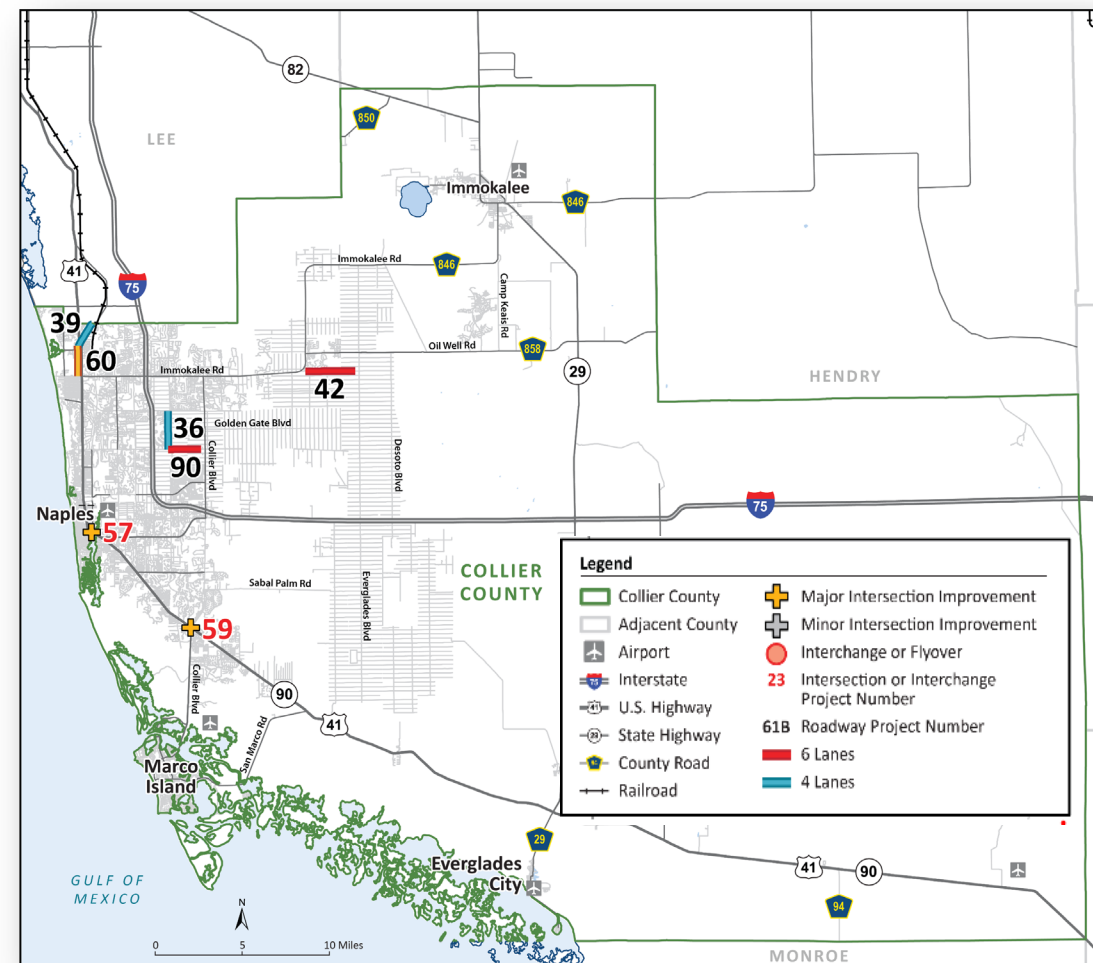


Map ID	FACILITY	LIMITS FROM	LIMITS TO	DESCRIPTION	In 2040 Needs?	In 2040 CFP?
PLAN PERIOD 2 CONSTRUCTION FUNDED PROJECTS						
12	Everglades Blvd	Vanderbilt Beach Rd Ext	Randall Blvd	Widen from 2-Lanes to 4-Lanes	Y	
23	I-75 (SR-93) Interchange (new)	Golden Gate Pkwy		Interchange Improvement	Y	Y
25	I-75 (SR-93)	Immokalee Rd		Interchange Improvement (DDI proposed)	Y	Y
37	Oil Well Road / CR 858 [60144]	Everglades Blvd	Oil Well Grade Rd	Widen from 2-Lanes to 6-Lanes	Y	Y
58	US 41 (SR 90) (Tamiami Trail E)	Greenway Rd	6 L Farm Rd	Widen from 2-Lanes to 4 Lanes	Y	Y
57	US 41 (SR 90) (Tamiami Trail E)	Goodlette-Frank Rd		Major Intersection Improvement	Y	Y
66	Immokalee Rd	Livingston Rd		Major Intersection Improvement		
78	Golden Gate Parkway	Livingston Rd		Major Intersection Improvement		
111	US 41	Immokalee Rd		Intersection Innovation /Improvements		



Newly Identified Projects

2045 LRTP Draft Cost Feasible Plan - Plan Period 3 from 2031-2035

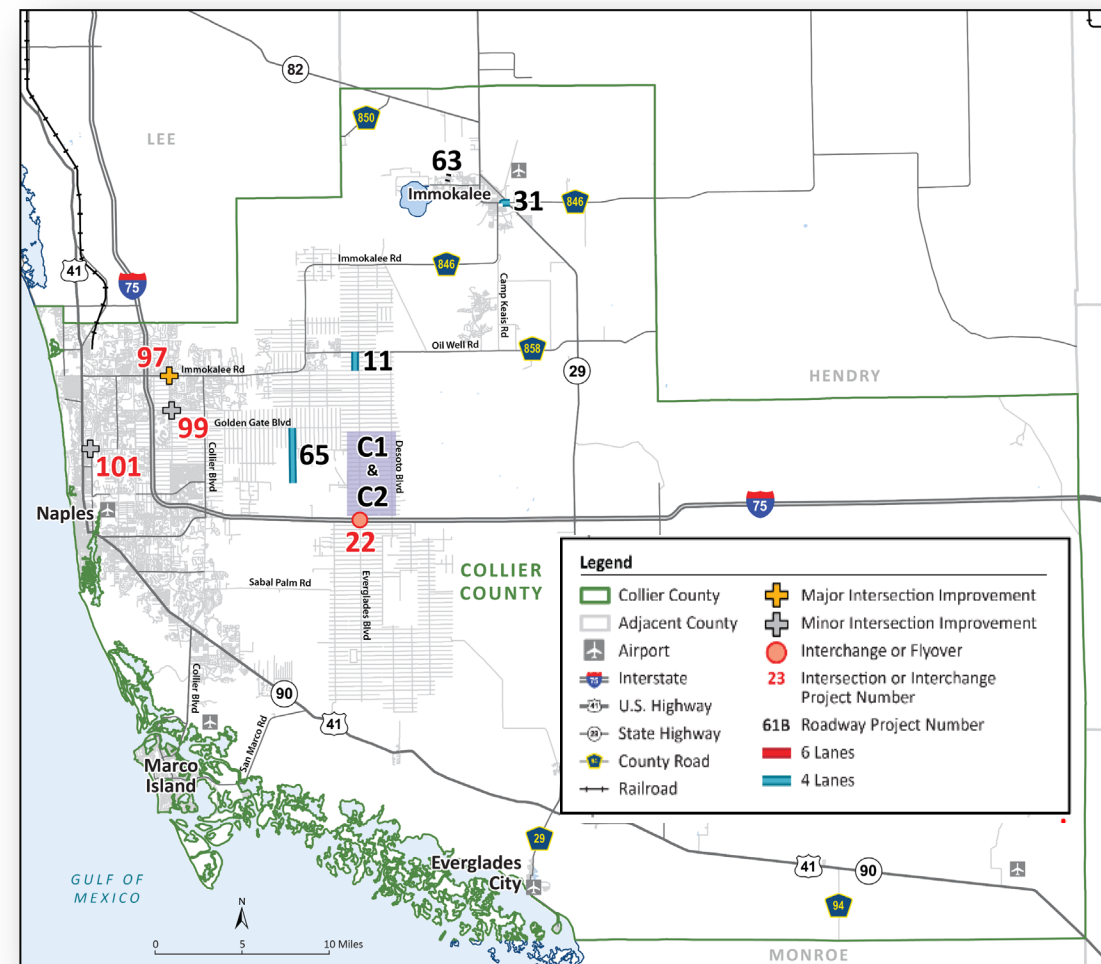


Map ID	FACILITY	LIMITS FROM	LIMITS TO	DESCRIPTION	In 2040 Needs?	In 2040 CFP?
PLAN PERIOD 3 CONSTRUCTION FUNDED PROJECTS						
39	Old US 41	US 41	Lee/Collier County Line	Widen from 2-Lanes to 4-Lanes	Y	Y
42	Randall Blvd	8th St NE	Everglades Blvd	Widen from 2-Lanes to 6-Lanes	Y	Y
59	US 41 (SR 90) (Tamiami Trail E)	Collier Blvd		Major Intersection Improvement	Y	Y
60	US 41 (SR 90) (Tamiami Trail E)	Immokalee Rd	Old US 41	Further Study Required		
69	Everglades Blvd	Oil Well Rd / CR 858	Immokalee Rd	Widen 2 to 4 Lanes	Y	Y
90	Pine Ridge Rd	Logan Blvd	Collier Blvd	Widen from 4-Lanes to 6-Lanes		



Newly Identified Projects

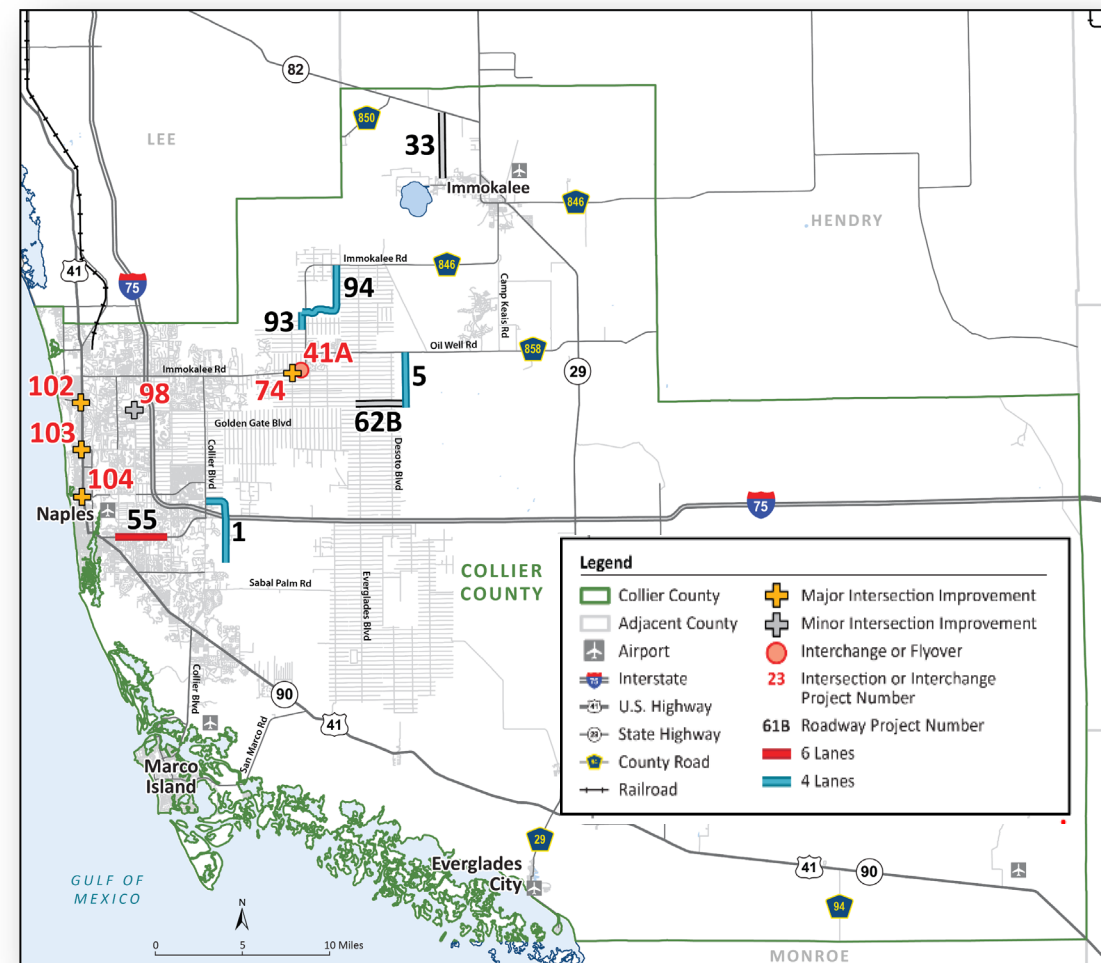
2045 LRTP Draft Cost Feasible Plan - Plan Period 4 from 2036-2045



Map ID	FACILITY	LIMITS FROM	LIMITS TO	DESCRIPTION	In 2040 Needs?	In 2040 CFP?
PLAN PERIOD 4 CONSTRUCTION FUNDED PROJECTS						
11	Everglades Blvd	Randall Blvd	South of Oil Well Rd	Widen from 2-Lanes to 4-Lanes	Y	
22	I-75 (SR-93) Interchange (new)	Vicinity of Everglades Blvd		New Interchange	Y	
31	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	Widen from 2-Lanes to 4 Lanes	Y	Y
36	Logan Blvd	Pine Ridge Rd	Vanderbilt Beach Rd	Widen from 2-Lanes to 4-Lanes	Y	
55	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	Widen from 4-Lanes to 6-Lanes		Y
63	Westclox St. Extension	Little League Road	West of Carson Rd	New 2-Lane Road	Y	
65	Wilson Blvd	Keane Ave.	Golden Gate Blvd	New 2-Lane Road (Expandable to 4-Lanes)	Y	Y
97	Immokalee Rd (Intersection)	Logan Blvd		Major Intersection Improvement		
99	Vanderbilt Beach Rd (Intersection)	Logan Blvd		Minor Intersection Improvement		
101	Pine Ridge Rd	Goodlette-Frank Rd		Minor Intersection Improvement		
C1	Connector Roadway from I-75 Interchange (New)	Golden Gate Blvd	Vanderbilt Beach Rd	4-Lane Connector Roadway from New Interchange (Further Study Required)		
C2	Connector Roadway from I-75 Interchange (New)	I-75 (SR-93)	Golden Gate Blvd	4-Lane Connector Roadway from New Interchange (Further Study Required)		

Newly Identified Projects

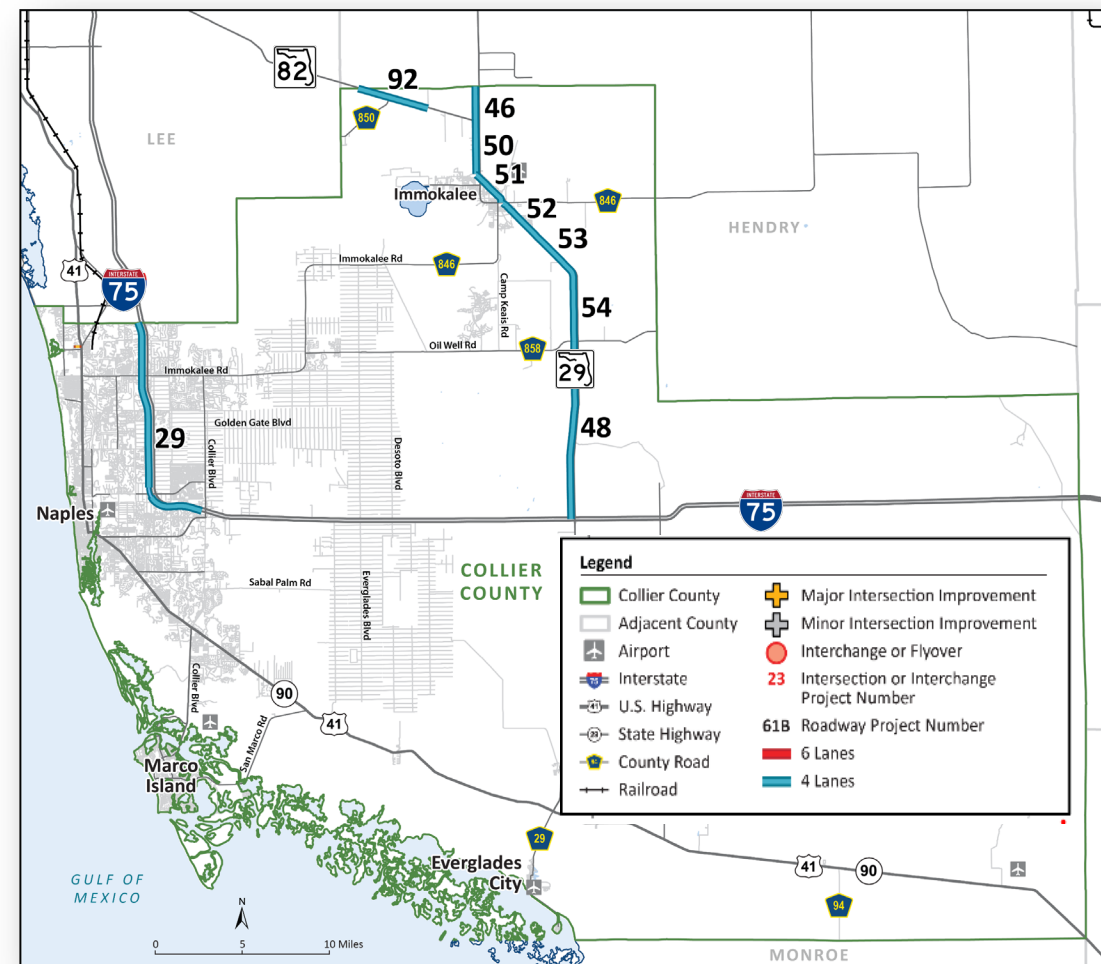
2045 LRTP Draft Cost Feasible Plan - Partially Funded



Map ID	FACILITY	LIMITS FROM	LIMITS TO	DESCRIPTION	In 2040 Needs?	In 2040 CFP?
PARTIALLY FUNDED PROJECTS						
1	Benfield Rd (New) [60129]	The Lords Way	City Gate Blvd N	New 2-Lane Road (Expandable to 4-Lanes)	Y	Y
5	Big Cypress Pkwy	Vanderbilt Beach Rd Ext.	Oil Well Rd	New 2-Lane Road (Expandable to 4-Lanes)	Y	
33	Little League Rd Ext.	SR 82	Westclox St.	New 2-Lane Road	Y	Y
41A	Randall Blvd Intersection (flyover) [60147]	Immokalee Rd		Ultimate Intersection Improvement: Overpass	Y	Y
62B	Vanderbilt Beach Rd Ext.	Everglades Blvd	Big Cypress Pkwy	New 2-Lane Road (Expandable to 4 Lanes)	Y	
74	Immokalee Rd (CR 846)	Wilson Blvd		Major Intersection Improvement		
93	Immokalee Rd	43rd Ave/Shady Hollow Blvd E	North of 47th Ave. NE	Widen from 2-Lanes to 4-Lanes		
94	Rural Village Blvd	Immokalee Rd	Immokalee Rd	New 4-Lane Road		
98	Vanderbilt Beach Road	Livingston Rd		Minor Intersection Improvement		
102	US 41 (SR 90) (Tamiami Trail E)	Vanderbilt Beach Rd		Major Intersection Improvement		
103	US 41 (SR 90) (Tamiami Trail E)	Pine Ridge Rd		Major Intersection Improvement		
104	US 41 (SR 90) (Tamiami Trail E) [4464511]	Golden Gate Pkwy		Major Intersection Improvement		

Newly Identified Projects

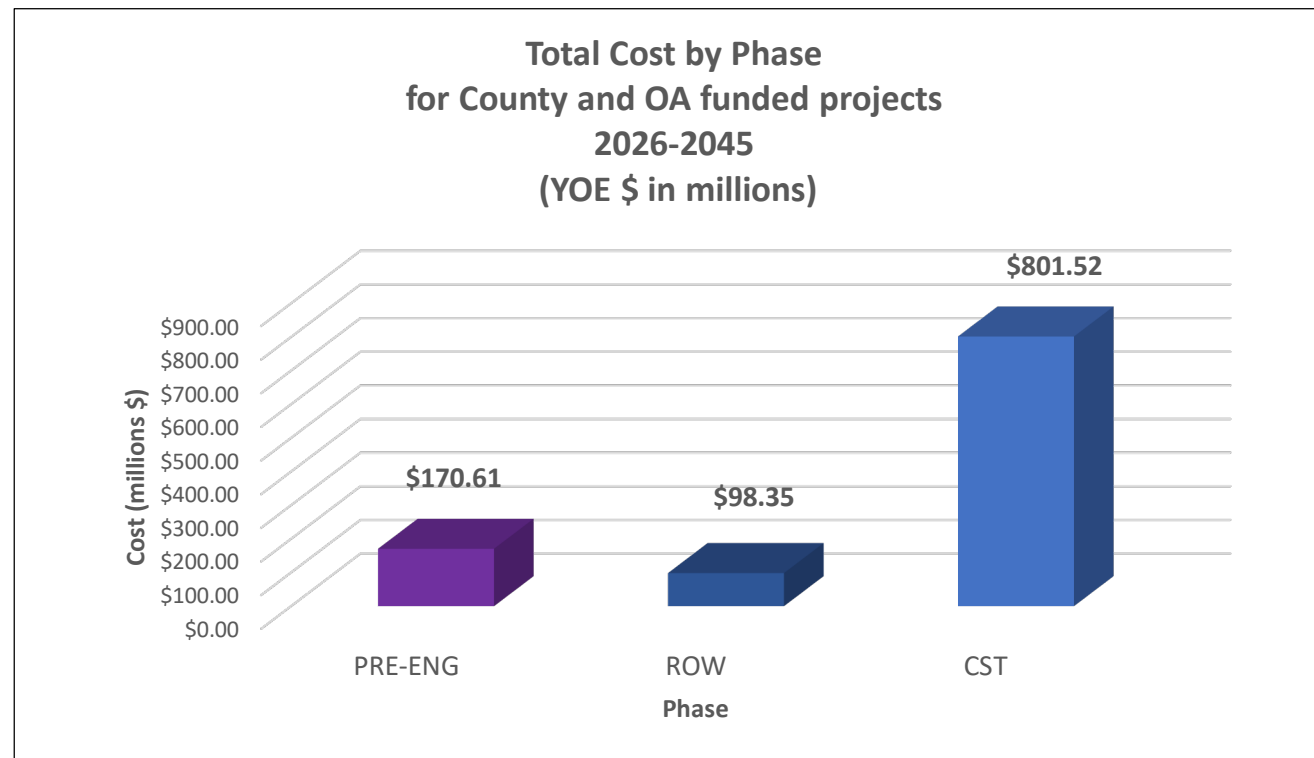
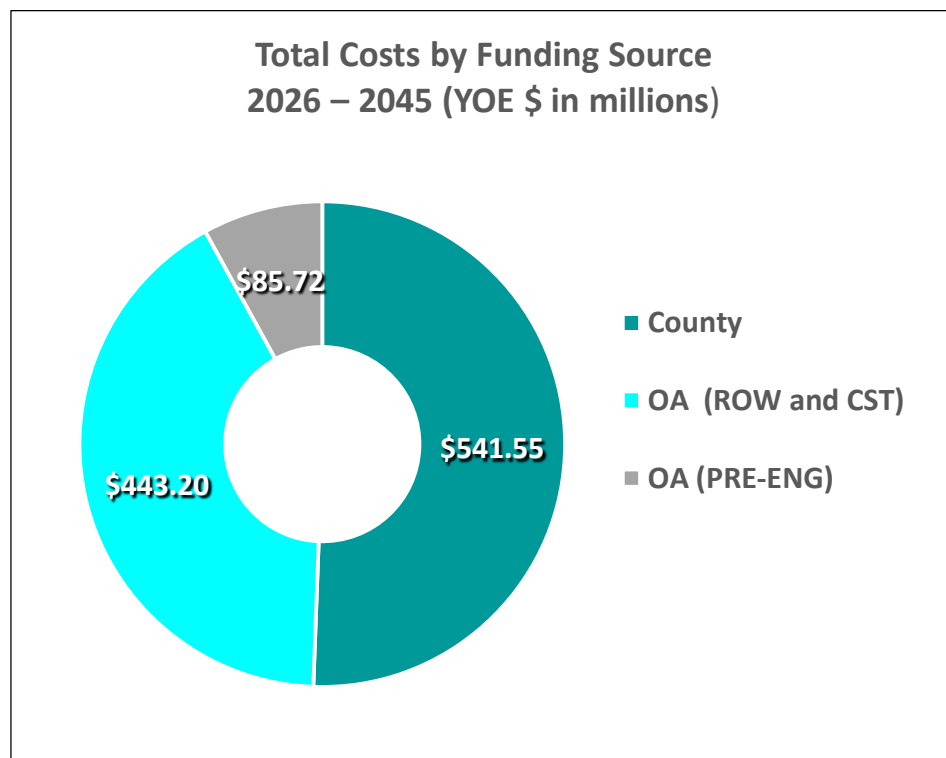
2045 LRTP Draft Cost Feasible Plan - FDOT SIS Projects 2026-2045



Map ID	FACILITY [FPID NO.]	LIMITS FROM	LIMITS TO	DESCRIPTION
29	I-75 (SR-93) Managed (Toll) Lanes [FPID 4425192]	E of Collier Blvd (SR 951)	Collier/Lee County Line	New 4-Lane Express (Toll) Lanes (10-lanes)
46	SR 29 [4178784]	SR 82	Hendry/Collier County Line	Widen from 2-Lanes to 4-Lanes
48	SR 29 [4344901]	I-75 (SR 93)	Oil Well Rd	Widen from 2-Lane to 4 Lanes
50	SR 29 [4175406]	New Market Road North	North of SR 82	Widen from 2-Lanes to 4-Lanes (with center turn lane)
51	SR 29/New Market Rd W [4175405]	Immokalee Rd (CR 846)	New Market Rd N	New 4-Lane Road
52	SR 29 [4175404]	Agriculture Way	CR 846 E	Widen from 2-Lanes to 4-Lanes
53	SR 29 (SEGMENT D) [4175403]	Sunniland Nursery Rd	Agriculture Way	Widen from 2-Lanes to 4-Lanes
54	SR 29 (SEGMENT E) [4175402]	Oil Well Rd	Sunniland Nursery Rd	Widen from 2-Lanes to 4-Lanes
92	SR 82 [4308481]	Hendry/Collier County Line	Gator Slough Lane	Widen from 2-Lanes to 4-Lanes

Draft Cost Feasible Plan – Highway Summary

- Without SIS funding, Revenue Forecast is \$ 1.08 Billion



Total does not include SIS Funding, Federal Transportation Alternatives Program, Transportation Management Areas, or SU/TALU funds
OA = Other Arterial Funding

A large teal geometric shape, resembling a stylized triangle or a corner piece, is positioned on the left side of the slide. It has a diagonal edge that separates it from the rest of the slide.

