



# **2020 Certification Report**

**Bonita Springs Transportation  
Management Area**

**Collier Metropolitan  
Planning Organization**

Prepared by:

**Federal Highway Administration**

**Florida Division**

**Federal Transit Administration  
Region 4**

**December 2020  
(Issued January 2021)**

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## Executive Summary

Federal Law requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly certify the transportation planning processes of Transportation Management Areas (TMAs) at least every four years (a TMA is an urbanized area, as defined by the US Census, with a population over 200,000). A certification review generally consists of four primary activities: a site visit, a review of planning documents (in advance of the site visit), the development and issuance of a FHWA/FTA certification report and a certification review closeout presentation to the Metropolitan Planning Organization (MPO) governing board.

As a part of the TMA certification review process, FHWA and FTA utilize a risk-based approach containing various factors to determine which topic areas required additional evaluation during the certification review. The certification review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. This certification review was conducted to highlight best practices, identify opportunities for improvements, and ensure compliance with regulatory requirements.

The Federal Review Team conducted a virtual site visit review of the Bonita Springs Transportation Management Area (TMA) on August 11 - 13, 2020. Transportation planning for the TMA is conducted by the Collier Metropolitan Planning Organization (MPO). The last certification review was completed in 2016. The Federal Review