Transit

A thick, solid green horizontal bar spans the width of the slide, positioned below the word "Transit".A thick, solid light green horizontal bar spans the width of the slide, positioned below the green bar.

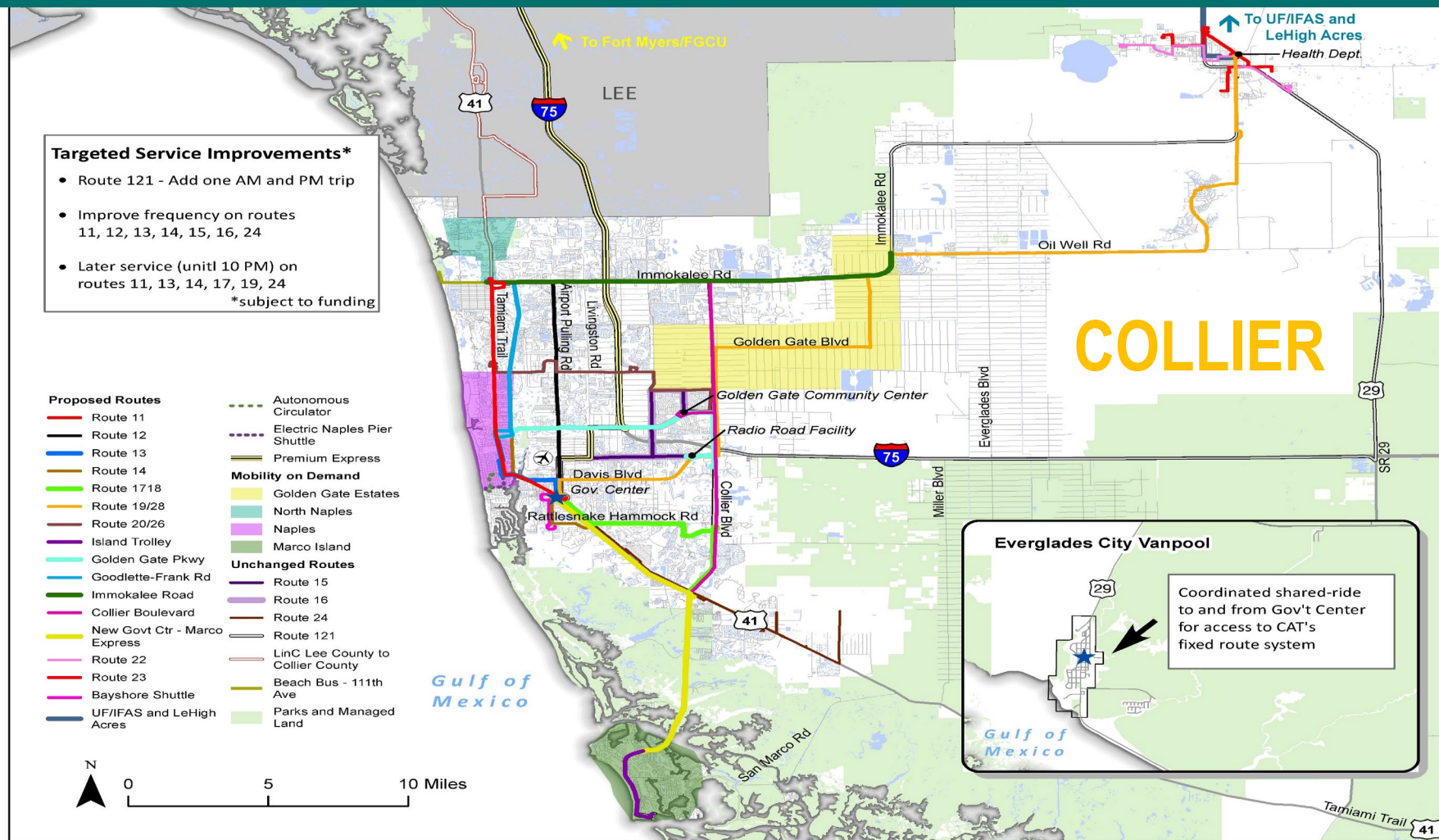
Transit Development Plan 2020-2030



Collier County
Metropolitan Planning Organization

Ten-Year Transit Development Plan

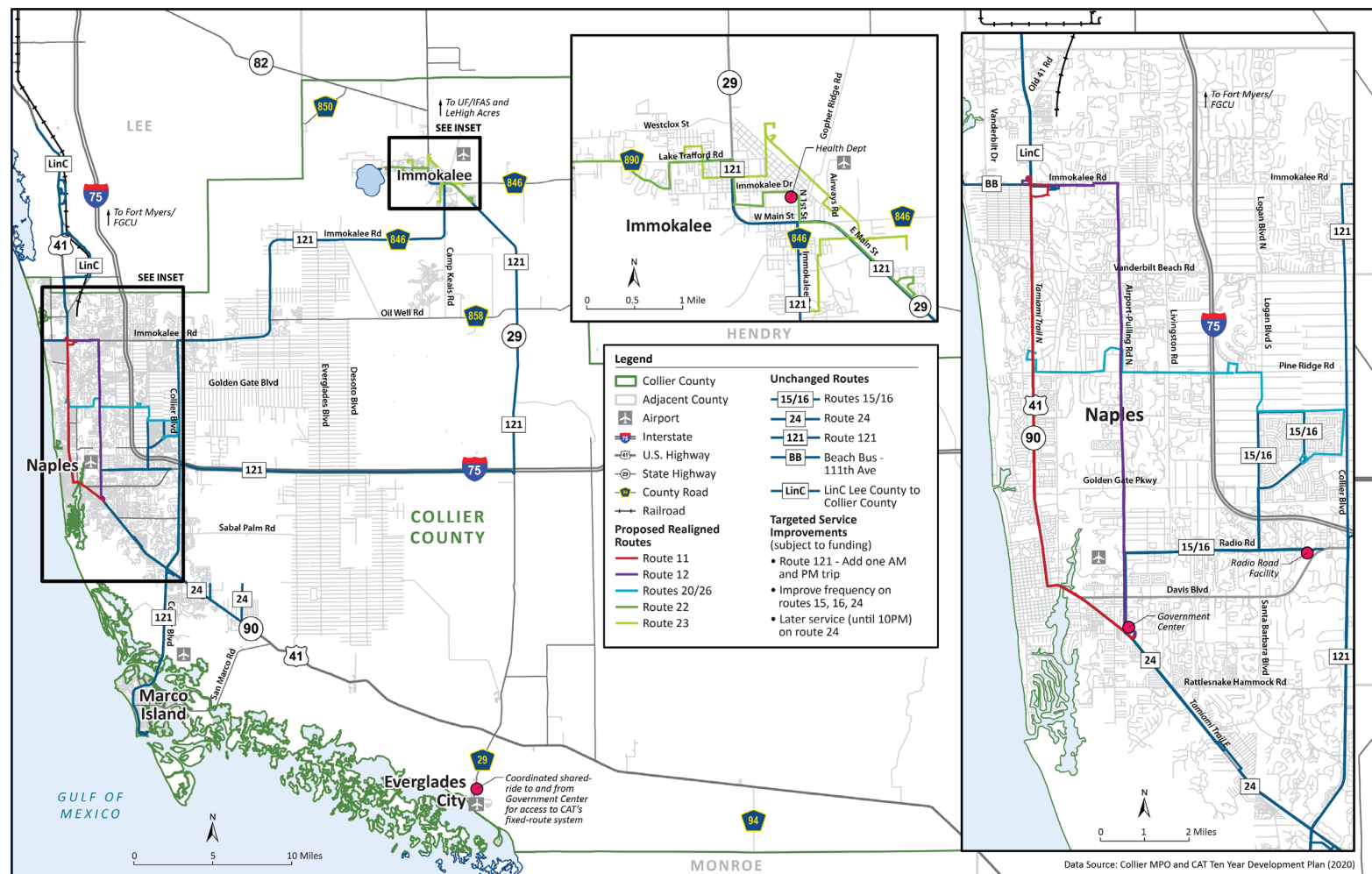
Draft Report
August 2020



Draft Cost Feasible Plan – Transit

2026-2045:

- Revenue for Transit Operations = \$334.9M
- Revenue for Transit Capital Projects = \$130.4M
- **2045 Transit Draft Cost Feasible Plan Projects Map**



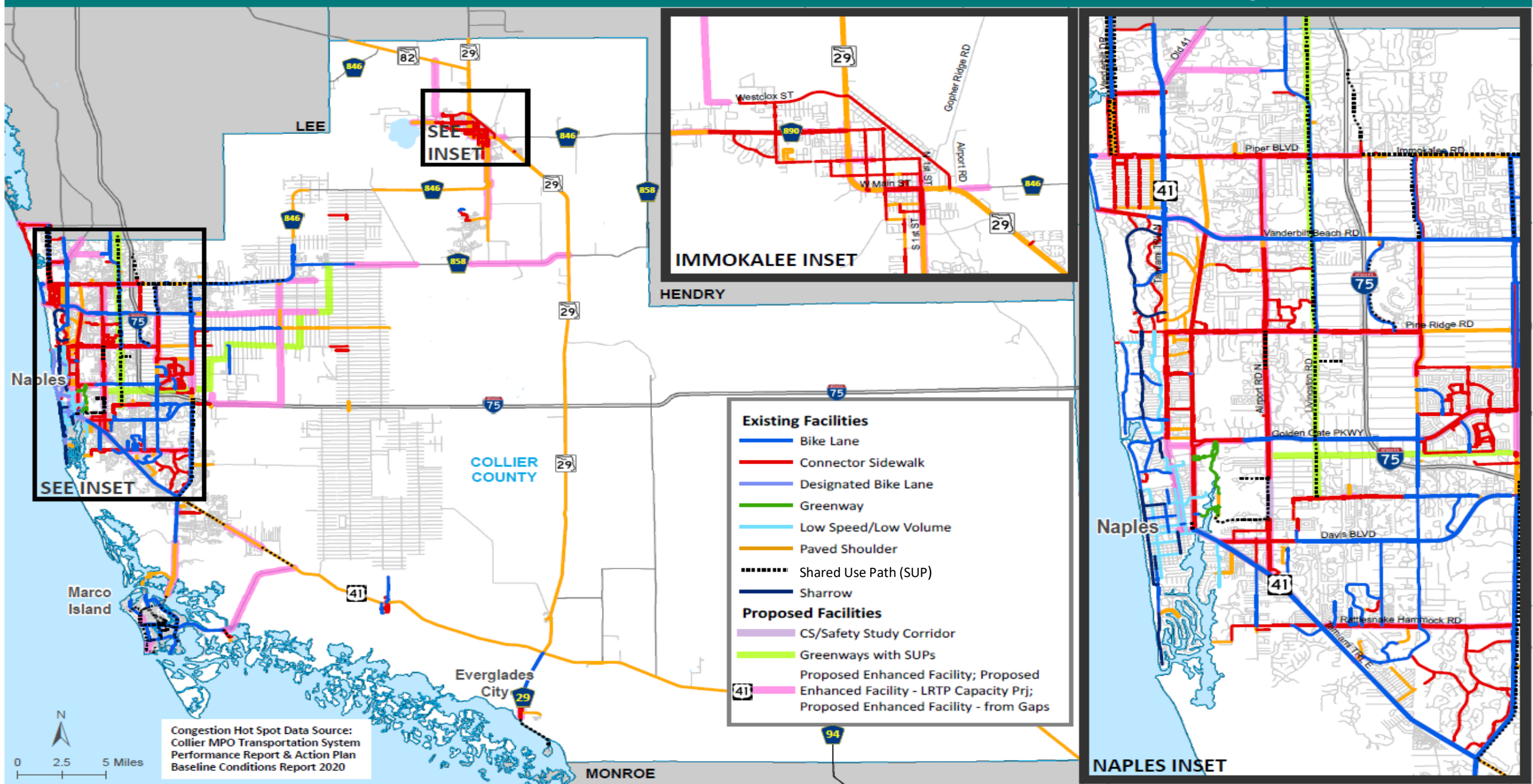
Draft Cost Feasible Plan – Transit

Improvement	FY 2020–2025 (TDP)	FY 2026–2030 (TDP)	FY 2031–2045 (LRTP Potential)
Route Network Modifications	Route 11 Extended Route 12 Extended Route 13 – Realign Route 14 – Realign Route 17/18 – Combine/Realign Route 19/28 – Combine/Realign Route 20/26 - Combine	None	None
Increase Frequency	Route 24 – 85 to 60-headway Route 121 – add AM and PM trip	Route 23 – 60 to 40 minutes	Route 11 – 30 to 20 minutes Route 12 – 90 to 45 minutes
Service Expansion (extend hours to 10 pm)	Route 17/18	Route 11, Route 13, Route 14	None
Proposed New Service Routes and Other Improvements	Santa Barbara Corridor Study UF/IFAS and Leigh Acres Route Study I-75 Managed Lanes Express Study Capital Infrastructure (Security) Bus Replacement Bus Shelters	Bus Replacement Bus Shelters	Bus Replacement - TBD Bus Shelters - TBD Capital Infrastructure (Studies) - TBD

A large teal geometric shape, resembling a stylized triangle or a corner, is positioned on the left side of the slide. It has a diagonal edge that separates the teal area from the white background.

Bicycle and Pedestrian

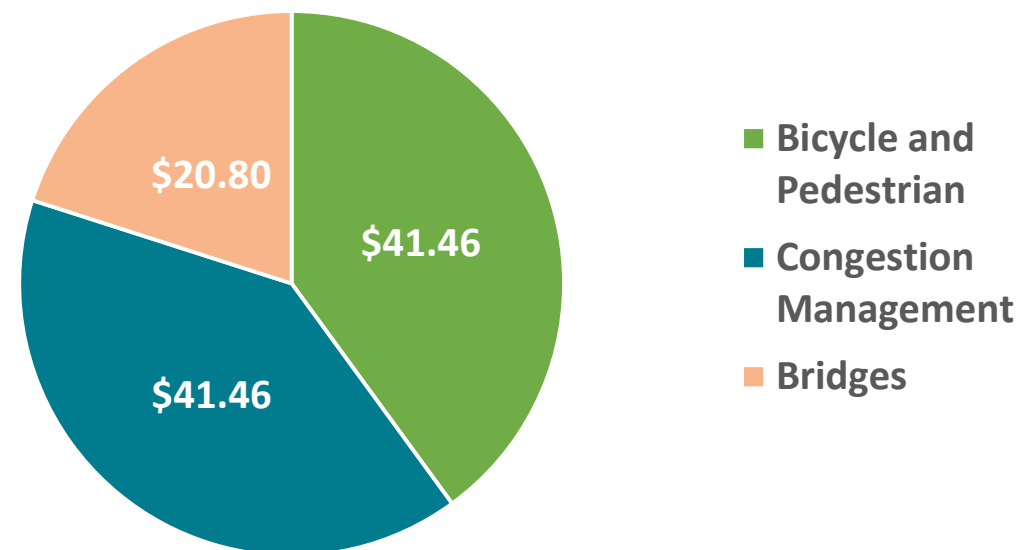
A horizontal green bar is located below the teal shape, extending across the width of the slide.A horizontal light green bar is located at the bottom of the slide, extending across the width of the slide.



Other Considerations

- Use of SU Box Funds
 - Bicycle and Pedestrian = \$41.46M
 - Congestion Management = \$41.46M
 - Bridges = \$20.80M
- Airports

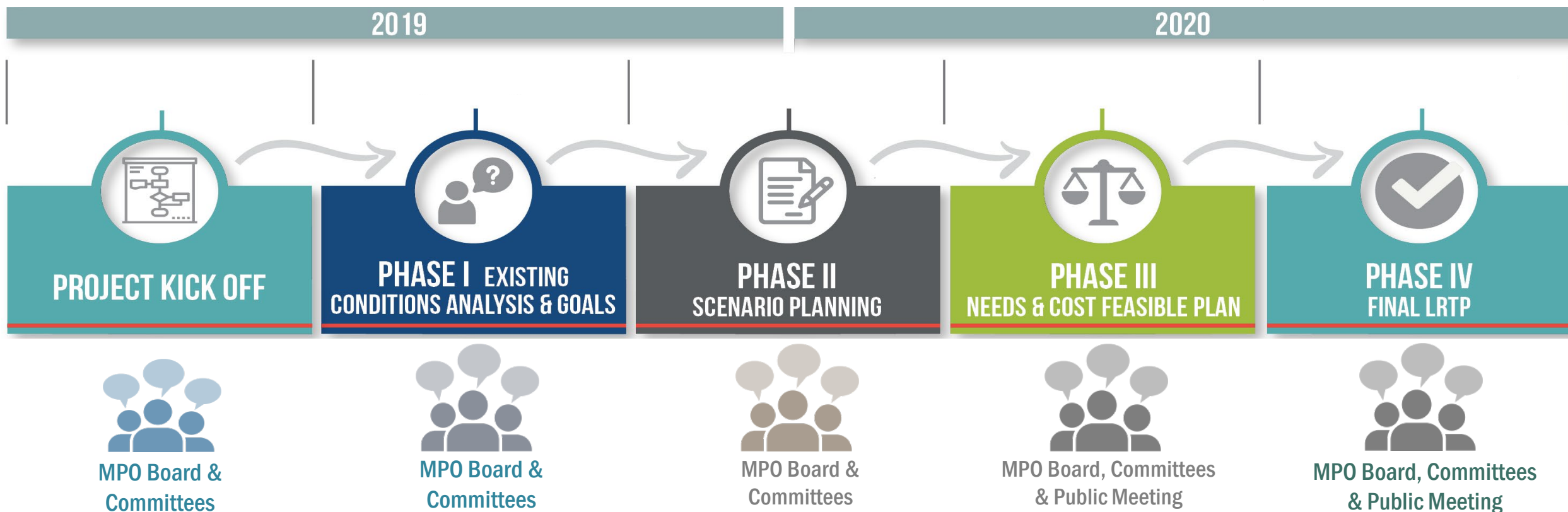
SU Box Funds Allocation



Next Steps in the LRTP Process



MPO BOARD MEETING
DECEMBER 11, 2020
FINAL LRTP APPROVAL



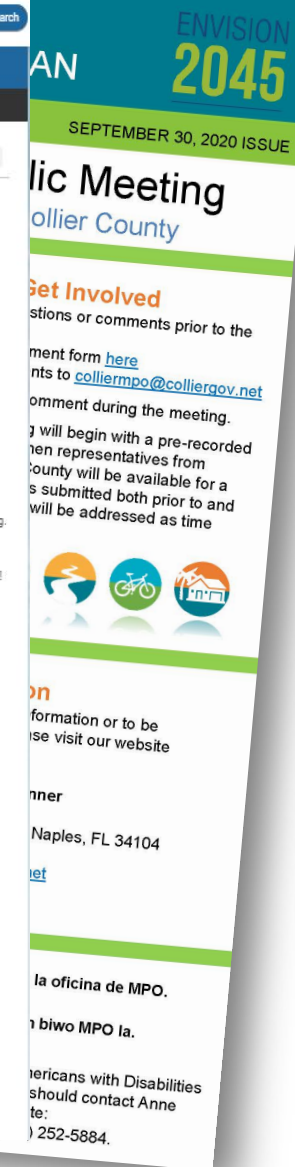
Stay Connected

- Public involvement activities are ongoing
- Your comments are welcome

For more information
and
upcoming events
please visit
www.colliermmpo.org



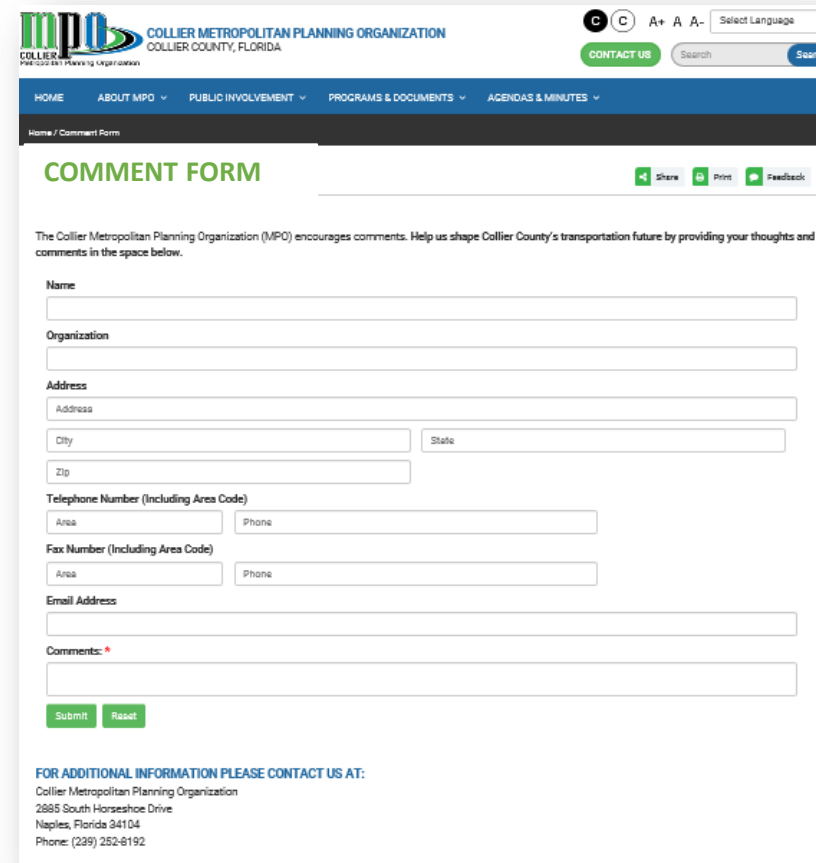

The screenshot shows the homepage of the Collier Metropolitan Planning Organization (MPO) website. The header includes the MPO logo, the text "COLLIER METROPOLITAN PLANNING ORGANIZATION" and "COLLIER COUNTY, FLORIDA", a "CONTACT US" button, and a search bar. The main navigation menu includes links for HOME, ABOUT MPO, PUBLIC INVOLVEMENT, PROGRAMS & DOCUMENTS, and AGENDAS & MINUTES. The page title is "LONG RANGE TRANSPORTATION PLAN (L RTP)". Below the title, there is a large graphic with the text "2045 Help Shape the FUTURE of Transportation in COLLIER COUNTY" and icons for a person walking, a bicycle, a car, and a train. The text "Collier MPO" is also present. The main content area contains several paragraphs of text, including a notice about the MPO Board reviewing a draft of the Cost Feasible Plan, a notice about a Virtual Public Meeting on October 14, 2020, and a list of documents providing additional information. The footer includes the "2040 LONG RANGE TRANSPORTATION PLAN" logo and the text "COLLIER MPO".



The graphic is for the "ENVISION 2045" Public Meeting, dated "SEPTEMBER 30, 2020 ISSUE". It features the "ENVISION 2045" logo and the text "Public Meeting Collier County". Below this, there is a section titled "Get Involved" with the text "Questions or comments prior to the meeting form [here](#)." and "Emails to colliermmpo@collierqov.net". There are also icons for a person walking, a bicycle, and a train. The bottom of the graphic contains the text "Information or to be use visit our website", "nner", "Naples, FL 34104", "et", "la oficina de MPO.", "biwo MPO la.", "mericans with Disabilities should contact Anne", "te:", and "252-5884."

Your comments are important

- Please submit your questions or comments by **November 6, 2020** for the Draft Cost Feasible Plan:
 - Using the online comment form [here](#)
 - Emailing your comments to colliermpto@colliergov.net
 - Using the WikiMapping online tool at [LRTP WikiMapping Tool](#)



The screenshot shows the 'COMMENT FORM' page of the Collier Metropolitan Planning Organization (MPO) website. The page header includes the MPO logo, the text 'COLLIER METROPOLITAN PLANNING ORGANIZATION COLLIER COUNTY, FLORIDA', and a 'CONTACT US' button. A navigation bar contains links for HOME, ABOUT MPO, PUBLIC INVOLVEMENT, PROGRAMS & DOCUMENTS, and AGENDAS & MINUTES. The main content area is titled 'COMMENT FORM' and includes a brief introduction: 'The Collier Metropolitan Planning Organization (MPO) encourages comments. Help us shape Collier County's transportation future by providing your thoughts and comments in the space below.' The form fields include: Name, Organization, Address (with sub-fields for Address, City, State, and Zip), Telephone Number (including Area Code), Fax Number (including Area Code), and Email Address. A 'Comments' field with a red asterisk is also present. At the bottom of the form are 'Submit' and 'Reset' buttons. Below the form, contact information for the Collier Metropolitan Planning Organization is provided: 2885 South Horseshoe Drive, Naples, Florida 34104, Phone: (239) 252-6192.

Please Browse and Comment on WikiMapping

- **Get Started** to view interactive map
- **Click** on any project to:
 - Read project description
 - Like/Dislike a project
 - View/Add Comment
 - Select your Top 5 Priority Projects
- Submit a **Comment**

HOME

GET STARTED

VIEW LEGEND

SURVEY

CONTACT US

Shadow Wood

Flint Pen Strand

Corkscrew Regional Ecosystem Watershed

Corkscrew Swamp Sanctuary

Bird Rookery Swamp

Golden Gate Estates

North Belle Meade

Everglades Ranch

Lely Golf Estates

Playayune Strand State Forest

Florida Panther National Wildlife Refuge

0 comments

Powered by Pastel

BROWSE

COMMENT

MI

?

Share

Contact Us

Thank you for taking the time to give us input!

Your email address

Comment: (0/500 characters) *

Send

Cancel

www.colliermpo.org/lrtp



ENVISION 2045

Collier MPO

Contact Information

Visit us at <https://www.colliermopo.org/lrtp/>
or scan the QR code with your smart phone
to access our website.



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colliermopo@colliergov.net

Brandy Otero
Principal Planner

(239) 252-5859



Live discussion with representatives from Collier MPO and Collier County

Panel Members



Anne McLaughlin
Collier MPO
Executive Director



Trinity Scott
Collier County
Transportation
Planning Manager



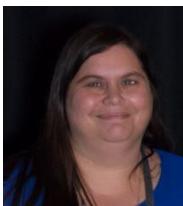
Bill Gramer
Jacobs' 2045 LRTP
Project Manager

Moderator



Megan Shimko
Jacobs' Public Involvement

Technical Advisors



Brandy Otero
Collier MPO
Principal Planner



Tara Jones
Jacobs'
Deputy Project
Manager



Michelle Arnold
Collier County Director
Public Transit &
Neighborhood
Enhancement



Victoria Peters
FDOT
MPO & Community
Liaison

ASK A QUESTION

Select **CHAT** on the bottom of the screen to open the CHAT BOX

Type your question in the compose box where it says "Type Message Here", and then hit **ENTER**.

IF YOU WOULD LIKE TO SPEAK

Select **PARTICIPANTS** on the bottom of the screen and click on **RAISE HAND**

2045 Long Range Transportation Plan PRESENTATION VIDEO SCRIPT Virtual Public Meeting October 14, 2020

1 INTRODUCTION

2 Hello and thank you for joining the Collier Metropolitan Planning Organization's virtual
3 public meeting for the 2045 Long Range Transportation Plan. My name is Megan
4 Shimko of Jacobs Engineering and I will be moderating today's meeting. Originally
5 planned to be held in-person, the 2045 Long Range Transportation Plan Public Meeting
6 was changed to a virtual format to ensure the safety and well-being of all participants.

7 PRIVACY DISCLOSURE

8 *Please be advised that under Florida law, e-mail addresses, phone numbers, and*
9 *certain home addresses are public record once received by a government agency. If*
10 *you do not want your e-mail address, phone number, and home address released if the*
11 *Collier MPO receives a public records request, you can refrain from including such*
12 *information in your comment. You have the option of checking the Collier MPO website*
13 *for additional information.*

14 VIRTUAL MEETING INSTRUCTIONS

15 Tonight's meeting is being recorded and will be made available for you to view on the
16 Collier MPO Website. We will begin with a pre-recorded video presentation, followed by
17 a live discussion with representatives from Collier MPO, Collier County and FDOT to
18 address your comments and questions. Throughout tonight's meeting you can enter
19 your comments and questions in the Q&A text box on your computer screen or smart
20 device (as seen here). All participant phones and microphones are currently muted. If

21 you registered and would like to speak to our panel directly during the Q&A session, we
22 will announce your name and ask you to unmute your microphone.

23 We will now begin the presentation.

24 **START PRE-RECORDED VIDEO**

25 **Slide 1 - Cover Page**

26 The Collier Metropolitan Planning Organization, or Collier MPO, welcomes you to this
27 virtual public meeting for the 2045 Long Range Transportation Plan.

28 **Slide 2 - Agenda**

29 Tonight's meeting will provide you information on the 2045 Long Range Transportation
30 Plan process, goals and objectives, the Transportation Cost Feasible Plan, and provide
31 information on how you can offer your input.

32 **Slide 3 – Who is the Collier MPO?**

33 The Collier Metropolitan Planning Organization or M-P-O is a federally mandated
34 transportation policy-making organization made up of representatives from local
35 government and other transportation authorities. The MPO board members include local
36 elected officials representing Collier County, the City of Naples, the City of Marco
37 Island, and Everglades City. The Florida Department of Transportation's District 1
38 Secretary serves as a non-voting advisor to the MPO Board.

39 **Slide 4 – What is a Long-Range Transportation Plan?**

40 The Collier MPO's Long Range Transportation Plan or L-R-T-P establishes the vision of
41 the Collier County multi-modal transportation system, including highway, transit and
42 bicycle and pedestrian infrastructure improvements, over a 20-year period. In

compliance with federal and state requirements, the plan is updated every five years to reflect the changing dynamics of the county. This LRTP extends through the year 2045.

Slide 5 – What process are we using to update the LRTP?

The 2045 Long Range Transportation Plan's development process builds upon the 2040 LRTP as well as input from the MPO Board, advisory committees, planning partners and public input. Your ideas and comments tonight will inform the development of the 2045 LRTP and are important to help us plan for the future. Our updated Virtual Public Outreach Plan offers options for the public to stay connected and virtually participate in the LRTP process due to COVID-19.

Slide 6 – Goals and Objectives

The Goals, Objectives and Decision-Making Framework, approved by the MPO Board in October 2019, were established to help guide the development of the plan, creating a process through which projects can be evaluated and ranked against one another to define and document project priorities.

Slide 7 - Project Evaluation Criteria

The goals and objectives are reflected in the project evaluation criteria and cover a broad range of issues including environmental impact, economic development, mobility, safety, security, quality of life, climate change risks and new technology such as Connected and Automated Vehicles. In order to prioritize projects, the projects were scored and ranked based on how well they satisfied the LRTP goals. This table shows the scoring range and weighting for each goal used to evaluate and rank projects.

Slide 8 – Needs Plan List of Projects

The projects identified in the Transportation Needs Plan were assessed using the project evaluation criteria including considerations for sensitive environmental resources such as wetlands, panther habitat, and conservation areas. The LRTP Transportation Needs Plan is financially unconstrained. It is a list of projects that should be built by 2045 to accommodate projected growth if money is not an issue.

Slide 9 – What is a Cost Feasible Plan?

The LRTP Transportation *Cost Feasible Plan* is financially constrained. The Cost Feasible Plan is a list of projects that the region can afford to build with available funds by 2045. The list of projects is identified through a combined process involving coordination, project screening, and input from stakeholders, agencies, advisory committees and the public.

Prioritizing projects based on funding availability is a very difficult decision and does not satisfy all the transportation needs of the region. However, the process ensures that the most critical transportation improvement needs are built.

Slide 10 – Future Travel Demand

The MPO determines the transportation needs of the County based on future travel demand. The MPO, in partnership with F-D-O-T, is using the *District One Regional Planning Model* to determine needs and identify future transportation improvements.

Slide 11 – Draft Cost Feasible Network (2045) Compared to Existing Network (2023)

This slide shows a map of the results from the travel demand model based on alternative roadway networks. Several alternative networks were screened and compared to the existing network which includes projects that will be constructed by 2023.

This slide compares the existing and committed network (on the left) to the proposed 2045 network with the cost feasible projects (on the right). The colors indicate the level of congestion on the roads which is influenced by the number existing and proposed of travel lanes, land use and other factors in the model. There are several segments of roadways that are projected to fail by 2045 – shown in orange, red and black.

The roadways with the most significant projected increase in traffic and congestion are shown here.

Slide 12 – Draft Cost Feasible Network (2045) With CAV compared to Without CAV

The cost feasible network was also entered into the travel demand model with considerations for Connected and Automated Vehicles or C-A-V.

By 2045, it is reasonable to assume that a percentage of the vehicles on the road will move more efficiently due to CAV emerging technology and consumer trends. This slide compares the CAV proposed network (on the left) to the proposed 2045 network without CAV (on the right).

The roadways with the most significant projected increase in traffic and congestion are shown here.

Slide 13 – Plan Periods

106 The financial planning for statewide and metropolitan transportation plans is
107 typically required for three periods for LRTP Cost Feasible Plan:

- 108 • short range (up to 5 years)
- 109 • intermediate range (10 years) and
- 110 • long range (20 or more years).

111 **Slide 14 – Draft Cost Feasible Plan Projects**

112 The 2045 LRTP Cost Feasible Plan identifies the multimodal transportation
113 projects that can be funded through 2045 based on the estimated revenues. The
114 next slides summarize the draft plan by highway, transit, bicycle and pedestrian,
115 and other projects.

116 **Slide 15 – Highway Divider**

117 This section briefly describes the Highway component of the Draft Cost Feasible Plan...

118 **Slide 16 – Draft CFP**

119 This slide shows the location of the Draft Cost Feasible Plan projects.

120 **Slide 17 – 2045 LRTP Draft Cost Feasible Plan - Plan Period 2 from 2026-2030**

121 The next few slides show the draft cost feasible plan list of projects prioritized for
122 funding through construction for each plan period. Plan Period 2 is shown here from
123 year 2026 to 2030....

124 **Slide 18 – 2045 LRTP Draft Cost Feasible Plan - Plan Period 3 from 2031-2035**

125 Plan Period 3 is shown here from year 2031 to 2035....

126 **Slide 19 – 2045 LRTP Draft Cost Feasible Plan - Plan Period 4 from 2031-2045**

127 ...and Plan Period 4 is shown here from year 2036 to 2045.

128 **Slide 20 – 2045 LRTP Draft Cost Feasible Plan - Partially Funded**

129 This slide shows the location of the Draft Cost Feasible Plan projects prioritized and
130 partially funded for development but not fully funded for construction by 2045.

131 **Slide 21 – 2045 LRTP Draft Cost Feasible Plan - FDOT SIS Projects 2036-2045**

132 This slide shows the location of the Draft Cost Feasible Plan projects prioritized and
133 fully funded for development through construction in the FDOT Strategic Intermodal
134 System (or S-I-S) plan. There are 3 highways in Collier County that are SIS facilities: I-
135 75, State Road 29, and State Road 82.

136 **Slide 22 – Draft Cost Feasible Plan – Highway Summary**

137 The Draft Cost Feasible Plan for Highway projects has an estimated revenue forecast of
138 \$1.08 Billion dollars. The revenue consists of local, state and federal funding. This does
139 not include the revenue for FDOT SIS projects which is determined and managed by F-
140 D-O-T.

141 **Slide 23 – Transit Divider**

142 This section briefly describes the Transit component of the Draft Cost Feasible Plan...

143 **Slide 24 – Transit Development Plan 2020-2030**

Similar to the development of highway cost feasible projects, the cost feasible transit projects were developed by estimating the costs associated with each project in the transit needs plan as documented in the 10-year Draft Transit Development Plan. The LRTP project evaluation criteria also includes considerations for multi-modal accommodations and consistency with the Transit Development Plan.

Slide 25 – Draft Cost Feasible Plan – Transit

Revenue assumptions were made to forecast transit funding through 2045 for operations and capital projects. Based on the funding availability and prioritized results, the transit cost feasible projects are illustrated on this map shown here.

Slide 26 – Draft Cost Feasible Plan – Transit

Transit cost feasible projects include operating and capital improvements that are programmed for implementation within the LRTP plan period. Operating cost assumptions shown here in this table are based on a variety of factors including service performance data from Collier Area Transit, and include implementation of extended route networks, increased frequency of bus service, extended service times in the morning and evening, and new routes.

Slide 27 – Bicycle and Pedestrian Divider

This section briefly describes the Bicycle and Pedestrian component of the Draft Cost Feasible Plan...

Slide 28 – Bicycle and Pedestrian Map

Bicycle and pedestrian facilities are an important part of the County's transportation network. They provide access to public transportation, alternative mobility choices and recreation. In 2019, the Collier MPO developed a Bicycle Pedestrian Master Plan that addresses pedestrian and bicycle needs and priorities in the county by first identifying gaps and needs on collector and arterial roads. Existing and proposed facilities are illustrated on this map shown here. The implementation of the proposed projects is addressed through the individual agencies and the MPO bicycle and pedestrian advisory committee process. The LRTP project evaluation criteria also include considerations for multi-modal accommodations and consistency with the *Collier MPO Bicycle and Pedestrian Master Plan* facilities.

Slide 29 - Other Considerations

Similar to roadway and transit funding sources, there are multiple funding sources for other considerations important to the transportation network. Revenue projections in the 2045 LRTP include:

- A total of \$41.4 million in funds dedicated for future pedestrian and bicycle projects;
- \$41.4 million in funds for congestion management projects that improve congestion;
- and \$20.8 million in funds for new bridges or bridge replacement.

Information on projected airport revenues and expenditures will also be considered.

To view any of these Tables and Exhibits including maps shown in this presentation, please visit the Collier MPO website.

Slide 30 – Next Steps in the LRTP Process

The Collier MPO Board is scheduled to review the Draft Cost Feasible List of Projects on October 9, 2020 and may decide to revise the list presented in the slides. Changes to the Draft Cost Feasible Plan will be reported during the Virtual Public Meeting live discussion. The Final LRTP will be adopted by the MPO Board in December 2020.

Slide 31 – Stay connected

Public involvement activities are ongoing, and your comments are welcome throughout the LRTP process. For more information, updates on upcoming events, and to be added to the mailing list please visit the Collier MPO website.

Slide 32 – Your comments are important

Your comments are important. Please submit all questions or comments by **November 6, 2020** to be included in the assessment for the Transportation Cost Feasible Plan. Comments can be submitted by using the online comment form, emailing your comments to colliermmpo@colliergov.net; or using the Wikimapping online tool.

Slide 33 – Please Browse and Comment on WikiMapping

WikiMapping is an online interactive tool that collects your ideas through maps and images.

In Wikimapping, you can “browse” information or submit “comments” by using this toggle button on the bottom of the screen.

To view the interactive map of the Draft Cost Feasible Projects, click on the “Get Started” page.

207 On this page, you can read the project description, like or dislike a project, view and add
208 comments, and select your top 5 priority projects.

209 Then, you can click on the “Contact Us” page to submit a comment.

210 This interactive map and survey will help us identify the project priorities. Please visit
211 the Collier MPO website to find the link to the Wikimapping tool and tell us your
212 transportation needs and priorities for the future.

213 **Slide 34 – Thank You**

214 This concludes our presentation. For more information on the LRTP and other activities
215 of the Collier MPO please visit www.colliermmpo.org. We appreciate your attendance and
216 participation. Thank you.

217 **END RECORDING**

218 Now we will open up the meeting to hear your input. A team of subject-matter experts
219 are on standby and will be available to answer your questions and provide responses to
220 your comments, as time allows. If we do not get to your specific comment, please know
221 that we will post a response on the project Collier MPO website at www.colliermmpo.org.
222 Before we start the discussion, allow me to introduce the panel members here today.

223 **Begin Discussion.**

Meeting Screenshots

Meeting Screenshots



Live discussion with representatives from Collier MPO and Collier County

Panel Members



Anne McLaughlin
Collier MPO
Executive Director



Trinity Scott
Collier County
Transportation
Planning Manager



Bill Gramer
Jacobs' 2045 LRTP
Project Manager

Moderator



Megan Shimko
Jacobs' Public Involvement

Technical Advisors



Brandy Otero
Collier MPO
Principal Planner



Tara Jones
Jacobs'
Deputy Project
Manager



Michelle Arnold
Collier County Director
Public Transit &
Neighborhood
Enhancement



Victoria Peters
FDOT
MPO & Community
Liaison

ASK A QUESTION

Select **CHAT** on the screen to open BOX

Type your question in the compose box where "Type Message Here" then hit **ENTER**.

IF YOU WOULD LIKE TO ASK A QUESTION

Select **PARTICIPANT** at the bottom of the screen and then hit **RAISE HAND**





Live discussion with representatives from Collier MPO and Collier County

Panel Members



Anne McLaughlin
Collier MPO
Executive Director



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Collier County
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IF YOU WOULD LIKE TO ASK A QUESTION

Select **PARTICIPANT** at the bottom of the screen and then hit **RAISE HAND**



Meeting Exhibits

Table 2. Collier MPO 2045 LRTP Cost Feasible Plan (CFP) List of Projects
FDOT Other Roads Projects and Local Roadway Projects
Draft 10/07/2020; Costs are in millions \$

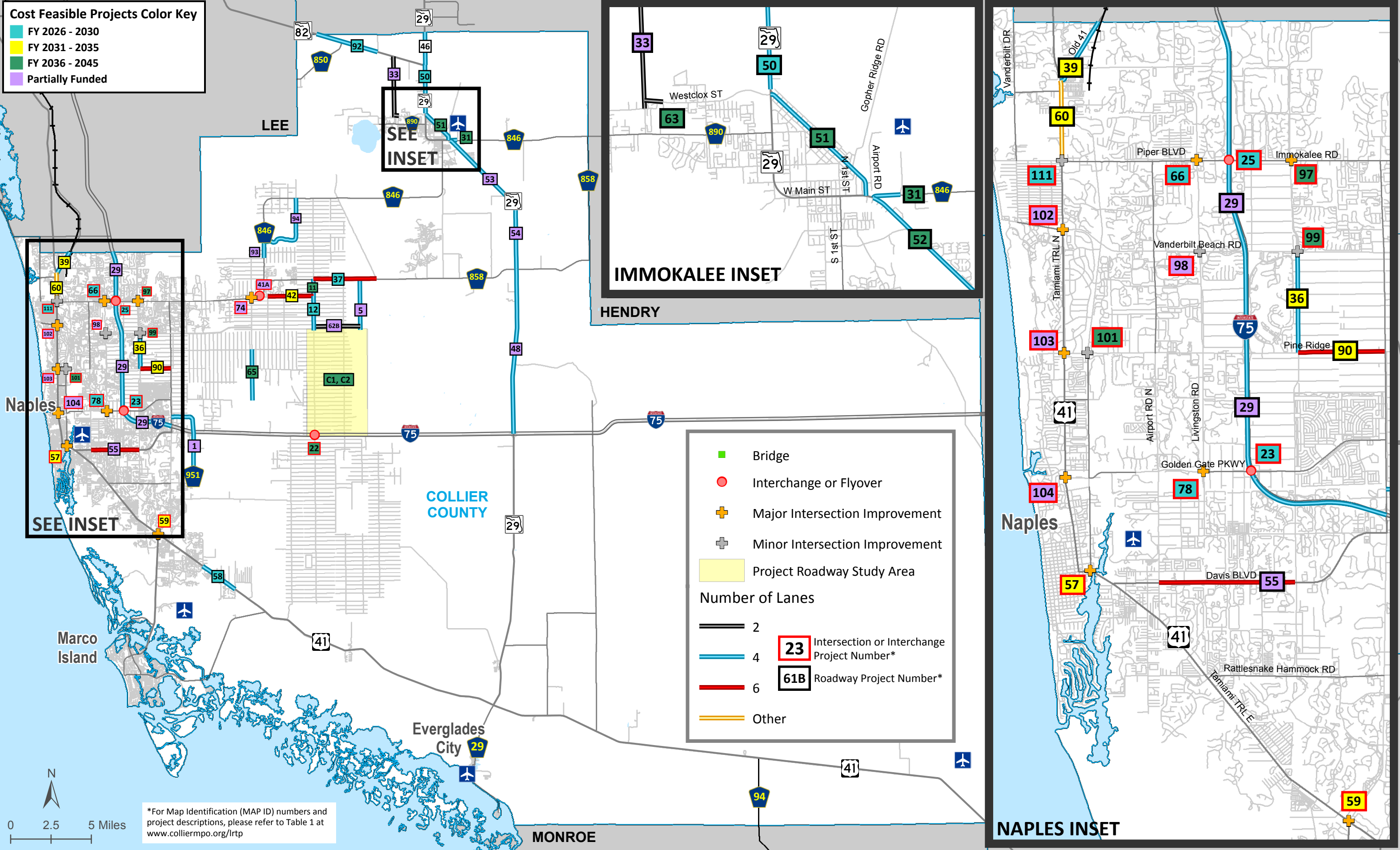
Map ID	FACILITY	LIMITS FROM	LIMITS TO	DESCRIPTION	In 2040 Needs?	In 2040 CFP?	Total Cost Present Day Cost (PDC 2019 millions\$)	TIP FUNDING 2021-25 (YOE)	PLAN PERIOD 1 (TIP): 2020-2025			PLAN PERIOD 2: 2026-2030			PLAN PERIOD 3: 2031-2035			PLAN PERIOD 4: 2036-2045			TOTAL COST 2026-2045 Year of Expenditure \$ (YOE millions \$)	FUNDING SOURCE
									PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST		
PLAN PERIOD 2 CONSTRUCTION FUNDED PROJECTS																						
12	Everglades Blvd	Vanderbilt Beach Rd Ext	Randall Blvd	Widen from 2-Lanes to 4-Lanes	Y		\$32.80					\$5.59	\$2.38	\$35.31							\$43.27	County
37	Oil Well Road / CR 858 [60144]	Everglades Blvd	Oil Well Grade Rd	Widen from 2-Lanes to 6-Lanes	Y	Y	\$36.78	\$1.81	\$0.91		\$0.90	\$6.73		\$42.11							\$48.83	County
66	Immokalee Rd	Livingston Rd		Major Intersection Improvement			\$24.50							\$26.82							\$26.82	County
78	Golden Gate Parkway	Livingston Rd		Major Intersection Improvement			\$24.50					\$5.63		\$26.82							\$32.45	County
23	I-75 (SR-93) Interchange (new)	Golden Gate Pkwy		Interchange Improvement	Y	Y	\$9.59					\$0.58		\$12.24							\$12.81	OA
25	I-75 (SR-93)	Immokalee Rd		Interchange Improvement (DDI proposed)	Y	Y	\$9.59					\$0.58		\$12.24							\$12.81	OA
58	US 41 (SR 90) (Tamiami Trail E)	Greenway Rd	6 L Farm Rd	Widen from 2-Lanes to 4 Lanes	Y	Y	\$43.13					\$3.91	\$17.84	\$33.53							\$55.27	OA
111	US 41	Immokalee Rd		Intersection Innovation /Improvements			\$17.50					\$3.13		\$20.12							\$23.24	OA
PLAN PERIOD 3 CONSTRUCTION FUNDED PROJECTS																						
36	Logan Blvd	Pine Ridge Rd	Vanderbilt Beach Rd	Widen from 2-Lanes to 4-Lanes	Y		\$22.23					\$3.40				\$3.16	\$27.47				\$34.03	County
42	Randall Blvd	8th St NE	Everglades Blvd	Widen from 2-Lanes to 6-Lanes	Y	Y	\$47.07					\$7.29					\$65.04				\$72.32	County
90	Pine Ridge Rd	Logan Blvd	Collier Blvd	Widen from 4-Lanes to 6-Lanes			\$21.72					\$1.99	\$3.56				\$25.00				\$30.54	County
39	Old US 41	US 41	Lee/Collier County Line	Widen from 2-Lanes to 4-Lanes	Y	Y	\$22.59					\$3.85	\$1.70				\$30.06				\$35.61	OA
57	US 41 (SR 90) (Tamiami Trail E)	Goodlette-Frank Rd		Major Intersection Improvement	Y	Y	\$13.00					\$0.63	\$2.97				\$15.77				\$19.37	OA
59	US 41 (SR 90) (Tamiami Trail E)	Collier Blvd		Major Intersection Improvement	Y	Y	\$17.25					\$2.81					\$23.66				\$26.47	OA
60	US 41 (SR 90) (Tamiami Trail E)	Immokalee Rd	Old US 41	Further Study Required			\$17.25					\$0.46			\$2.00		\$23.66				\$26.12	OA
PLAN PERIOD 4 CONSTRUCTION FUNDED PROJECTS																						
11	Everglades Blvd	Randall Blvd	South of Oil Well Rd	Widen from 2-Lanes to 4-Lanes	Y		\$16.42											\$3.39	\$2.22	\$24.65	\$30.26	County
31	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	Widen from 2-Lanes to 4 Lanes	Y	Y	\$3.90											\$0.77	\$0.55	\$5.88	\$7.20	County
63	Westclox St. Extension	Little League Road	West of Carson Rd	New 2-Lane Road	Y		\$3.01								\$0.51				\$0.55	\$4.45	\$5.51	County
65	Wilson Blvd	Keane Ave.	Golden Gate Blvd	New 2-Lane Road (Expandable to 4-Lanes)	Y	Y	\$36.15								\$8.82				\$6.15	\$50.29	\$65.26	County
97	Immokalee Rd (Intersection)	Logan Blvd		Major Intersection Improvement			\$11.50											\$2.40		\$18.55	\$20.95	County
99	Vanderbilt Beach Rd (Intersection)	Logan Blvd		Minor Intersection Improvement			\$11.50								\$2.12					\$18.55	\$20.67	County
101	Pine Ridge Rd	Goodlette-Frank Rd		Minor Intersection Improvement			\$5.75											\$1.20		\$9.28	\$10.48	County
C1	Connector Roadway from I-75 Interchange (New)	Golden Gate Blvd	Vanderbilt Beach Rd	4-Lane Connector Roadway from New Interchange (Further Study Required)			\$17.63					\$0.44			\$2.80	\$1.66				\$26.34	\$31.24	OA
C2	Connector Roadway from I-75 Interchange (New)	I-75 (SR-93)	Golden Gate Blvd	4-Lane Connector Roadway from New Interchange (Further Study Required)			\$80.59					\$2.00			\$13.28	\$7.41				\$120.02	\$142.70	OA
22	I-75 (SR-93) Interchange (new)	Vicinity of Everglades Blvd		New Interchange	Y		\$42.26					\$3.76			\$5.30	\$8.32				\$55.65	\$73.03	OA

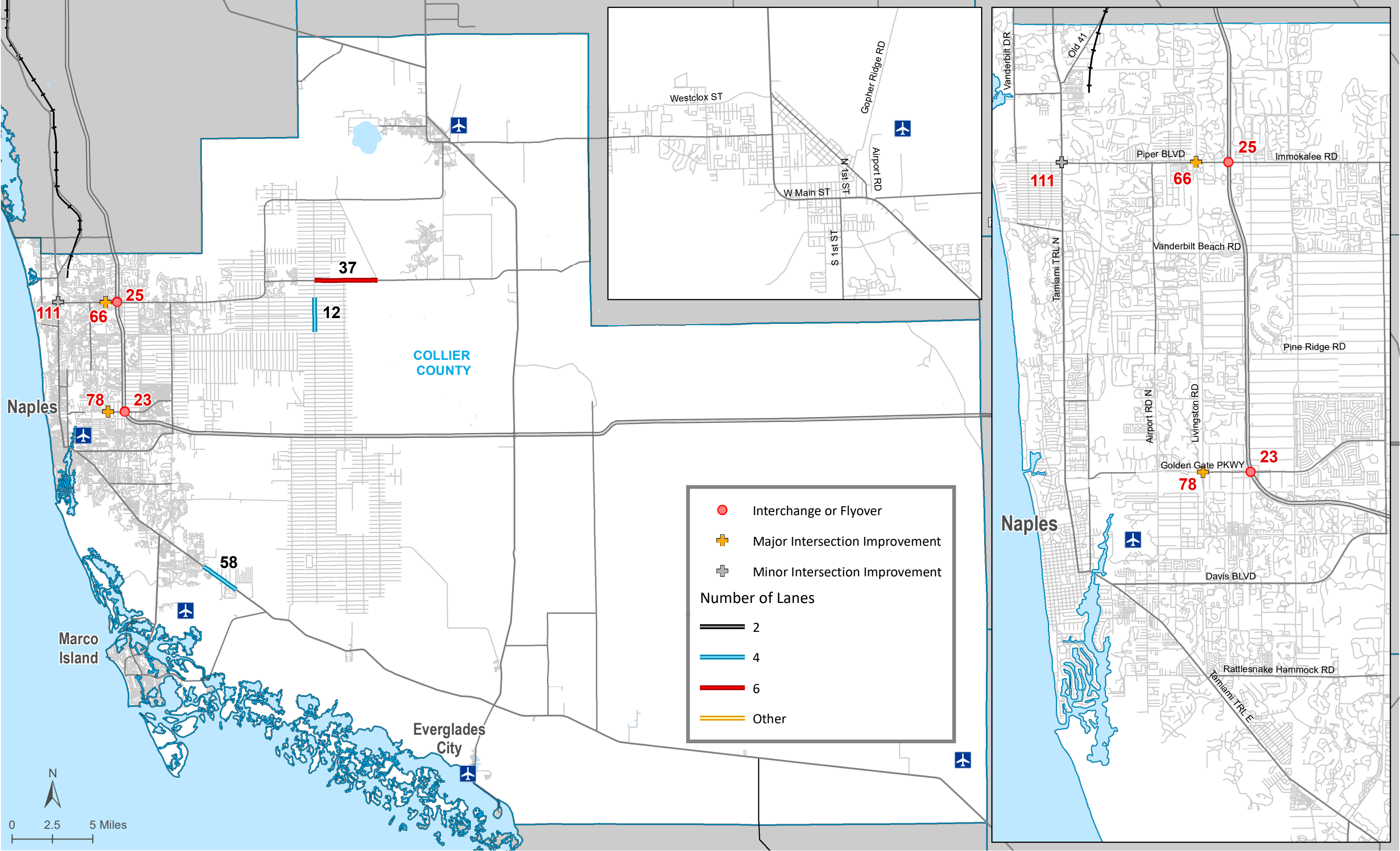
Table 2. Collier MPO 2045 LRTP Cost Feasible Plan (CFP) List of Projects
FDOT Other Roads Projects and Local Roadway Projects
Draft 10/07/2020; Costs are in millions \$

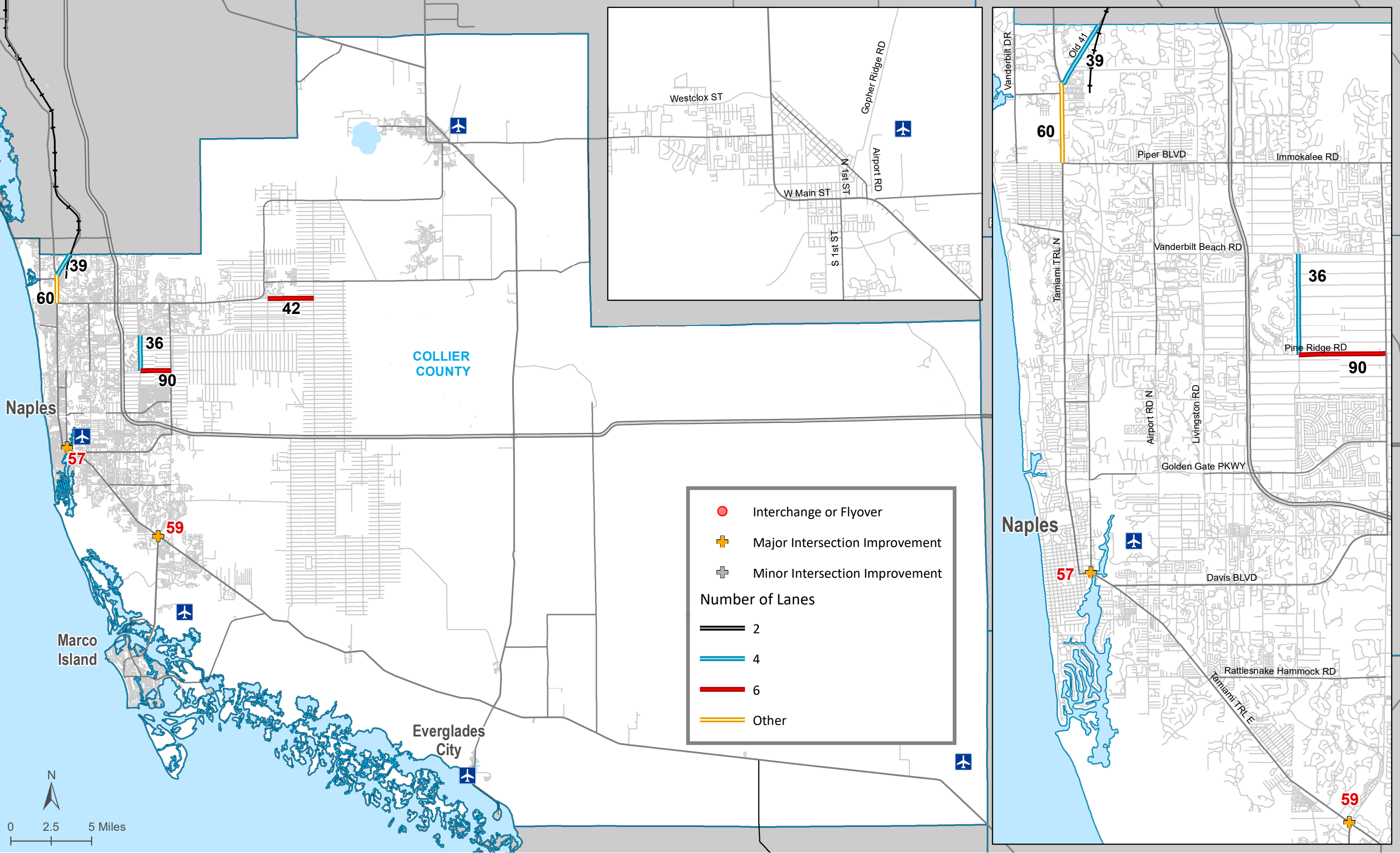
Map ID	FACILITY	LIMITS FROM	LIMITS TO	DESCRIPTION	In 2040 Needs?	In 2040 CFP?	Total Cost Present Day Cost (PDC 2019 millions\$)	TIP FUNDING 2021-25 (YOE)	PLAN PERIOD 1 (TIP): 2020-2025			PLAN PERIOD 2: 2026-2030			PLAN PERIOD 3: 2031-2035			PLAN PERIOD 4: 2036-2045			TOTAL COST 2026-2045 Year of Expenditure \$ (YOE millions \$)	FUNDING SOURCE
									PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST		
PARTIALLY FUNDED PROJECTS																						
1	Benfield Rd (New) [60129]	The Lords Way	City Gate Blvd N	New 2-Lane Road (Expandable to 4-Lanes)	Y	Y	\$37.31	\$11.00	\$0.00	\$4.00	\$7.00		\$4.00		\$5.00		\$18.00	\$27.00	County			
5	Big Cypress Pkwy	Vanderbilt Beach Rd Ext.	Oil Well Rd	New 2-Lane Road (Expandable to 4-Lanes)	Y		\$37.31									\$7.70	\$4.04	\$11.74	County			
33	Little League Rd Ext.	SR 82	Westclox St.	New 2-Lane Road	Y	Y	\$40.99									\$8.48	\$7.33	\$15.81	County			
62B	Vanderbilt Beach Rd Ext.	Everglades Blvd	Big Cypress Pkwy	New 2-Lane Road (Expandable to 4 Lanes)	Y		\$41.17									\$8.38	\$16.07	\$24.46	County			
93	Immokalee Rd	43rd Ave/Shady Hollow Blvd E	North of 47th Ave. NE	Widen from 2-Lanes to 4-Lanes			\$9.79									\$2.26	\$0.48	\$2.74	County			
94	Rural Village Blvd	Immokalee Rd	Immokalee Rd	New 4-Lane Road			\$23.41									\$5.84	\$2.96	\$8.80	County			
98	Vanderbilt Beach Road	Livingston Rd		Minor Intersection Improvement			\$21.50									\$2.40		\$2.40	County			
41A	Randall Blvd Intersection (flyover) [60147]	Immokalee Rd		Ultimate Intersection Improvement: Overpass		Y	\$35.66	\$9.75	\$0.95		\$8.80					\$9.46		\$9.46	OA			
55	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	Widen from 4-Lanes to 6-Lanes		Y	\$40.26					\$0.94				\$9.01		\$30.04	\$39.99	OA		
74	Immokalee Rd (CR 846)	Wilson Blvd		Major Intersection Improvement			\$17.25									\$6.60		\$6.60	OA			
102	US 41 (SR 90) (Tamiami Trail E)	Vanderbilt Beach Rd		Major Intersection Improvement			\$2.50									\$4.90		\$4.90	OA			
103	US 41 (SR 90) (Tamiami Trail E)	Pine Ridge Rd		Major Intersection Improvement			\$2.50									\$4.90		\$4.90	OA			
104	US 41 (SR 90) (Tamiami Trail E) [4464511]	Golden Gate Pkwy		Major Intersection Improvement			\$3.50	\$0.50	\$0.27	\$0.23						\$4.40		\$4.40	OA			
Notes:							\$901.36	\$23.06	\$2.13	\$4.23	\$16.70	\$52.75	\$32.44	\$209.17	\$35.78	\$25.55	\$210.65	\$82.08	\$40.36	\$381.70	\$1,070.48	
	NEWLY IDENTIFIED PROJECT											\$294.36			\$271.97			\$504.14				
	PRE-ENG INCLUDES PD&E, DESIGN AND MITIGATION																					
PRE-ENG																						
PDC	PRESENT DAY COST																					
YOE	YEAR OF EXPEDITURE																					

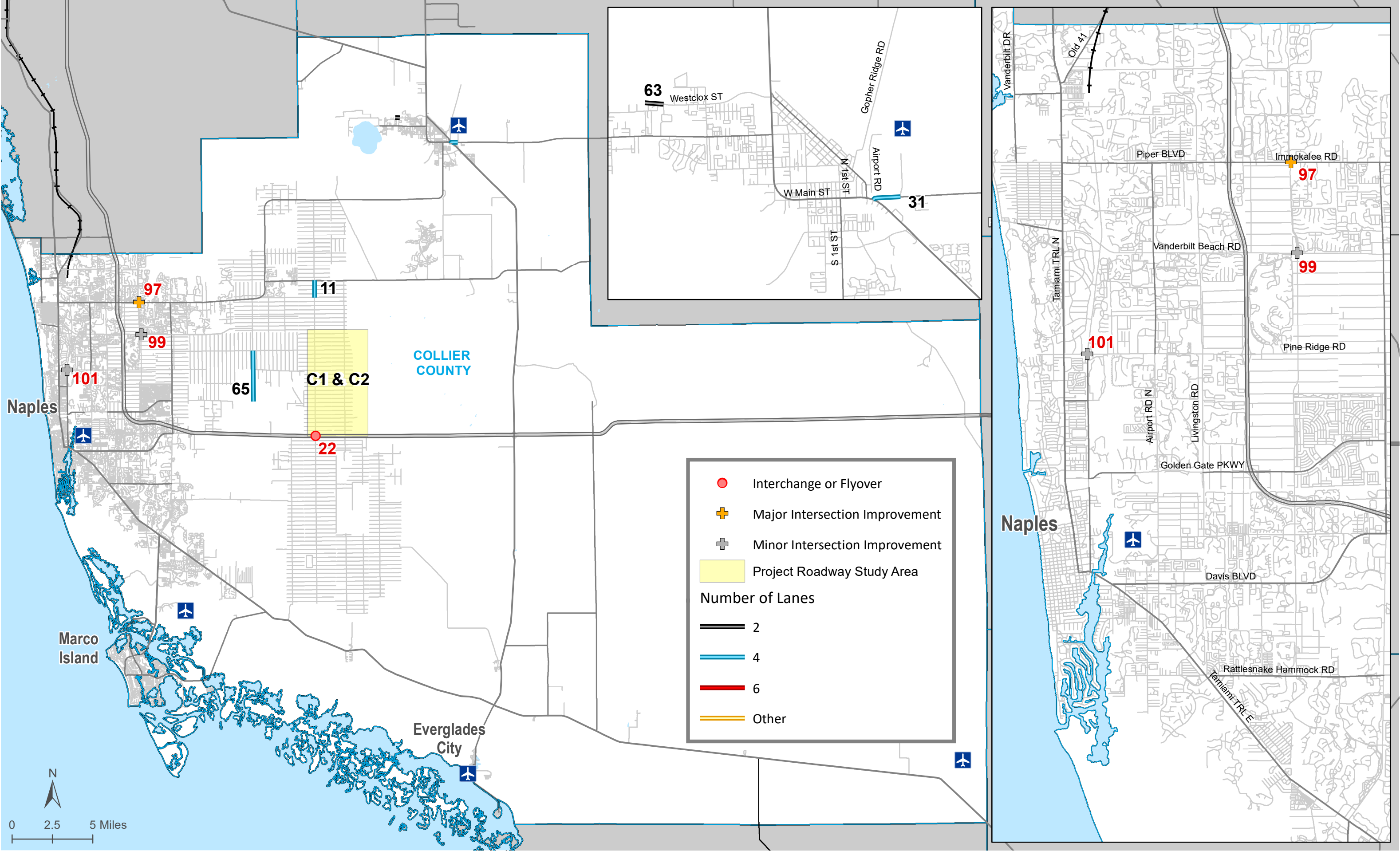
Table 3. OTHER CONSIDERATIONS: USE OF SU BOX FUNDS

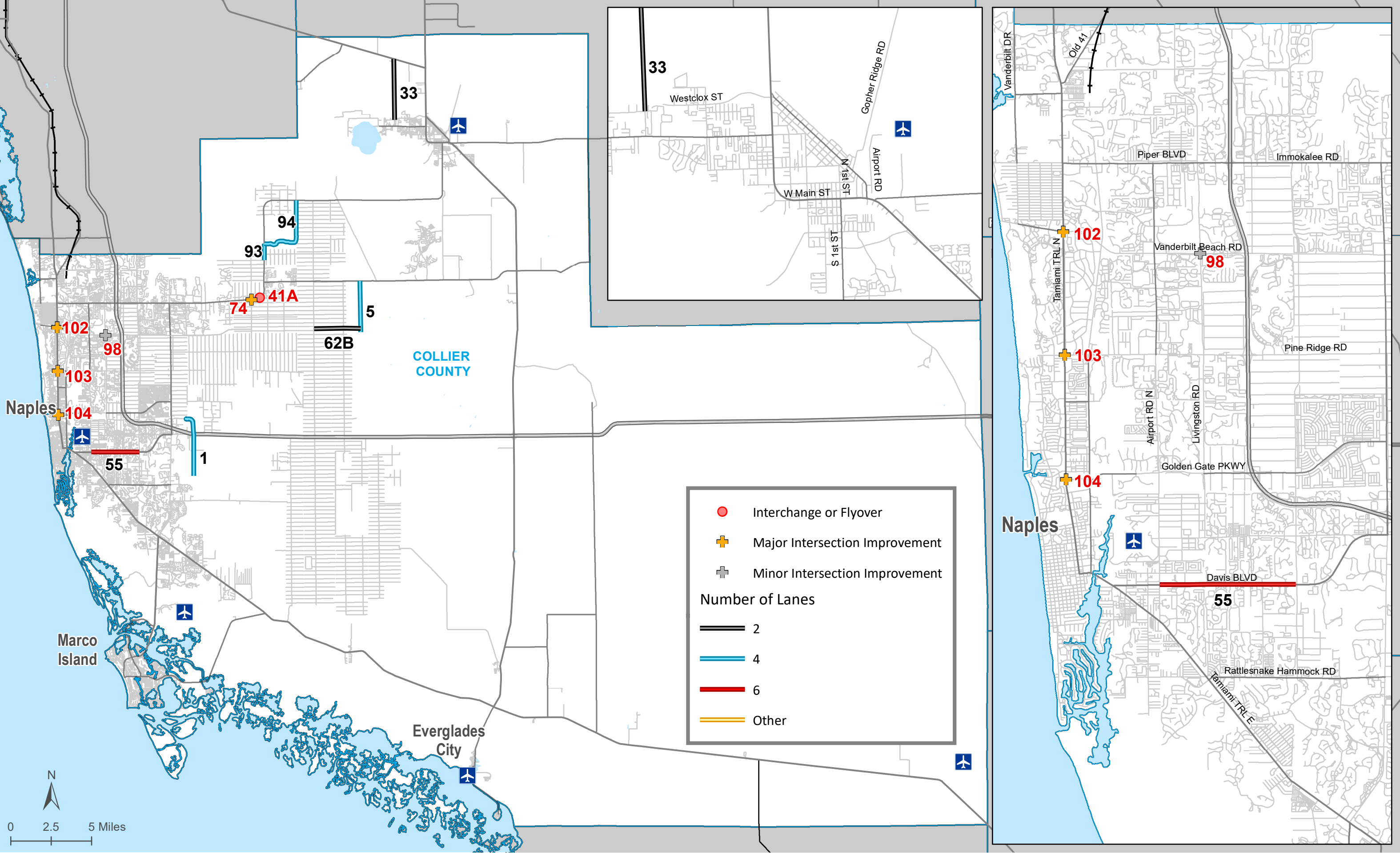
	PLAN PERIOD 2: 2026-2030			PLAN PERIOD 3: 2031-2035			PLAN PERIOD 4: 2036-2045			TOTAL COST 2026-2045	FUNDING SOURCE
	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST		
MPO Supplemental Planning Funds	\$0.70			\$0.80			\$1.90			\$3.40	SU
Bicycle Pedestrian Box Funds			\$10.42			\$10.39			\$20.65	\$41.46	SU/TALU
Congestion Management/Intelligent Transportation Box Funds			\$10.42			\$10.39			\$20.65	\$41.46	SU
Bridge Box Funds			\$5.24			\$5.20			\$10.36	\$20.80	SU

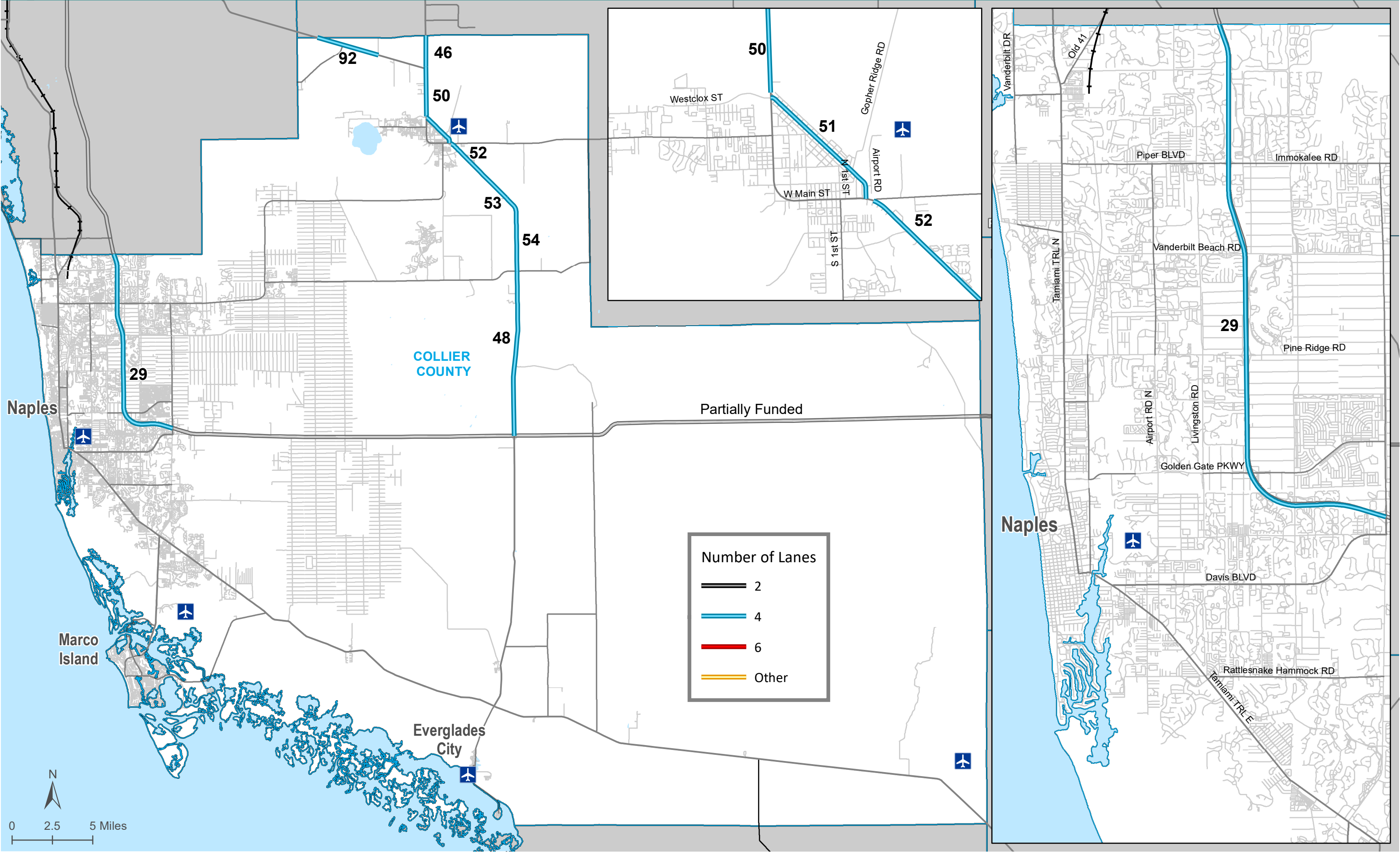


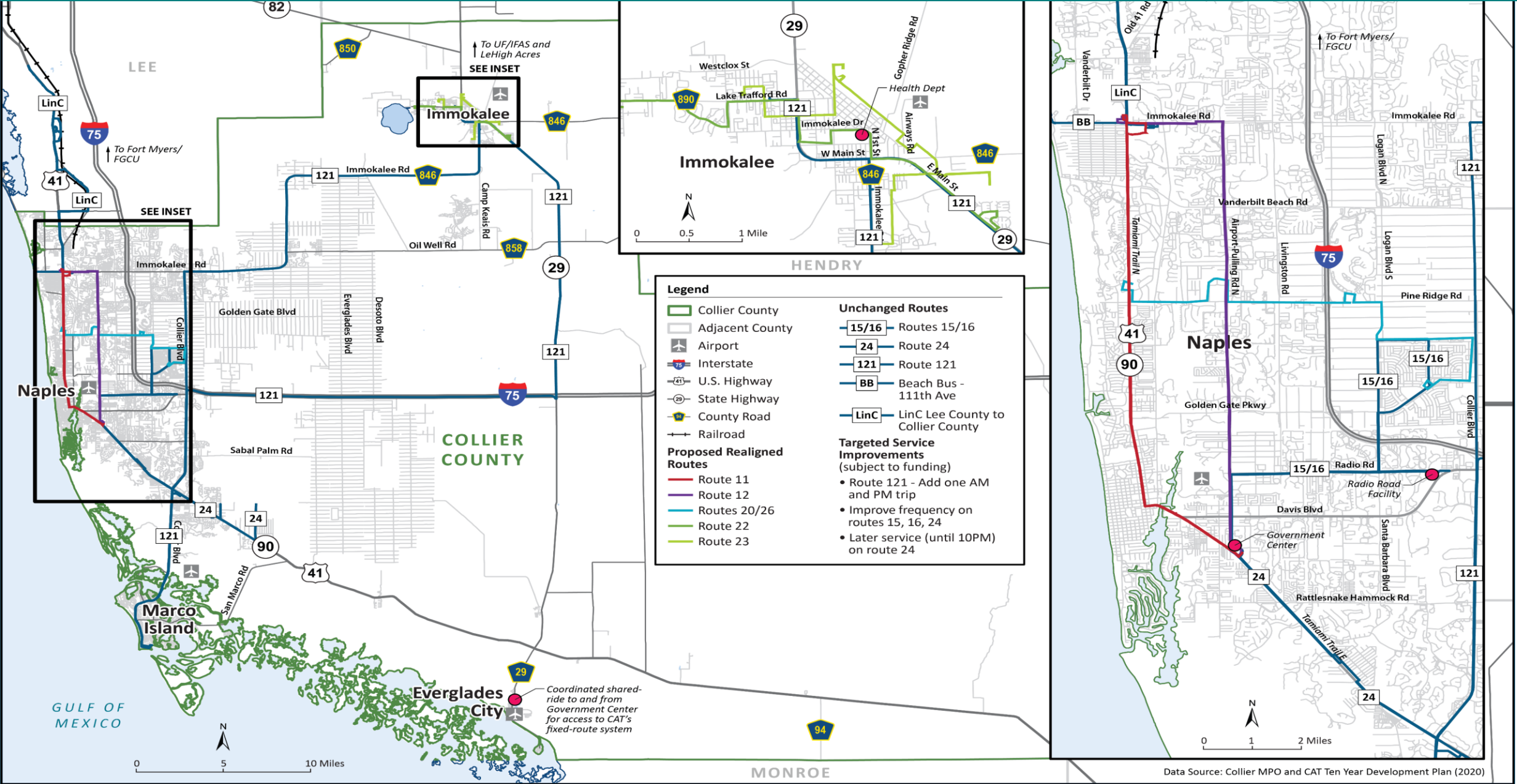


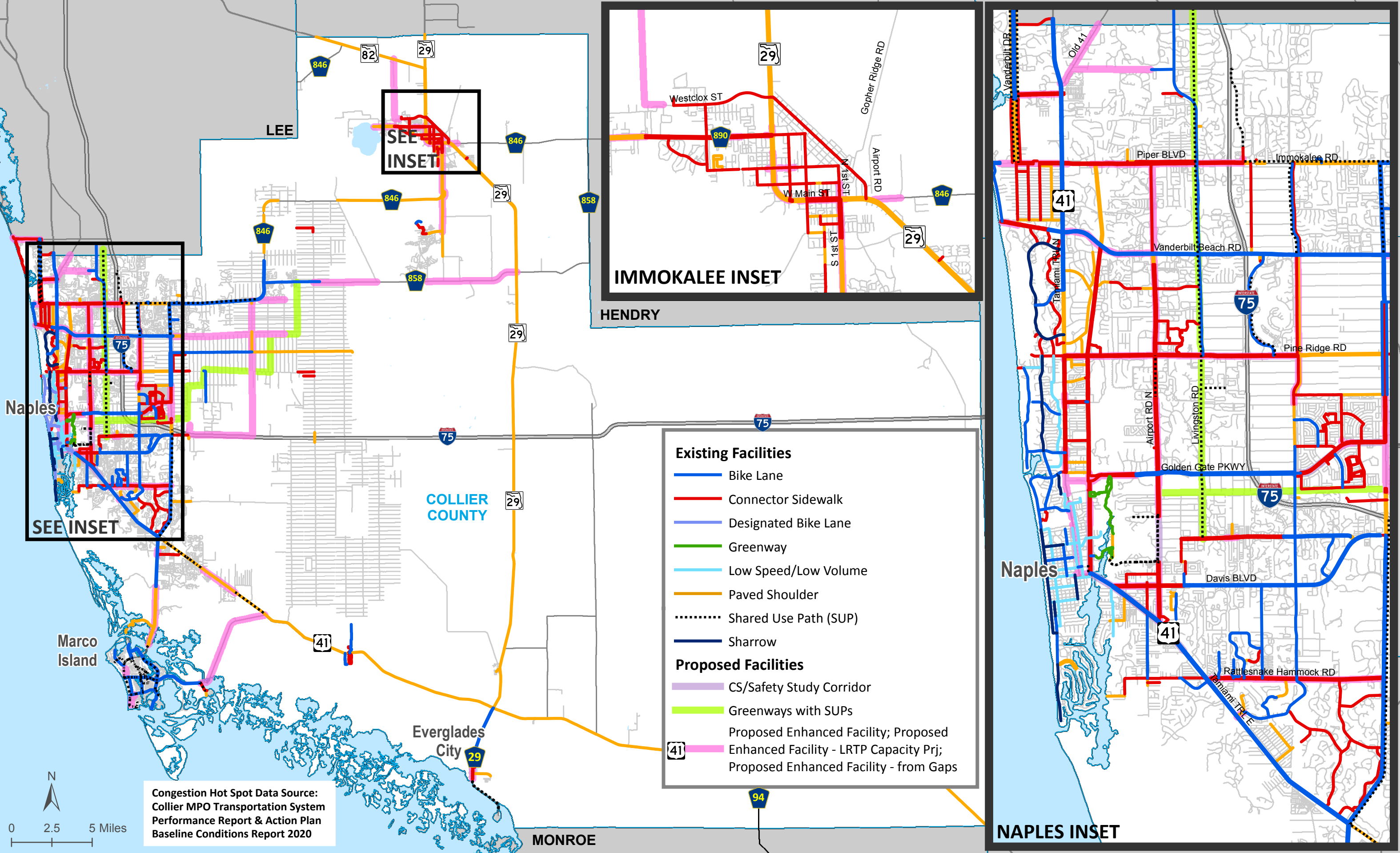












Appendix B

Public Notice

Please join us for a Virtual Public Meeting

Help Shape the Future of Transportation in Collier County

Date: October 14, 2020
Time: 5:30 p.m. to 7:00 p.m.
Click [Here](#) to Register!

The Collier Metropolitan Planning Organization (MPO) is hosting a virtual public meeting to present information on its 2045 Long Range Transportation Plan (LRTP). The LRTP will identify and address future transportation needs through 2045.

The meeting will provide an overview of the 2045 LRTP Cost Feasible Plan. The Cost Feasible Plan includes a financially constrained list of transportation projects assembled from public input, the unfunded 2040 LRTP projects, and by analyzing the deficiencies in the system. The projects were evaluated and prioritized using project evaluation criteria inspired by the LRTP Goals and Objectives.

How You Can Get Involved

Please submit your questions or comments prior to the meeting by:

- Using the online comment form [here](#)
- Emailing your comments to colliermmpo@colliergov.net

You may also submit a comment during the meeting.

The virtual public meeting will begin with a pre-recorded video presentation, and then representatives from Collier MPO and Collier County will be available for a live discussion. Comments submitted both prior to and during the virtual meeting will be addressed as time allows.



About the Virtual Public Meeting

Meeting materials are available online at www.colliermmpo.org/lrtp.

To access the virtual meeting, [click here to](#) be directed to the Zoom Meeting website.

Meeting ID: 812 9390 8876

Passcode: 219862

Or you may attend by phone at 1-646-876-9923



Contact Information

If you would like additional information or to be added to the mailing list, please visit our website at www.colliermmpo.org/lrtp

Brandy Otero, Principal Planner

Collier MPO

2885 South Horseshoe Drive, Naples, FL 34104

Phone: (239) 252-5859

Email: colliermmpo@colliergov.net

Un traductor del idioma español está disponible en la oficina de MPO.

Teléfono: (239) 252-5814

Gen yon tradiktè Kreyòl Ayisyen ki disponib nan biwo MPO la.

Telefòn: (239) 252-5884

Anyone requiring special accommodation under the Americans with Disabilities Act or language interpretation services (free of charge) should contact Anne McLaughlin at least ten (10) days prior to the service date:

Anne.McLaughlin@colliercountyfl.gov or by phone (239) 252-5884.



From: McLaughlinAnne
To: [Jones, Tara/ORL](#)
Subject: [EXTERNAL] FW: Save the Date Announcement - Virtual Public Meeting October 14
Date: Wednesday, September 30, 2020 5:28:28 PM
Attachments: [Save the Date Newsletter.pdf](#)

This went out to Adviser Network just now and Karen has posted to the Website. There's a lot more to be done the next few days and weeks, but we started the notice process today.

Anne McLaughlin
Executive Director



Office: 239-252-5884
Cell: 239-919-4378
2885 South Horseshoe Dr.
Naples, FL 34104
www.colliermmpo.com
anne.mclaughlin@colliercountyfl.gov

From: IntriagoKaren <Karen.Intriago@colliercountyfl.gov>
Sent: Wednesday, September 30, 2020 4:57 PM
To: McLaughlinAnne <Anne.McLaughlin@colliercountyfl.gov>
Subject: Save the Date Announcement - Virtual Public Meeting October 14

Good afternoon all,

The Collier MPO is hosting a virtual public meeting to present information on its 2045 Long Range Transportation Plan (LRTP). Please see attached Save the Date for more information on how to get involved and join the meeting.

Respectfully,

Karen Intriago
Administrative Assistant



Collier MPO

NOTE: Email Address Has Changed

2885 South Horseshoe Drive, Naples, Florida 34104
Phone: 239.252.5814
Karen.Intriago@colliercountyfl.gov

Under Florida Law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by telephone or in writing.


<https://www.colliermpo.org>

COLLIER METROPOLITAN PLANNING ORGANIZATION

COLLIER COUNTY, FLORIDA



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[MPO Board \(Https://Www.Colliermpo.Org/Mpo-Board-With-Link-To-Bylaws-And-Mpo-
Calendar/\)](https://www.colliermpo.org/mpo-board-with-link-to-bylaws-and-mpo-calendar/)
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COLLIER MPO 2045 LRTP PUBLIC MEETING

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Date/Time

Date(s) - 10/14/2020 5:30 pm

Collier MPO 2045 LRTP Public Meeting

Meeting ID: 812 9390 8876

Passcode: 219862








[Save the Date Newsletter \(https://www.colliermpo.org/wp-content/uploads/2020/09/Save-the-Date-
Newsletter_POST09-30-20.pdf\)](https://www.colliermpo.org/wp-content/uploads/2020/09/Save-the-Date-Newsletter_POST09-30-20.pdf)
Click [here \(https://us02web.zoom.us/j/81293908876?](https://us02web.zoom.us/j/81293908876?pwd=cjl2VEdkcWtySmN1VU9NYS9vamd2UT09)
[pwd=cjl2VEdkcWtySmN1VU9NYS9vamd2UT09\)](https://us02web.zoom.us/j/81293908876?pwd=cjl2VEdkcWtySmN1VU9NYS9vamd2UT09) to be directed to the Zoom meeting.

[More Events](#)
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 [MPO Calendar \(https://www.colliermpo.org/mpo-calendar/\)](https://www.colliermpo.org/mpo-calendar/) /
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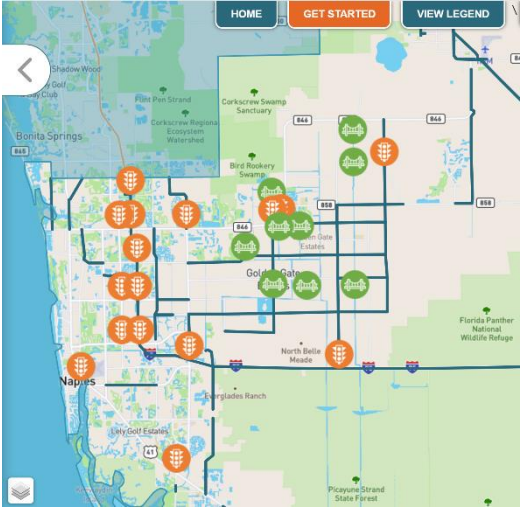
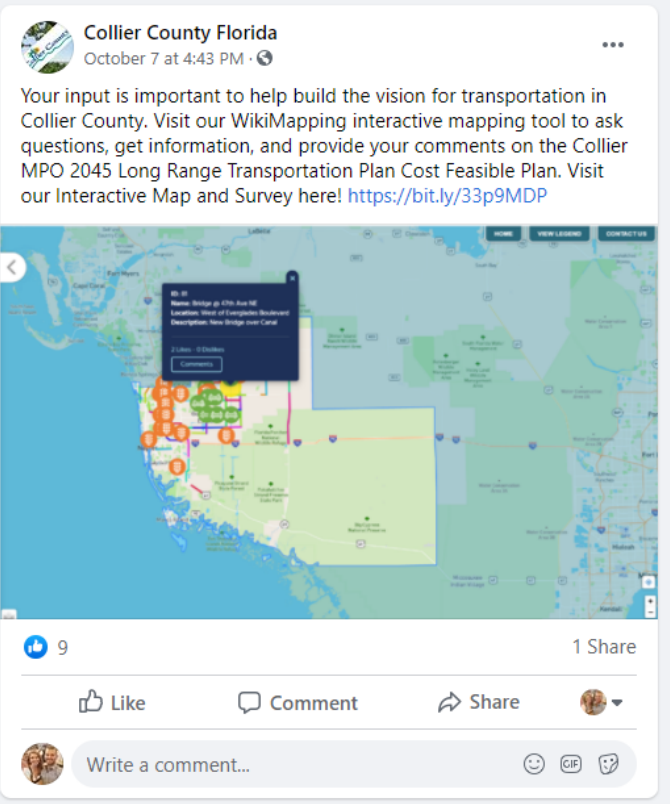


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Collier MPO 2045 LRTP Virtual Public Meeting #2 Social Media Calendar – 10/20/2020



October 2020						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
27	28	29	30	1	2 	3
4	5	6	7 	8	9	10
11	12	13 	14 VPM #2 	15	16	17
18	19	20	21 	22	23	24
25	26	27	28 	29	30	31
November 2020						
1	2	3	4	5 	6 Last day for input prior to MPO Board Meeting	7

Social Media Posts

Date/Time	App	Post Content	Actual Post
Friday, October 2, 2020	Twitter Facebook	<p>Join the Collier MPO for a virtual public meeting October 14, 2020 to discuss the 2045 Long Range Transportation Plan Cost Feasible Plan. Your input is important to help build the vision for transportation in Collier County. Learn more here!</p> 	<p>Facebook</p>  <p>Twitter</p> 

Date/Time	App	Post Content	Actual Post
Wednesday, October 7, 2020	Twitter Facebook	<p>Your input is important to help build the vision for transportation in Collier County. Visit our WikiMapping interactive mapping tool to ask questions, get information, and provide your comments on the Collier MPO 2045 Long Range Transportation Plan Cost Feasible Plan. Visit our Interactive Map here!</p> 	<p>Facebook</p> 
Tuesday, October 13, 2020	Twitter Facebook	<p>Learn more about the Collier MPO 2045 Long Range Transportation Plan Cost Feasible Plan. Join TOMORROW's virtual public meeting – Wed, October 14th at 5:30 PM. Join Here!</p> 	<p>Facebook</p> 

Date/Time	App	Post Content	Actual Post
			<div><div>Twitter</div><div><div><div><div><div><div></div><div><div><div><div></div><div><div>CollierPIO</div></div></div><div>@CollierPIO · 2h</div></div></div><div>Learn more about the Collier MPO 2045 Long Range Transportation Plan Cost Feasible Plan. Join TOMORROW's virtual public meeting – Wed, October 14th at 5:30 PM. colliermmpo.org/lrtp/</div></div></div><div><div><div><div><div><div>2045</div><div>LONG RANGE TRANSPORTATION PLAN</div><div><div><div></div><div></div><div></div><div></div></div></div><div>Collier MPO</div></div><div><div>Help Shape the FUTURE of Transportation in COLLIER COUNTY</div></div></div></div><div><div></div><div></div><div>1</div><div></div></div></div></div></div></div><div><div>Wednesday, October 14, 2020</div><div>Twitter Facebook Instagram</div><div><div>Happening TODAY! Collier MPO is hosting a virtual public meeting on its 2045 Long Range Transportation Plan. Get involved in the future of transportation in Collier County by joining today at 5:30 PM. Join Here!</div><div><div><div><div><div><div>2045</div><div>LONG RANGE TRANSPORTATION PLAN</div><div><div><div></div><div></div><div></div><div></div></div></div><div>Collier MPO</div></div></div></div></div></div></div></div><div><div>Facebook</div><div><div><div><div><div><div></div><div><div><div><div></div><div><div>Collier County Florida</div></div></div><div>October 14 at 5:00 AM · 🌐</div></div></div><div>Happening TODAY! Collier MPO is hosting a virtual public meeting on its 2045 Long Range Transportation Plan. Get involved in the future of transportation in Collier County by joining today at 5:30 PM. https://www.colliermmpo.org/lrtp/</div></div></div><div><div><div><div><div><div>2045</div><div>LONG RANGE TRANSPORTATION PLAN</div><div><div><div></div><div></div><div></div><div></div></div></div><div>Collier MPO</div></div></div></div><div><div><div>6</div><div>1 Share</div></div><div><div><div>Like</div><div>Comment</div><div>Share</div><div></div></div></div></div></div></div></div></div></div></div></div></div>

Date/Time	App	Post Content	Actual Post
			<div>Twitter</div> <div><div></div><div><div>CollierPIO</div><div>@CollierPIO · Oct 14</div></div><div><div>Happening TODAY! Collier MPO is hosting a virtual public meeting on its 2045 Long Range Transportation Plan. Get involved in the future of transportation in Collier County by joining today at 5:30 PM.</div><div>colliermmpo.org/lrtp/</div></div></div> <div></div> <div><div></div><div></div><div><div></div>2</div><div></div></div>

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Happening THIS WEEK! Collier MPO is hosting a virtual public meeting on its 2045 Long Range Transportation Plan. Get involved in the future of transportation in Collier County by joining Oct 14th at 5:30 PM.



Collier MPO

COLLIERMPO.ORG
Collier MPO

SIGN UP

Like Comment Share



News Media Contact:

Anne McLaughlin
MPO Executive
Director
239-252-5884
Colliermpo.org

2885 S. Horseshoe Drive, Naples, Florida 34104 • (239) 252-5814 • Fax (239) 252-5815

October 13, 2020

FOR IMMEDIATE RELEASE

Notice of Virtual Public Meeting
Collier Metropolitan Planning Organization (MPO)
2045 Long Range Transportation Plan – Cost Feasible Plan

Wednesday, October 14, 2020
5:30 p.m. to 7:00 p.m.

Notice is hereby given that the Collier Metropolitan Planning Organization (MPO) will hold a virtual public meeting on the 2045 Long Range Transportation Plan – Cost Feasible Plan beginning at 5:30 p.m. on Wednesday, October 14, 2020. The public may attend electronically. To register, visit <https://us02web.zoom.us/j/81293908876?pwd=cjl2VEdkcWtySmNlVU9NYs9vamd2UT09> prior to October 14, 2020 at Noon. The meeting exhibits are posted and may be viewed on the Collier MPO website at <https://www.colliermpo.org/lrtp/>

One or more members of the Collier MPO Board, the County Board of County Commissioners, Naples City Council, Marco Island City Council, Everglades City Council and the Florida Department of Transportation (FDOT) may be present and may participate in the meeting. The subject matter of this meeting will be an item for discussion and action at a future Collier MPO board meeting.

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. The MPO's Civil Rights policy and procedures can be viewed at <https://www.colliermpo.org/get-involved/civil-rights/> Any person or beneficiary who believes that he or she has been discriminated against as part of the MPO planning process because of race, color, religion, sex, age, national origin, disability or familial status may file a complaint with the MPO by calling MPO Executive Director Anne McLaughlin or by writing to Ms. McLaughlin at 2885 S. Horseshoe Drive, Naples, Florida 34104.

Any person requiring auxiliary aid or service for effective communication, language translation services, or other reasonable accommodations to participate in the meeting, as well as anyone with general questions, should contact Ms. McLaughlin at least 72 hours prior to the meeting by calling 239-252-5884.

###

STATE OF FLORIDA

OFFICE OF THE GOVERNOR EXECUTIVE ORDER NUMBER 20-193

(Amending Executive Order 20-179)

WHEREAS, on March 9, 2020, I issued Executive Order 20-52 declaring a state of emergency for the entire State of Florida due to COVID-19; and

WHEREAS, Executive Order 20-69, as amended by Executive Order 20-179, requires amendment to provide local government bodies with additional time to notice their meetings.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the authority vested in me by Article IV, Section (1)(a) of the Florida Constitution, Chapter 252, Florida Statutes, and all other applicable laws, promulgate the following Executive Order to take immediate effect:

Section 1.

Section 3. of Executive Order 20-179 is amended to read, as follows:

Except as amended herein, I hereby extend Executive Order 20-69, as extended by Executive Orders 20-112, 20-123, 20-139 and 20-150, until 12:01 a.m. on October 1, 2020.



IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 7th day of August, 2020.


RON DESANTIS, GOVERNOR

ATTEST:


SECRETARY OF STATE

2020 AUG - 7 PM 4:32
DEPARTMENT OF STATE
TALLAHASSEE, FLORIDA

FILED

Appendix C

Registration

Registrants for 'Collier MPO 2045 LRTP Public Meeting'

×

Search by name or email

Search

<input type="checkbox"/>	Registrants	Email Address	Registration Date	
<input type="checkbox"/>	Catherine Faerber	catherinefaerber@gmail.com	Oct 12, 2020 08:06 AM	<button>Copy</button>
<input type="checkbox"/>	Fred Sasser	crdx@sprynet.com	Oct 11, 2020 08:07 PM	<button>Copy</button>
<input type="checkbox"/>	Kim Jacob	kimjacobl01@gmail.com	Oct 8, 2020 05:48 PM	<button>Copy</button>
<input type="checkbox"/>	Cross Suzanne	sicross@yahoo.com	Oct 8, 2020 03:45 PM	<button>Copy</button>
<input type="checkbox"/>	Trisha Goff	tgoff@cityofbonitaspring.org	Oct 8, 2020 01:33 PM	<button>Copy</button>
<input type="checkbox"/>	Michael Seef	mdslogistics@aol.com	Oct 8, 2020 11:51 AM	<button>Copy</button>

Cancel Registration

Resend Confirmation Email

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Registrants for 'Collier MPO 2045 LRTP Public Meeting'

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Search by name or email

Search

<input type="checkbox"/>	Registrants	Email Address	Registration Date	
<input type="checkbox"/>	Lorraine Lantz	Lorraine.lantz@colliercountyfl.gov	Oct 8, 2020 11:30 AM	<button>Copy</button>
<input type="checkbox"/>	Michelle Arnold	MichelleArnold@colliergov.net	Oct 8, 2020 09:31 AM	<button>Copy</button>
<input type="checkbox"/>	Patricia Huff	snookcity@gmail.com	Oct 8, 2020 09:04 AM	<button>Copy</button>
<input type="checkbox"/>	Megan Shimko	meshimko@gmail.com	Oct 6, 2020 04:04 PM	<button>Copy</button>
<input type="checkbox"/>	Debrah Forester	debrah.forester@colliercountyfl.gov	Oct 1, 2020 08:19 AM	<button>Copy</button>

Cancel Registration

Resend Confirmation Email

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Appendix D

Comment Information



COMMENT FORM

[Share](#) [Print](#) [Feedback](#)

The Collier Metropolitan Planning Organization (MPO) encourages comments. Help us shape Collier County's transportation future by providing your thoughts and comments in the space below.

Name

Organization

Address

City

State

Zip

Telephone Number (Including Area Code)

Area

Phone

Fax Number (Including Area Code)

Area

Phone

Email Address

Comments: *

Submit

Reset

FOR ADDITIONAL INFORMATION PLEASE CONTACT US AT:

Collier Metropolitan Planning Organization
2885 South Horseshoe Drive
Naples, Florida 34104
Phone: (239) 252-8192

VPM Comments via Registration

Cross, Suzanne

Status: approved

Registered: Oct 8, 2020 03:45 PM

Email: sicross@yahoo.com

First Name: Cross

Last Name: Suzanne

Email Address: sicross@yahoo.com

Organization: self

Questions & Comments: Ways to decrease the amount of "paved roads" in the area, rather than increasing them? What alternatives are being evaluated and how can Naples take a leadership position in clean, safe, reliable alternatives to individual auto ridership?

Would you like to comment at the meeting?: maybe

Registrant Details

×

[Back](#)

Michael, Seef

Status: approved

Registered: Oct 8, 2020 11:51 AM

Email: mdslogistics@aol.com

First Name: Michael

Last Name: Seef

Email Address: mdslogistics@aol.com

Organization: Self Employed

Questions & Comments: I would like to know what environmental impacts there are for most necessary cost effective road projects. Thank you,

Would you like to comment at the meeting?: possibly if the question below is considered .

[Cancel Registration](#)

[Resend Confirmation Email](#)

[Back](#)

Collier MPO 2045 LRTP

Cost Feasible Plan Interactive Map Summary

Date: Friday, November 13, 2020

As a part of the public input activities undertaken during the 2045 LRTP Cost Feasible Phase, an interactive map was disseminated through the MPO's website. Participants were invited to provide comments to specific projects. The following memo summarizes the comments received between October 9, 2020 to November 6, 2020.

On-line Map

The interactive on-line/web map component allowed the community to provide input on specific projects on a map of Collier County. These projects were identified through the LRTP's Needs Assessment and Cost Feasible processes. The input received through this process will help inform the next phase of the LRTP, the Project Selection Phase. The projects on the map were categorized as either an "intersection" or a "bridge" project. Screenshots from the Interactive Map can be seen below.

Share your feedback on the recommended projects

This map represents the projects on the Draft Cost Feasible Plan for the 2045 LRTP Update.

Click any project on the map to learn more about it, add your feedback as a comment or like / dislike, or select it as one of your top 5 priority projects.

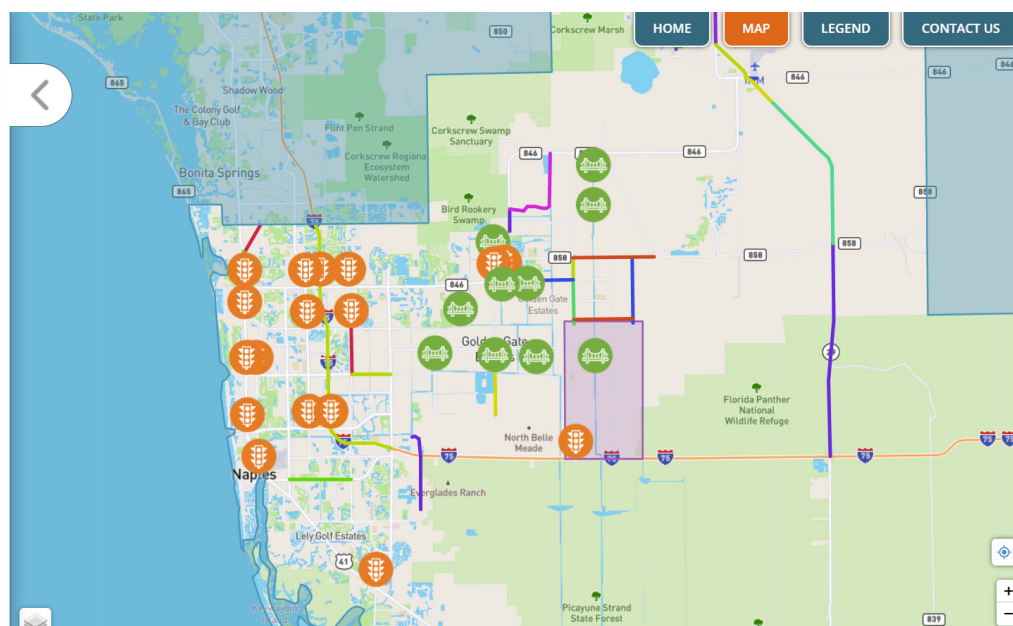
View the legend to see the different types of projects being recommended. Your priority project selections (up to 5) will appear below.

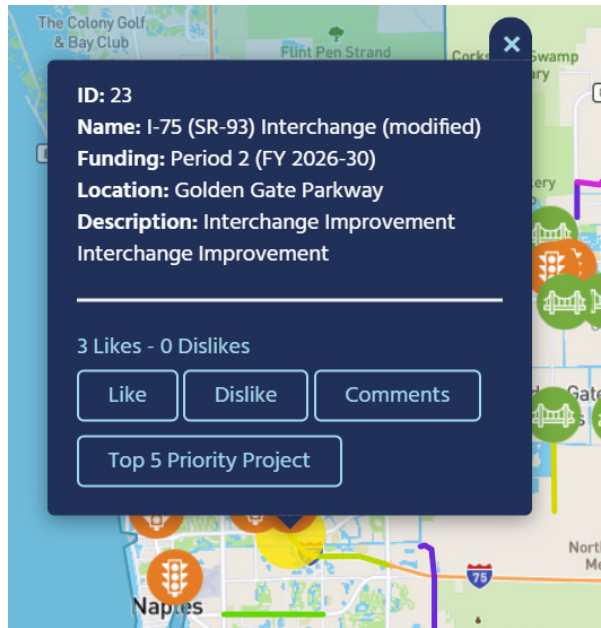
Your top priority projects

No projects selected yet.

Finished adding your feedback to the map?

Please take a minute to share more about your





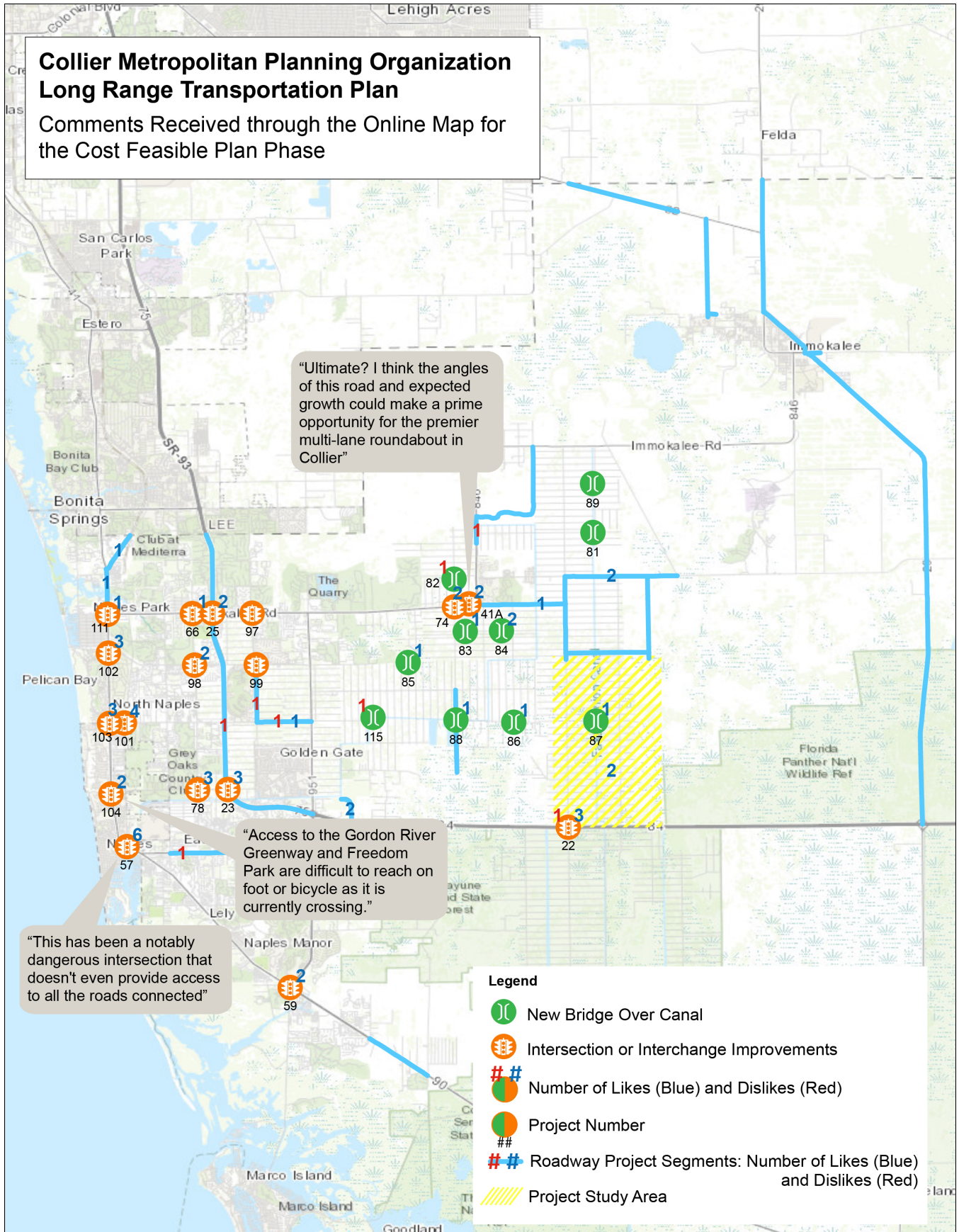
Participants were able to either “like” or “dislike” a particular project, provide specific comments to each project, and identify their top priority projects. **A total of 63 responses were received.** Key findings from the on-line map input are noted below:

- The project that received the most interaction was the US 41 and Goodlette-Frank Rd Intersection Improvement. This project received 6 Likes, 0 Dislikes, and 1 comment. The comment noted that this is a dangerous intersection.
- The intersection improvements along Tamiami Trail/US 41 were very well-received, with the 6 projects garnering a total of 17 Likes and 0 Dislikes.
- The New Bridge projects were generally well-received, with the 10 bridge projects receiving a total of 7 Likes and 2 Dislikes.
- The three I-75 Interchange Improvement/New Interchange projects received 8 Likes and 1 Dislike.
- Many of the roadway widening projects received Dislikes, with the exception of Old US 41 to the Lee/Collier county line, Randall Boulevard, and Oil Well Road.
- The comments indicated concerns at certain intersections, ideas for improvement, and other points of multimodal consideration.

The following map is an image of the online interactive map that captured the comments, community support and indications of community disapproval. Bridge-related projects are depicted by the green symbol, intersection-related projects are shown in orange icons, and roadway segment projects are shown in light blue. The three comments received on the Cost Feasible projects are summarized on the map in a callout format. The blue numbers on the map represent the unique survey responses that approved (liked) a particular project, and the red numbers represent instances where the community conveyed disapproval (dislikes) of the project.

Collier Metropolitan Planning Organization Long Range Transportation Plan

Comments Received through the Online Map for
the Cost Feasible Plan Phase



Appendix E

2045 LRTP Update Public Comment and Responses Summary



Collier MPO LRTP 2045
General Public & Agency Comments and Responses

Comment No.	Source of Comment	Date Comment Received	Response Date	Response Sent By	Agency	Name1	Name 2	Address/Contact Info	Type	Requested information? (Y/N)	Content, if applicable (excerpts)	Response	LRTP Change Resulting
1	2045 Long Range Transportation Plan (LRTP) approach presented to TAC on 08/26/2019	8/26/2019	8/26/2019	Bill Gramer	TAC / Cons of SW Florida	April	Olson	1495 Smith Preserve Way Naples, FL 34102 239-262-0304 AprilO@conservancy.org	Verbal	N	Suggested a third objective be added to the Protect Environmental Resources goal to ensure a project maintains or enhances wetland flows. Recommended Goal 8 have an added objective to incorporate Complete Streets policy guidelines into the planning and design of roadways where possible. Collier County recently passed a resolution to incorporate Complete Streets principles; however, specific policies have not yet been adopted. Therefore, this objective will complement the wishes of the Board to incorporate Complete Streets in the selection and design of roadway projects. The Conservancy recommends differentiating the types of panther habitat giving secondary habitat a score from -1 to -3; while primary habitat would score -4 to -5. Ms. Olson questioned how projects will be evaluated on the promotion of transportation resiliency in the face of climate change and sea level rise.	That would be determined on a case by case basis.	
2	Email	4/2/2020	4/2/2020	Anne McLaughlin	TAC / Cons of SW Florida	April	Olson	1495 Smith Preserve Way Naples, FL 34102 239-262-0304 AprilO@conservancy.org	Email	N	The Conservancy currently holds a seat on the Technical Advisory Committee (TAC), and expresses concern regarding the following list of projects approved for the 2040 LRTP Cost Feasible and Needs Plans: 1.CR951 Extension – Heritage Bay Entrance to Lee/Collier line (Needs Plan #27) 2.Benfield Road – US 41 to Rattlesnake Hammock Ext (Needs Plan #55) 3.Benfield Road – Lord’s Way to City Gate Boulevard North (Cost Feasible #56) 4.Benfield Road – Limits from Rattlesnake Hammock to Wilson Boulevard Extension (proposed as part of the Wilson-Benfield Extension) 5.Wilson Blvd/Black Burn Road – Limits from Wilson Blvd to End of Haul Road (Cost Feasible #29) 6.Wilson Blvd Extension/White Lake Blvd. – Limits from CR951 to Benfield Rd (proposed as part of the Wilson-Benfield Extension) 7.Wilson Blvd Extension/Blackburn Road Extension – Limits from Green Blvd Ext. to Benfield Rd (proposed as part of the Wilson-Benfield Extension) The conservancy remains concerned over the above list of projects and their impacts to environmental factors in the area. Cost and environmental impact analysis, completed in 2015, were include. The conservancy believes it would be premature to be planning any portion of City Gate Boulevard N. portion of the Wilson-Benfield Extension in advance of the completion of the CR 951 Congestion Study.	Good afternoon April, Thank you for sharing this information with Brandy and me. We are a long way from developing a Cost Feasible Plan at this stage, but it’s helpful to know about the Conservancy’s concerns with certain road segments.	
3	Alternative 1 modeling results presented to TAC on 5/18/19	5/18/2020	5/18/2020	Tara Jones	TAC / Cons of SW Florida	April	Olson	1494 Smith Preserve Way Naples, FL 34102 239-262-0304 AprilO@conservancy.org	Verbal	Y	Asked about Alternative 1 projects 1-10: will have significant environmental impacts. Agencies have issued letters regarding these projects. At what point will the environmental impact be considered?		
4	Alternative 1 modeling results presented to TAC on 5/18/19	5/18/2020	5/18/2020	Tara Jones	TAC / Cons of SW Florida	April	Olson	1494 Smith Preserve Way Naples, FL 34102 239-262-0304 AprilO@conservancy.org	Verbal	Y	In what Alternative scenario are you considering the environmental factors?	Thank you for sharing this information with Brandy and me. We are a long way from developing a Cost Feasible Plan at this stage, but it’s helpful to know about the Conservancy’s concerns with certain road segments.	
5	Alternative 1 modeling results presented to TAC on 5/18/20	5/20/2020	5/21/2020	Anne McLaughlin	TAC / Cons of SW Florida	April	Olson	1495 Smith Preserve Way Naples, FL 34102 239-262-0304 AprilO@conservancy.org	Email	Y	Upon review of Alt 1 presented to TAC, has question as to why rows #19-21 for Green Blvd segments are noted as part of a Corridor Study as she thought that was part of the CR 951 Congestion Relief Study and the Green/Blvd/North Belle Mead Study Area (per page 4-16 of 2040 LRTP). Should the term "corridor study" be placed with the Benfield Road project (#1 and #2).	Noted that the Green Blvd Extension references a study area in the 2040 LRTP but the Benfield projects do not because MPO is focused on describing projects so that FDOT can model for the Needs and CFP. As projects are tested and refined, descriptions will be improved.	Clarify project descriptions moving forward in 2045 LRTP
6	June 10 TAC Meeting Minutes	7/2/2020	7/2/2020	Anne McLaughlin	Cons of SW Florida	April	Olson	1495 Smith Preserve Way Naples, FL 34102 239-262-0304 AprilO@conservancy.org	Email	Y	Follow up to questions Mr. Brock had during a TAC meeting: 1. Mr. Brock asked whether a Complete Streets component would be included in the modeling for the LRTP and Ms. Olson did not see a response to his question in the minutes. Wants to know if Complete Streets will be included in the LRTP process. 2. On page 3 of the minutes, Mr. Brock asked whether the model took into account transportation facilities impacted by climate change and that roadways are flooded in his area. Will the results of the ACUNE study be used for modeling in the 2045 LRTP?	1. The model is limited in scope to analyzing vehicular travel; however, FDOT and local governments incorporate a Complete Streets approach in roadway projects as a matter of standard practice. 2. The model is not designed to factor in impacts to transportation infrastructure related to climate change, and the public release of the ACUNE mapping tool has been delayed due to the COVID-19 pandemic. Will be relying on Jacobs Engineering in-house expertise in developing the LRTP.	Discussion regarding climate change impacts to the transportation network will continue throughout the study.
7	DRAFT LRTP emailed 11/2/20	11/4/2020			FDOT District Freight and Seaport Coordinator	Keith	Robbins	FDOT District One 801 N. Broadway Ave. P.O. Box 1249 Bartow, FL 33831-1249 Office 863-519-2913 keith.robbs@dot.state.fl.us	Email	N	1. The FAC noted in Immokalee is the Airport Industrial Area, but no mention is made of the State Farmer’s Market and the surrounding packing houses. These facilities generate far more freight activity than the airport and as such are a key element in FDOT’s plans to widen SR 29 and build the bypass between the town and the airport. 2. Ref SR 29, I don’t see any mention of the plans noted above to improve that corridor that reflect the various projects in design right now to do so.		1. Text will be added to the LRTP regarding the freight activity generated by the State Farmer’s Market and surrounding packing houses 2. Table 6-1 and Figure 6-1 present the SR 29 projects that are currently in design.
8	DRAFT LRTP dated 10-16-20	11/6/2020			Conservancy of Southwest Florida	April Julianne	Olson Thomas	1495 Smith Preserve Way Naples, FL 34102 239-262-0304 AprilO@conservancy.org JulianneT@conservancy.org	Email	N	Would like Project 1, 5, and 22 removed from the 2045 CFP. Proj #1 (Benfield Rd) should be removed to due environmental issues (segment near adjacent preservation lands- Picayune Strand State Forest (PSSF) undermining ongoing restoration efforts of the Western Everglades, habitat impacts, and noted environmental, permitting agencies lack of support for the project (provided comments a past corridor study for Wilson-Benfield), within Primary Panther Habitat Zone, and inconsistent with CERP, Naples Bay Surface Water Improvement and Management Plan, Belle Meade Flow-way Restoration; economic impacts related to substantial costs associated with panther mitigation, wildlife crossings, bridging over wetlands; incompatibility between land use and transportation planning Proj #5 (Big Cypress Pkwy - BCP) should be removed due to environmental issues related to destruction of Primary Panther habitat and Florida Panther telemetry indicates the area is highly active, impacts to other species, and proximity to public lands; economic impacts associated with total costs of the project corridor compared to the overall transportation budget, noted as a development road, and substantial costs associated with mitigation; Incompatibility between land use planning and transportation planning; is tied to a developer agreement pressuring the BCC to approving pending SRA applications Proj #22 (New I-75 Interchange near Everglades Blvd) should be remove due the 1975 EIS for I-75 indicates the intent of converting SR 84 to a controlled access facility was to allow for protection of wetlands and installation of wildlife crossings, EIS clearly states that decision was deliberate to minimize access due to indirect and secondary impacts, 1973 Florida agreed to limit development along Alligator Alley, the IJR in July 2012 found trips accessing the interchange are exiting locally and would thus use CR 951 or Golden Gate Parkway, FDOT concluded that the interchange would increase short distance trips on I-75 which is contrary to FHWA and FDOT policies for their use as regional and interstate trips	This comment was reviewed for consideration at the November 13, 2020 Board meeting. A board member noted that they would look at these facilities in more detail to better understand their need and the issues that the conservancy is bringing up. Another board member asked that staff report on whether any there are any alternatives to these facilities that would satisfy the future demands.	

Collier MPO LRTP 2045
General Public & Agency Comments and Responses

Comment No.	Source of Comment	Date Comment Received	Response Date	Response Sent By	Agency	Name1	Name 2	Address/Contact Info	Type	Requested information? (Y/N)	Content, if applicable (excerpts)	Response	LRTP Change Resulting
9	MPO Notice of Public Comment Period - 11/9/20	11/9/2020			Private citizen	Bowen	Broock	broockies@gmail.com	Email	Y	Concerned that 2045 CFP is not addressing upcoming congestion (seasonal and potential new developments) at Wiggins Pass and Vanderbilt Drive	<p>Dear Mr. Broock,</p> <p>Thank you for your review and comments on the MPO's Draft 2045 LRTP. The upcoming congestion on Vanderbilt Dr, Wiggins Pass and US41 from Immokalee north to Bonita Beach Road actually received a good amount of discussion during the development of the 2045 LRTP. A major component of the LRTP update is to estimate future traffic by modeling different traffic scenarios using a traffic demand model. These models simulate responses people make about how to travel, given various possible network configurations and capacities of roadways and transit service. The Florida Department of Transportation (FDOT) ran the traffic model for the 2045 LRTP update. None of the model runs indicated significant congestion at Wiggins Pass and Vanderbilt Road.</p> <p>Project #76 on the Needs list of projects (mistakenly labeled as #29 on Figure 4-9 of the Draft LRTP) includes widening Vanderbilt Drive from 2 to 4 lanes from Immokalee Road to Woods Edge Pkwy (which includes the intersection at Wiggins Pass). This project was modeled for the LRTP update; however, no benefit to the network was realized. The model shows that both roadways were operating under capacity. Because there are limited funds, and minimal benefits, Project #76 did not make it to the Cost Feasible list of projects. However, it will remain on the Needs list of projects. The LRTP is updated every 5 years and the next update will reevaluate Project #76 for both the Needs and Cost Feasible lists of projects at that time. I'd like to point out that Project #60, which includes the intersection at Wiggins Pass and US 41, is on the Cost Feasible list of projects which may help overall congestion in the area.</p> <p>It's important to note that the Collier County Growth Management Plan policy is to maintain roadways at a level of service (LOS) standard "D" or "E" measured during the peak hour and based on traffic experienced for 10 months of the year with peak seasonal and tourist months of February and March omitted (LOS is from A to F, with LOS A indicating no congestion). We hope this sheds some light on how the transportation network is planned. We unfortunately only have about 50% of the funds we need to take care of all the Collier Metropolitan Area needs and have to direct funds towards significant traffic congestion problems.</p> <p>Thank you again for taking the time to reach out to us and provide your comments. I mentioned to the Board at their November 13th meeting that we have received additional comments from the public concerned with congestion on those roadways. Your comments will be included in a compilation that we will share with the Board along with others we have received.</p> <p>As I noted in an earlier response to your email, the MPO Board will meet again on December 11th to vote on adoption of the 2045 LRTP. You are welcome to attend the meeting in-person or via ZOOM and speak to the Board directly. Please feel free to call or email me if you need additional information on how to participate in the meeting.</p>	

Collier MPO LRTP 2045

WikiMap Comments on Needs Plan

Project #	Project	From	To	Improvement	Likes	Dislikes	Comments	LRTP Change Resulting
22	I-75 Interchange	Everglades Blvd		New Interchange	2	8	Not needed for interstate commerce. Prohibited by agreement. Cannot use US highway for local transportation problems. Was already turned down after much money and time was spent several years ago.	
23	I-75 Interchange	Golden Gate Pkwy		Interchange Improvement	1	1		
24	I-75 Interchange	Collier Blvd		Interchange Improvement	3	2		
25	I-75 Interchange	Immokalee Rd		Interchange Improvement	1	0	Improve Immokalee Rd congestion	
26	I-75 Interchange	Pine Ridge		Interchange Improvement	2	0	Traffic flow backs up in this area	
27	I-75 Interchange	Vanderbilt Beach Rd		New Interchange	2	1	Dislike as Vanderbilt Beach Rd is the best road to get across the County without several lights.	
57	US 41	Goodlette-Frank Rd		Major Intersection Improvement	4	0	This intersection needs improvement. In season it is now taking 4-5 lights to get from Davis and 41 to Goodlette Frank. Need more access from 41E to Goodlette Frank - maybe a permanent turn lane?	
59	US 41	Collier Blvd		Major Intersection Improvement	1	1		
66	Immokalee Rd	Livingston Rd		Major Intersection Improvement	5	0	Reduce Immokalee Rd congestion	
68	Big Cypress Pkwy	Oil Well Grade Rd		New at-grade intersection	2	2	This road will only benefit the developers of Hyde Park (Neal Cos) and the three Collier Villages. They need this road, but we don't. They should pay for it as they are the only ones it benefits.	
73	Immokalee Rd	Collier Blvd		Major Intersection Improvement	3	0	Traffic at this intersection backs up going into the Estates	
75	I-75 Interchange (new)	Veterans Memorial Blvd		New Partial Interchange	1	2		
77	Pine Ridge Rd	Livingston Rd		Minor Intersection Improvement	2	0	Pine Ridge is backing up at 4 pm very badly. Need to move traffic east while still allowing NS traffic to cross it.	
78	Golden Gate Pkwy	Livingston Rd		Major Intersection Improvement	1	0		
81	Bridge @ 47th	West of Everglades Blvd		New Bridge over Canal	2	0		
83	Bridge @ 18th Ave NE	Between Wilson Blvd N and 8th St NE		New Bridge over Canal	2	0		
84	Bridge @ 18th Ave NE	Between 8th St NE and 16 St NE		New Bridge over Canal	2	0		
85	Bridge @ 13th St NW	North Terminus at Vanderbilt Beach Rd Extension		New Bridge over Canal	2	0		
86	Bridge @ 16th St SE	South Terminus		New Bridge over Canal	2	0		
88	Bridge @Wilson Blvd S	South Terminus		New Bridge over Canal	2	0		
					42	17		

Collier MPO LRTP 2045

WikiMap Comments on Cost Feasible Plan

Project #	Project	From	To	Improvement	Likes	Dislikes	Comments	LRTP Change Resulting
1	Benefield Rd Ext	The Lords Way	City Gate Blvd N	New 2-Lane Road	2	0		
22	I-75 Interchange	Everglades Blvd		New Interchange	3	1		
23	I-75 Interchange	Golden Gate Pkwy		Interchange Improvement	3	0		
25	I-75 Interchange	Immokalee Rd		Interchange Improvement	2	0		
26	I-75 Interchange	Pine Ridge		Interchange Improvement	2	0		
29	I-75 Managed Toll Lanes	E of Collier Blvd	Collier/Lee County Line	New 4-Lane Express (Toll) Lanes (10-Lanes)	0	1		
36	Logan Blvd	Pine Ridge Rd	Vanderbilt Beach Rd	Widen from 2-Lanes to 4-Lanes	0	1		
37	Oil Well Rd	Everglades Blvd	Oil Well Grade Rd	Widen from 2-Lanes to 6-Lanes	2	0		
39	Old US 41	US 41	Lee/Collier County Line	Widen from 2-Lanes to 4-Lanes	1	0		
41A	Randall Blvd	Immokalee Rd		Ultimate Intersection	2	0	Ultimate? I think the angles of this road and expected growth could make a prime opportunity for the premier multi-lane roundabout in Collier	
42	Randall Blvd	8th St NE	Everglades Blvd	Widen from 2-Lanes to 6-Lanes	1	0		
55	SR 84	Airport Pulling Rd	Santa Barbara Blvd	Widen from 4-Lanes to 6-Lanes	0	1		
57	US 41	Goodlette-Frank Rd		Major Intersection Improvement	6	0	This has been a notably dangerous intersection that doesn't even provide access to all the roads connected.	
59	US 41	Collier Blvd		Major Intersection Improvement	2	0		
66	Immokalee Rd	Livingston Rd		Major Intersection Improvement	1	0		
74	Immokalee Rd	Wilson Blvd		Major Intersection Improvement	2	0		
78	Golden Gate Pkwy	Livingston Rd		Major Intersection Improvement	3	0		
81	Bridge @ 47th	West of Everglades Blvd		New Bridge over Canal	2	0		
82	Bridge @Wilson Blvd	South of 33rd Ave NE		New Bridge over Canal	0	1		
83	Bridge @ 18th Ave NE	Between Wilson Blvd N and 8th St NE		New Bridge over Canal	1	0		

Collier MPO LRTP 2045

WikiMap Comments on Cost Feasible Plan

Project #	Project	From	To	Improvement	Likes	Dislikes	Comments	LRTP Change Resulting
84	Bridge @ 18th Ave NE	Between 8th St NE and 16 St NE		New Bridge over Canal	2	0		
85	Bridge @ 13th St NW	North Terminus at Vanderbilt Beach Rd Extension		New Bridge over Canal	1	0		
86	Bridge @ 16th St SE	South Terminus		New Bridge over Canal	1	0		
87	Bridge @Location TBD - between 10th Ave SE and 20th Ave SE	East of Everglades Blvd		New Bridge over Canal	1			
88	Bridge @Wilson Blvd S	South Terminus		New Bridge over Canal	1	0		
90	Pine Ridge Rd	Logan Blvd	Collier Blvd	Widen from 4-Lanes to 6-Lanes	1	1		
98	Vanderbilt Beach Rd	Livingston Rd		Minor Intersection Improvement	2	0		
101	Pine Ridge Rd	Goodlette-Frank Rd		Major Intersection Improvement	4	0		
102	US 41	Vanderbilt Beach Rd		Major Intersection Improvement	3	0		
103	US 41	Pine Ridge Rd		Major Intersection Improvement	3	0		
104	US 41	Golden Gate Pkwy		Major Intersection Improvement	2	0	Access to the Gordon River Greenway and Freedom Park are difficult to reach on foot or bicycle as it is currently crossing.	
111	US 41	Immokalee Rd		Interchange Improvement (DDI)	1	0		
115	Bridge @23rd SW	South of Golden Gate Blvd		New Bridge over Canal	0	1		
C1 & C2	Connector Roadway from I-75	I-75	Vanderbilt Beach Rd	4-Lane Connector Roadway from New Interchange	2	0		
					59	7		

Collier MPO LRTP 2045

WikiMap Comments on COMBINED

Project #	Project	From	To	Improvement	Likes	Dislikes	Comments	LRTP Change Resulting
1	Benefield Rd Ext	The Lords Way	City Gate Blvd N	New 2-Lane Road	2	0		
22	I-75 Interchange	Everglades Blvd		New Interchange	5	9	Not needed for interstate commerce. Prohibited by agreement. Cannot use US highway for local transportation problems. Was already turned down after much money and time was spent several years ago.	
23	I-75 Interchange	Golden Gate Pkwy		Interchange Improvement	4	1		
24	I-75 Interchange	Collier Blvd		Interchange Improvement	3	2		
25	I-75 Interchange	Immokalee Rd		Interchange Improvement	3	0	Improve Immokalee Rd congestion	
26	I-75 Interchange	Pine Ridge		Interchange Improvement	4	0	Traffic flow backs up in this area	
27	I-75 Interchange	Vanderbilt Beach Rd		New Interchange	2	1	Dislike as Vanderbilt Beach Rd is the best road to get across the County without several lights.	
29	I-75 Managed Toll Lanes	E of Collier Blvd	Collier/Lee County Line	New 4-Lane Express (Toll) Lanes (10-Lanes)	0	1		
36	Logan Blvd	Pine Ridge Rd	Vanderbilt Beach Rd	Widen from 2-Lanes to 4-Lanes	0	1		
37	Oil Well Rd	Everglades Blvd	Oil Well Grade Rd	Widen from 2-Lanes to 6-Lanes	2	0		
39	Old US 41	US 41	Lee/Collier County Line	Widen from 2-Lanes to 4-Lanes	1	0		
41A	Randall Blvd	Immokalee Rd		Ultimate Intersection	2	0	Ultimate? I think the angles of this road and expected growth could make a prime opportunity for the premier multi-lane roundabout in Collier	
42	Randall Blvd	8th St NE	Everglades Blvd	Widen from 2-Lanes to 6-Lanes	1	0		
55	SR 84	Airport Pulling Rd	Santa Barbara Blvd	Widen from 4-Lanes to 6-Lanes	0	1		
57	US 41	Goodlette-Frank Rd		Major Intersection Improvement	10	0	1. This intersection needs improvement. In season it is now taking 4-5 lights to get from Davis and 41 to Goodlette Frank. Need more access from 41E to Goodlette Frank - maybe a permanent turn lane? 2. This has been a notably dangerous intersection that doesn't even provide access to all the roads connected.	

Collier MPO LRTP 2045
WikiMap Comments on COMBINED

Project #	Project	From	To	Improvement	Likes	Dislikes	Comments	LRTP Change Resulting
59	US 41	Collier Blvd		Major Intersection Improvement	3	1		
66	Immokalee Rd	Livingston Rd		Major Intersection Improvement	6	0	Reduce Immokalee Rd congestion	
68	Big Cypress Pkwy	Oil Well Grade Rd		New at-grade intersection	2	2	This road will only benefit the developers of Hyde Park (Neal Cos) and the three Collier Villages. They need this road, but we don't. They should pay for it as they are the only ones it benefits.	
73	Immokalee Rd	Collier Blvd		Major Intersection Improvement	3	0	Traffic at this intersection backs up going into the Estates	
74	Immokalee Rd	Wilson Blvd		Major Intersection Improvement	2	0		
75	I-75 Interchange (new)	Veterans Memorial Blvd		New Partial Interchange	1	2		
77	Pine Ridge Rd	Livingston Rd		Minor Intersection Improvement	2	0	Pine Ridge is backing up at 4 pm very badly. Need to move traffic east while still allowing NS traffic to cross it.	
78	Golden Gate Pkwy	Livingston Rd		Major Intersection Improvement	4	0		
81	Bridge @ 47th	West of Everglades Blvd		New Bridge over Canal	4	0		
82	Bridge @Wilson Blvd	South of 33rd Ave NE		New Bridge over Canal	0	1		
83	Bridge @ 18th Ave NE	Between Wilson Blvd N and 8th St NE		New Bridge over Canal	3	0		
84	Bridge @ 18th Ave NE	Between 8th St NE and 16 St NE		New Bridge over Canal	4	0		
85	Bridge @ 13th St NW	North Terminus at Vanderbilt Beach Rd Extension		New Bridge over Canal	3	0		
86	Bridge @ 16th St SE	South Terminus		New Bridge over Canal	3	0		
87	Bridge @Location TBD - between 10th Ave SE and 20th Ave SE	East of Everglades Blvd		New Bridge over Canal	1	0		
88	Bridge @Wilson Blvd S	South Terminus		New Bridge over Canal	3	0		
90	Pine Ridge Rd	Logan Blvd.	Collier Blvd	Widen from 4-Lanes to 6-Lanes	1	1		
98	Vanderbilt Beach Rd	Livingston Rd		Minor Intersection Improvement	2	0		
101	Pine Ridge Rd	Goodlette-Frank Rd		Major Intersection Improvement	4	0		
102	US 41	Vanderbilt Beach Rd		Major Intersection Improvement	3	0		

Collier MPO LRTP 2045

WikiMap Comments on COMBINED

Project #	Project	From	To	Improvement	Likes	Dislikes	Comments	LRTP Change Resulting
103	US 41	Pine Ridge Rd		Major Intersection Improvement	3	0		
104	US 41	Golden Gate Pkwy		Major Intersection Improvement	2	0	Access to the Gordon River Greenway and Freedom Park are difficult to reach on foot or bicycle as it is currently crossing.	
111	US 41	Immokalee Rd		Interchange Improvement (DDI)	1	0		
115	Bridge @23rd SW	South of Golden Gate Blvd		New Bridge over Canal	0	1		
C1 & C2	Connector Roadway from I-75		Vanderbilt Beach Rd	4-Lane Connector Roadway from New Interchange	2	0		
					101	24		

Collier MPO LRTP 2045
Virtual Public Meeting Comments

Comment #	Name (if available)	Project # (if applicable)	Electronic Comments Received During VPM via Chat or Prior to Meeting	Response
Virtual Public Meeting #1 - July 29, 2020				
1	Anonymous		Will you be using the new census as a basis for population projections? How will you proceed via TAZ populations?	Bill Spikowski noted that populations projections are based on the 2017 County Interactive Growth Model data (which is based on 2017 US Census Data). We are also using data from 2015 because the traffic model base year is 2015 and the future year is 2045. Each TAZ is assigned with the population known in 2015.
2	Anonymous		Will these projects began in 2045 or will they began from now until 2045. is 2045 the start date or end date.	Bill Gramer noted that 2045 is the end date. The projects are planned between now and 2045.
3	Andrea Halman		Is 2045 the begin date or end date.	Bill Gramer noted that 2045 is the end date. The projects are planned between now and 2045.
4	Anonymous		How does the MPO account for new technologies such as autonomous vehicles or computer assisted traffic flow or even hyperloop freight?	Bill Gramer: For certain aspects of the transportation facility, we are looking into those technologies, particularly connected technologies where vehicles can talk to each other. FDOT has a Suntrax test facility in the Central Florida area where they are testing autonomous vehicles to make sure they are safe. One of the goals of the LRTP is to start to implement some these future technologies but once we plan for them, the technologies can tend to be obsolete. So this plan doesn't incorporate much in the way of autonomous vehicles but the 2050 plan is likely to.
5	Anonymous		Please clarify - are comments being collected on the Needs Plan or the Cost Feasible Plan?	Bill Gramer: We are looking for input on both. The Needs Plan includes all those projects that we would like to have to accommodate growth. The Cost Feasible Plan is scaled back to match the amount of money and then decide what projects should be implemented sooner than later. So we are asking for both. Those comments will be taken into consideration and you will likely see changes as we present modifications of these plans in our future outreach.
6	Anonymous		What are you doing to address the reduction in funding projections due to Covid impacts to the economy?	Bill Gramer: This is a 20 year plan for the future. It is difficult at this time to predict economic impacts from Covid-19. While we are likely to see some drops in the revenues in the near future (for instance from the gas tax) but since this is a long-range plan, we are assuming that over the next 20 year the economy will even out. If for some reason it doesn't and things get worse, we will make an amendment to this plan.
7	Anonymous		How is transit improved (larger area, more frequent stops) when residential density is too low? Subsidy seems needed.	Michelle Arnold: Transit has been around for 19 years in the County. Even though we have low density in the County, the need for this public service is still significant. When we first started, we grew to over a million riders in one year. With Covid, the ridership is down, but there is still a significant need in our communities to provide public transportation. We are now trying to introduce other types of public transit modes by partnering with transit network companies such Uber, Lyft, etc. To fulfill needs in a low density area, we are working with the transit network companies to provide transportation services instead of sending a bus. Also looking at other types of shuttles to provide needs in more urban/dense areas where parking is limited.
8	Andrea Halman		There are numerous needs in Immokalee. How will decisions be made as to where to begin	Bill Gramer: There are a lot of dynamic activities that are going on in that area. For instance right now the Safe Routes To Schools project is going to begin soon as well as funding received for the Complete Streets initiatives for the area. Additionally, FDOT is working on the SR 29 corridor in that area to help alleviate concerns of the residents and those that work/travel in the area.
9	Anonymous		What is the I-75 managed lanes project and when is that planned to happen?	Wayne Gathier: FDOT is taking a strategic look of the interstate system by looking at what we need and what we may need in the future to provide services. We are looking at the managed lane component - what types of options could we use to alleviate congestion by looking at either more general use lanes, toll lanes, or another scenario that would be more beneficial. The study is currently underway and we are in the data collection phase. The analysis phase is expected in FY 2023.
10	Anonymous		Is the MPO interested in FDOT's opportunity to restore OK Slough water flows under SR29 into Fla Panther Refuge as they widen SR29 to four lanes soon?	Anne McLaughlin: We are very interested. FDOT is in charge now of assigning NEPA compliance to this project. Wayne Gathier: The PD&E study is now underway in this segment of SR 29 where the natural environment impacts are being evaluated; through this process we determine how we can best design a system that works with the environment. FDOT is coordinating with the County, the MPO, and the public throughout the study.

Collier MPO LRTP 2045

Virtual Public Meeting Comments

Comment #	Name (if available)	Project # (if applicable)	Electronic Comments Received During VPM via Chat or Prior to Meeting	Response
11	Anonymous		What do you mean by SR 29 being widened soon and what section are you talking about?	<p>Wayne Gathier: SR 29 has been identified as a corridor that will not meet the future demand that we anticipate to be coming based on future growth. The corridor has been broken into several different segments and we are looking at the needs of each of those segments.</p> <p>Anne McLaughlin: The MPO's TIP has quite a bit of information on each of these projects. For instance the segment from the Hendry County line to Oil Well includes funding the design and ROW acquisition in the next five years. The MPO and FDOT are happy to assist anyone that needs more information on the SR 29 corridor.</p>
12	Dayna Fendrick		Historically in Collier County, we have a low-density growth pattern, which leads to a lack of connectivity and 6-lane, high speed arterial roadways, which are not bike or pedestrian-friendly. How can the LRTP address the connection between land use and the transportation network in the eastern growth area of the County to encourage more smart growth and walkable private development pattern?	<p>Bill Gramer: The way growth has occurred in recent years in Collier County has led to a lot of separate communities that are high density in small areas. Golden Gate Estates doesn't have the density required for a high performance transit service and the low density complicates walkability from home to commercial areas. Collier County is working with developers to come up with development plans that make it easier to walk and bike from their place of residence to work, shopping, etc. The LRTP does touch on land use but land use policies are set in place with the County and the associated cities. There are some policies that may need adjustments, but the LRTP is not the mechanism to make those policy changes. However, it is a mechanism to bring these issues forward to policy makers. Initiatives are underway like the recently completed MPO Walkability Study that reviewed over 600 segments of sidewalks to improve ped/bike mobility in the County.</p> <p>Bill Spikowski: The larger 6-lane roadways can be more bike/ped friendly and that is a goal we should continue to have. Her further noted that just because an area has a low density doesn't mean that it can't have connectivity. We see low density development in Collier County in gated communities which inherently causes a lack of connectivity. So the policies and plans in place with the cities and the County can be used to make low density areas more connected as they have the authority to approve developments that either improve or diminish connectivity. So the issue of land development is the hands of the municipalities more than it is with the MPO. Additionally, because the travel model that is used to model future growth/traffic for an LRTP is over 12 counties, it focuses on making the bigger roads more efficient and is not as capable of evaluating smaller roads where connectivity could be improved. So the LRTP is really limited in its abilities to solve connectivity issues with minor roads in low dense areas.</p> <p>Trinity Scott: The Board of County Commissioners in recent years is starting to make it a requirement to make our facilities more interconnected. For instance Whippoorwill Lane and Mariposa interconnection plans are now in place that will connect multiple roadways of neighborhoods that were previously on dead end streets. Additionally, we are focused on placing mixed-use facilities in strategic locations for instance in the area of Goodlette-Frank and Pine Ridge, to introduce high density housing in our urban area in a former commercial area. The BCC is working with the developers to work on these initiatives.</p>
13	Dayna FenAdrick		Does the Efficient Transport Decision Making process affect the LRTP?	Bill Gramer: Yes. Any projects that are cost feasible and planned to be funded by the state or federal government must be uploaded to the FDOT Environmental Screening Tool.
14	Anonymous		Does the County's Master Mobility Plan get considered in LRTP? Historically in Collier County, we have a low-density growth pattern, which leads to a lack of connectivity and 6-lane, high speed arterial roadways, which are not bike or pedestrian-friendly.	Bill Gramer: All the previous plans that the County has developed are referenced and taken into consideration into the LRTP.
15	Anonymous		Bill-how can urban coastal area roads be protected as sea level rise and storms are worsened? How will financing applied?	Bill Gramer: One of the goals of this plan is to consider climate change and sea level rise. As we learn more from the on-going studies related to climate change for the Collier County area, we will identify roads and infrastructure that is vulnerable to sea level rise. As we identify these facilities, we can determine the costs associated with making them more resilient. This may not be fully understood during this LRTP update as the studies are still underway.

Collier MPO LRTP 2045

Virtual Public Meeting Comments

Comment #	Name (if available)	Project # (if applicable)	Electronic Comments Received During VPM via Chat or Prior to Meeting	Response
16	Dayna Fendrick		Goal 10 language reads "avoid making investments in Hi -risk areas" - would that mean the coastal areas would not receive assistance with resiliency improvements? It seems to be at odds with the Table 1 scoring criteria for the same issue.	<p>Bill Gramer: There will be tough decisions in the future that will take some planning and financing. The coastal areas will not be left without a plan, but part of the reason the goal was required of all LRTPs was to get communities to discuss these issues and how to address them.</p> <p>Anne McLaughlin: The issues surrounding the vulnerabilities of the coast are a work in progress. There might be an issue with the phrasing of the goal verses the table scoring text. But there will have to be tough decisions on where the money is put in the future. It's not to say that the coastal areas won't be invested in - they need the investment, but the nature of the investment will have to be discussed.</p>
17	Anonymous		With a storm potentially coming this weekend, how does the LRTP address facilities for hurricane evacuation?	Bill Gramer: Collier County has a high number of evacuation routes. One of the goals of the LRTP is to ensure that evacuation routes are considered through the development of the Needs and Cost Feasible Plans. This also goes back to the discussion of connectivity and ensuring that there are enough facilities that can get everyone to those routes. The bridge projects east of CR 951 is a prime example of this. Any new facilities that are evacuation routes will be built higher so that they are above flood stage levels, thereby making them more resilient.
18	Anonymous		Is the LRTP taking into consideration the possible development of M-CORES?	<p>Bill Gramer: M-CORES is in the early stages and that no projects have been developed as a result of the M-CORES study at this time and therefore it doesn't affect this LRTP update. They will likely be in the 2050 LRTP update. There will be an acknowledgement of M-CORES in the LRTP and how it could affect future plan amendments or future plans.</p> <p>Wayne Gathier: The LRTP and M-CORES are two completely separate documents that are taking place at the same time. Not only is M-CORES looking at roadways for better regional connectivity but it is looking at options for utilities particularly for communications. Everyone is encouraged to look at the M-CORES website for more information but they are still in the data collection phase and are gathering feedback from the 9-county area. They are looking for alternative corridors for transportation and utilities. No projects will not be incorporated into this LRTP update.</p>
19	Anonymous		When are the TDP meetings scheduled?	Michelle Arnold: There are several meetings scheduled. One is scheduled tomorrow at 5:30 PM. Please see the MPO's website for the schedule. We would like to have everyone on tonight's call on our TDP call tomorrow.
20	Anonymous		I will be submitting written separate comments. But, I do hope to see the MPO and County move toward proactive planning for mitigation of federal impacts to listed species, such as a public project Habitat Conservation Plan under the Endangered Species Act. That gives a more affordable and effective result.	Comment was read during the meeting
21	Anonymous		I would like Collier to be more walkable. Unfortunately, most of the sidewalks in my neighborhood are flooded in the rainy season so I have to walk in the street and don't feel safe.	Comment was read during the meeting
22	Anonymous		What precautions are being taken into consideration to limit roadside collisions for wildlife such as the FL panther? Can you clarify if there are any projects that would go through primary and secondary panther habitat?	Bill Gramer: There are projects in the Needs Plan that go through primary and secondary panther habitat. Essentially everything one mile east of Collier Boulevard is in the primary panther habitat. As projects go forward there will be a need to mitigate for these impacts through the permitting process with the Army Corps of Engineers, SFWMD, and USFWS. New corridors will consider wildlife crossings with wildlife fencing to steer the wildlife to those crossings to keep them from entering the road.
23	Anonymous		Are their any projects that might bring more public transit options for residents such as light rail, buses, and the like and that would improve urban and rural connectivity?	Michell Arnold: There is no light rail that is identified in the TDP. But we have identified the potential for commuter type buses to provide regional transit between Lee and Collier counties particularly in the Immokalee and Lehigh areas. We currently have several routes that link the rural and urban parts of the County and are proposing some improvements to those routes. We are considering options for the eastern part of the County to connect it with the more urban areas. We are also considering commuter type service, express service, and mobility on demand service.

Collier MPO LRTP 2045
Virtual Public Meeting Comments

Comment #	Name (if available)	Project # (if applicable)	Electronic Comments Received During VPM via Chat or Prior to Meeting	Response
24	Anonymous		Is there a quick train ride I can take from Naples to Fort Myers, esp with a stop at the airport? What are the train hours? If this doesn't exist, is it something you're looking into? It would be great to have a nice train with wifi.	<p>Michelle Arnold: There is no train at this time and none are being proposed at this time. We are proposing an express bus for this type of service. Rail is not being proposed at this time in the LRTP.</p> <p>Bill Spikowski: The Lee County MPO did a Rail Corridor Feasibility Study about 5 years ago or so to analyze multimodal transportation options in the existing rail corridor in Lee and northern Collier County. Transportation alternatives included freight service, commuter or light rail transit, BRT, and multi-use paths. It is something that is feasible and the municipalities in the areas are considering this for future planning efforts. It would not go to the airport initially but it could be considered eventually.</p>
25	Anonymous		Great presentation and discussion, very informative.	Comment was read during the meeting.
Virtual Public Meeting #2 - October 14, 2020				
1	Suzanne Cross - sicross@yahoo.com		Ways to decrease the amount of "paved roads" in the area, rather than increasing them? What alternatives are being evaluated and how can Naples take a leadership position in clean, safe, reliable alternatives to individual auto ridership?	Bill Gramer: We are looking at multi modal solutions to enhance traffic operations and safety. But there is still a need to complete the network of roadways in Collier County for better connectivity, emergency evacuation, and enhance safety and traffic capacity.
2	Michael Seef - mdslogistics@aol.com		I would like to know what environmental impacts there are for most necessary cost effective road projects. Thank you.	Bill Gramer: As part of the draft 2045 LRTP update, we evaluated environmental effects wetlands, panther habitat, and conservation areas. Further evaluation will be done in the next phase of these projects as they move forward.

Collier MPO LRTP 2045
MPO Committee Meeting Comments

Comment #	Name	Date	Documents Presented	Project # (if applicable)	Comment Made During Meeting	Response Given During Meeting	LRTP Changes Resulting (if applicable)
Citizens Advisory Committee							
1	Ms. Pernas	5/20/2019	2045 LRTP Kick-off - Overview of LRTP tasks		Will the LRTP include flying vehicles, if not, staff should consider including this technology in the plan as a statement.	At the current moment, flying vehicles are not included. Staff is following FDOT’s guidance on automatic and connected vehicles (AV/CV). Mr. Ortman - attended an ACES workshop recently - no discussion regarding flying vehicles. FDOT’s guidance is that AV/CV technology should be broached but it can’t be modeled [at this time] due to lack of data. Committee members will have the opportunity to comment on this matter throughout the years.	
2	N/A	9/30/2019	PIP, Goals/Objectives, Decision-Making Framework		The Committee expressed concern that certain areas such as Everglades City, East Naples and South Naples are underrepresented in the Public Involvement Plan. More coordination suggested with Naples Daily News, Coastal Breeze News, East Naples Civic Association, The Bayshore Gateway Triangle Community Redevelopment Agency, Immokalee CRA, the BlueZones Project and the Collier County Sheriff.		
3	Mr. Gelfand	2/24/2020	2045 LRTP update		Do traffic projections consider seasonal variation - high-season, mid-season, low-season?	Will answer the question in detail when we present results of traffic model runs. Long-range planning is geared more towards average traffic conditions rather than high season; basis is variety of policies regarding Level of Service adopted by the cities, the County and by FDOT.	
4	Ms. Cross	5/18/2020	Alt 1 model results and proposed Alt 2 network scenario		Is data available for review?	Memo in January summarized methodology with maps indicating results from data analysis. Used County Interactive Growth Model which has locally adopted zoning, master plans, comprehensive plans, and land policies of various entities including City of Naples, Marco Island and Collier County. MPO did not make assumptions.	
5	Mr. DiDonna	5/18/2020	Alt 1 model results and proposed Alt 2 network scenario		Inquired about alternative road options including a bypass and autonomous vehicles (specifically referring to Sawgrass Parkway in Ft. Lauderdale).	There are a limited amount of options for expanding traffic system but alternatives including park-and-ride and additional roadway connections are being considered	
6	Ms. Cross	5/18/2020	Alt 1 model results and proposed Alt 2 network scenario		Inquired about scheduling meeting dates during summer to discuss continuing projects. Most attendees were interested in virtual meeting opportunity.	Will work with committee members to schedule meetings in June, July, and August on a virtual basis.	
7	Mr. Gelfand	6/10/2020	Alt 2 model results and proposed Alt 3 network scenario		Inquired about relationship between Collier County Interactive Growth Model (CIGM) and FDOT planning model. CIGM provided socio-economic data to FDOT to use in planning model. “Tried” to address congestion in Alternative 2 – tried how? Regarding policy constraints – could take years to change County policy, can note what was considered, County could change policies. Do look at changing feeder streets – 111th St, Wiggins Pass, some aren’t considered in network, could code them in.	If 41 congested for longer stretch, drivers might move to other [north/south] roads, but not for such a short segment.	
8	Mr. DiDonna	6/10/2020	Alt 2 model results and proposed Alt 3 network scenario	60198 (Collier TIP)	Need to extend Veterans Memorial Parkway west to 41. Not shown on network.	Veterans Memorial extending from Livingston to US41 was in 2040 Needs Plan.	
9	Mr. Sasser	6/10/2020	Alt 2 model results and proposed Alt 3 network scenario		Inquired about policies constraining corridors – where are they?	Recall policies are in County comprehensive plan, transportation element.	
10	Mr. DiDonna	6/10/2020	Alt 2 model results and proposed Alt 3 network scenario		Inquired about pursuing roadways that need to be reviewed.	Improvements are policy constrained. Vanderbilt Drive was expanded to 4 lanes [in Alternate 2] but did not draw enough traffic to relieve congestion on 41. Also consulted with Lee County to see if any roads could be considered. Reviewed Veterans Memorial Parkway that connects Old 41 to West of I-75 but was not in FDOT SIS plan. Need to look at actual volumes to gauge capacity.	
11	Mr. Gelfand	6/10/2020	Alt 2 model results and proposed Alt 3 network scenario		Asked for clarity as to how granular the modeling is in terms of assumptions about development.	Development assumptions built into model [via CIGM] increased housing has been accounted for in Alternative 3. Model is not sensitive to intersection improvements. Lengthy discussion regarding feasibility and application of model for traffic review including various intersections (Immokalee, Old 41, Wiggins Pass, etc.).	
12	Mr. Gelfand	6/10/2020	Alt 2 model results and proposed Alt 3 network scenario		Inquired about level of detail in planning process.	Requires some flexibility but trying to prioritize the projects that will have most impact. Need to ensure that quality of life is maintained. Presentation is advisory only and not seeking approval at this point.	

Collier MPO LRTP 2045
MPO Committee Meeting Comments

Comment #	Name	Date	Documents Presented	Project # (if applicable)	Comment Made During Meeting	Response Given During Meeting	LRTP Changes Resulting (if applicable)
13	Mr. DiDonna	6/10/2020	Alt 2 model results and proposed Alt 3 network scenario		What about funding? Impact fees should be spent where County is charging for them.	Will send impact fee district map to MPO to distribute to committee.	
14	Mr. DiDonna	7/8/2020	Alt 3 cost feasible model results, proposed Alt 4 scenario, evaluation criteria, scoring, and project rankings	67	Why was Veterans Memorial removed and no other access to Lee County within 25-year plan?	Veterans Memorial section going to I-75 was included. Still on needs list but is unfunded and not on cost feasible plan because I-75 Interchange is not on FDOT SIS cost feasible plan. Additional access to Lee County is on unfunded needs list and not on cost feasible right now.	
15	Ms. Brown	7/8/2020	Alt 3 cost feasible model results, proposed Alt 4 scenario, evaluation criteria, scoring, and project rankings	51	SR 29/New Market Road – is project scheduled for 2040 as map id #7, and as #12 in 2045?	It was on the needs list but is ranked 12th and is funded on the SIS.	
16	Ms. Brown	7/8/2020	Alt 3 cost feasible model results, proposed Alt 4 scenario, evaluation criteria, scoring, and project rankings		Questioned why project continues to be pushed out.	Project scores do not represent the order in which it is implemented. The projects are on cost feasible plan and then determine how to move forward.	
17	Mr. Dondanville	7/8/2020	Alt 3 cost feasible model results, proposed Alt 4 scenario, evaluation criteria, scoring, and project rankings	57	Inquired about City of Naples project (map id #57) – asked about location.	Intersection of Goodlette and US 41 – discussing improvements to intersection.	
18	Ms. Cross	8/7/2020	Alt 4 cost feasible model results, proposed Alt 5 scenario, project costs, revenue forecasts, 7/29/20 VPM results		Inquired about how fiscally constrained is Alternative 5.	Based on revenue sources identified in memo (federal, state, county, local). Alternative 5 will be constrained to dollar amount in memo. Provided Exhibit C to illustrate budget amounts: \$1.12B estimated for the 2040 LRTP compared to \$1.57B for the 2045 LRTP. Some SIS related and some federal related. Assumption is 5% is Connected and Autonomous Vehicle (“CAV”) volume. Alternative 4 allows for 35% of CAV.	
19	Mr. Gelfand	8/7/2020	Alt 4 cost feasible model results, proposed Alt 5 scenario, project costs, revenue forecasts, 7/29/20 VPM results	29	Inquired about project toll lanes – will it be unmanned and tolls are captured via license plate.	I-75 managed lane (10 lanes) – 6 would not be tolled and 4 would be tolled (electronically).	
20	Mr. Gelfand	8/7/2020	Alt 4 cost feasible model results, proposed Alt 5 scenario, project costs, revenue forecasts, 7/29/20 VPM results	29	What is projected percentage of usage for toll section?	Do not know results of FDOT study but revenue will be included in that report.	
21	Ms. Cross	8/31/2020	Draft CFP, Draft Chapter 4 Needs Plan, Draft Financial Resources TM		Inquired about financial assumptions – fuel tax – wants to know how it is modeled for electric cars.	Projections for fuel tax are lower than previous because of anticipation of reduction in motor vehicle fuel. Included so we do not overestimate. Decreased 1.5% annually.	
22	Mr. Dondanville	8/31/2020	Draft cost feasible roadway network, Draft Chapter 4 Needs Plan, Draft Financial Resources TM		Plan 5 – map ID 63, 67, 73 – are they still accounted for on the list? Three roundabouts within City limits.	They are in the E plus C list	
23	Mr. Dondanville	9/28/2020	Draft cost feasible list of projects, Draft Chapters 4 and 5 for endorsement, and Draft Chapter 6		Page 4.3 on Section B – System- wide Needs Assessment – bullet no. 3 – begins with “Naples shall not permit construction of vehicle road overpasses or flyways in favor of feasible alternative planning solutions,”what does that mean?	Was excerpted from another document. Wanted to capture succinctly adopted policies of local governments that affect planning for roadways. City was opposed to Golden Gate Blvd overpass at Airport Rd but County moved forward with it. Language is from the City of Naples Comprehensive Plan; has implications for pedestrian bridge proposed to connect Freedom Park across Golden Gate Blvd at the [Gordon River] Greenway.	

Collier MPO LRTP 2045
MPO Committee Meeting Comments

Comment #	Name	Date	Documents Presented	Project # (if applicable)	Comment Made During Meeting	Response Given During Meeting	LRTP Changes Resulting (if applicable)
24	Mr. Dondanville	9/28/2020	Draft cost feasible list of projects, Draft Chapters 4 and 5 for endorsement, and Draft Chapter 6		Plans being drawn, and money being gathered to fund it, for “flyover” across Golden Gate Parkway. Brief discussion regarding proposed “flyovers” in other locations; and whether term applies only to roadways and not to a pedestrian bridge. Also noted congestion on Park Shore Blvd. west of Crayton Road to Gulf Shore Blvd. Questions actual amount of congestion in that area.	N/A	
25	Mr. Gelfand	9/28/2020	Draft cost feasible list of projects, Draft Chapters 4 and 5 for endorsement, and Draft Chapter 6		Collier County is positive on benchmarking system. CAT had target of 10% of rolling stock to meet benchmarks. Actual target is 50%. Anticipated that there will be significant growth. Is rolling stock in better shape than target?	Question appears to pertain to agenda item 1 - information in the performance measure report in 2040 LRTP amendment. Will be attaching a similar report to the 2045 LRTP. County’s goal was to replace busses. Number represents busses that are aging out of system. Draft TIP amendment in process for bus replacement – may be on November agenda.	
26	Ms. Cross	9/28/2020	Draft cost feasible list of projects, Draft Chapters 4 and 5 for endorsement, and Draft Chapter 6		Asked about growth rate in transit ridership. Have seen a lot of statistics showing decreased ridership. In these documents it is shown as 18%.	Transit Development Plan just came out in draft form – incorporated in 2045 LRTP – predicts increase in ridership if they are able to implement projects.	
27	Mr. Dondanville / Ms. Cross	9/28/2020	Draft cost feasible list of projects, Draft Chapters 4 and 5 for endorsement, and Draft Chapter 6		Local agency priorities on local roads. Page 44-45. Naples downtown circulation connectivity plan/Gordon bridge area. Suggesting to remove concrete abutment and create 14 ft. shared pathway on each side of bridge to get to Goodlette Road area. When is that scheduled. Ms. Cross – concerned about suggesting to narrow travel lanes.	FDOT will be looking at area very closely. Brief discussion concerning review of area by agencies and implementation of recommendations from study.	
28	Ms. Homiak	10/26/2020	Results of public input, Draft CFP, Draft LRTP		Lots of mistakes on Figure 2-3 p2-4 (Collier County Planning Communities map). Look for latest update.		
29		11/30/2020	Draft Final LRTP		Meeting minutes		
Bicycle and Pedestrian Advisory Committee							
1	Mr. Bonness	9/15/2020	Roadway CFP (Draft) and Draft Chapter 4		Great job on getting everything included.		
2	Ms. Huff	9/15/2020	Roadway CFP (Draft) and Draft Chapter 4		Page 443 – alignments and SunTrail corridors – not very much is rural Collier County or Everglades area – possible to consider SR 29 alignment for SunTrail for 2045 LRTP – connection between Immokalee and Everglades City. Rails to Trails.	Couple ways to answer question. SunTrail alignment is officially recognized by State – adopted by Board. Bike/Ped Master Plan did recommend additions to SunTrail network with focus on roadway alignments that would not be eligible for funding as trail. Wanted to position Collier County to do the same as other MPOs, although not applying for SunTrail funding for road corridors. Paradise Coast Trail – Naples Pathway Coalition recognizes scenic trail/pathways. Contacted SunTrail agency to include map change but was not considering at the time – out of sequence. Adding US 29 to SunTrail network – when Bike/Ped Master Plan was prepared – it was not proposed. Mentioned as part of regional bike network – part of the Spine Trail system.	
3	Ms. Huff	9/15/2020	Roadway CFP (Draft) and Draft Chapter 4		Proposed adding bridge repairs on US41 east due to safety considerations. Extensive discussion with members regarding bridge repairs and plans to improve them in the near future.	Would not advise that bridges be added to LRTP. FDOT reviews safety of bridges on a regular schedule. Will report back to committee on schedule.	
4	Mr. Matonti	9/15/2020	Roadway CFP (Draft) and Draft Chapter 4		How are comments incorporated into LRTP and map?	Jacobs is transitioning from comment map focused on needs – to new map focusing on cost feasible plan. Comments in each phase will be recorded when reporting is done for each phase of assessment. Some comments will result in changes to the plan.	
5	Ms. Halman	10/20/2020	Draft Chapter 6 - Cost Feasible Plan	30	Immokalee Rd carries traffic to/from Casino. That segment should be done first.		Project #30 (Immokalee Rd - Camp Keiss Rd. to Eustis Ave) was included in CFP as partially funded.
6	Ms. Sonnenschein	10/20/2020	Draft Chapter 6 - Cost Feasible Plan		Referring to Paradise Coast Trail Vision as example, when is it possible to request modifications to roadway designs to accommodate bike/ped facilities?	Most are County roads, go through various steps such as 30%, 60% design, PD&E locks in cross section. County is aware of Paradise Coast Trail and proposed FPL greenway and considers that as well as Bike/Ped Master Plan when designing roads.	
7	Mr. Bonness	10/20/2020	Draft Chapter 6 - Cost Feasible Plan		Example is 6-lane section of Oil Well Rd has greenway on north side.[Refers to comment #6]		
8	Ms. Fendrick	10/20/2020	Draft Chapter 6 - Cost Feasible Plan	58	Segment with pathway gap on US41 East falls within project #58 [Refers to comment #6].	Could be done sooner if additional ROW not needed.	

Collier MPO LRTP 2045
MPO Committee Meeting Comments

Comment #	Name	Date	Documents Presented	Project # (if applicable)	Comment Made During Meeting	Response Given During Meeting	L RTP Changes Resulting (if applicable)
9	Ms Fendrick		Draft Chapter 6 - Cost Feasible Plan		Aren't local developers required to provide bike/ped facilities?	Not when a capital project is planned that would necessitate tearing improvements out within 5-10 years.	
10	Ms. Huff	10/20/2020	Draft Chapter 6 - Cost Feasible Plan	58	Can trail be placed behind bushes? [Reference to comment #8]	Probably build to align with previous section.	
11	Mr. Bonness / Mr. Musico / Ms. Halman / Ms. Jacob	10/20/2020	Draft Chapter 6 - Cost Feasible Plan		-Could be a good trade off. -Net comes out about the same, may as well codify. -Funding for safety should be ongoing. -Agree with concepts, concerned with duplication of effort among entities developing safety campaigns. Will education be a focus?	Yes. Local Roads Safety Plan recommends multifaceted approach including Engineering (design), Education, and Enforcement. Education is key.	
12	Dr. Friedman	10/20/2020	Draft Chapter 6 - Cost Feasible Plan	29	Proposed toll roads, will they consider bike/ped safety?	FDOT is looking at multimodal [for MCORES]but bike/ped won't be included on I-75 [managed lanes study].	
13		11/17/2020	Draft LRTP		Waiting on meeting minutes		
Local Coordination Board							
1	Mr. Kurzman	9/16/2020	Needs list of projects		Inquired about the transit component of the LRTP.	Enhancements to network are going to benefit the TDSP.	
2	Mr. Kurzman	9/16/2020	Needs list of projects		How does the MPO coordinate with other local municipalities/Counties regarding other local MPO's and the incorporation of their elements to the LRTP.	Have a good working relationship with other MPO's. Ensures that all MPO's include companion plans for a cohesive overall project goal.	
3	Mr. Kurzman	9/16/2020	Needs list of projects		Commented on Wiki software and if it is effective.	Have used it for the LRTP for commenting and other functionality. Allows people to add comments to projects, select top 5 projects, and encourages public input.	

Collier MPO LRTP 2045
Tribe Meeting Comments

Comment #	Name	Date	Documents Presented	Project # (if applicable)	Comment Made During Meeting	Response Given During Meeting	LRTP Changes Resulting (if applicable)
Seminole Tribe							
1	Seminole Tribe Staff	11/4/2020	Draft LRTP with the Cost Feasible Plan	30	Concern with congestion on South 1st Street in Immokalee near the Seminole Casino.		Project #30 (Immokalee Rd - Camp Keiss Rd. to Eustis Ave) was included in CFP as partially funded to study potential alternatives for addressing congestion and enhancing bike/pedestrian safety and transit.
Miccosukee Tribe (Council & Staff)							
1	Council & Staff	Schedule Pending	Draft LRTP with the Cost Feasible Plan				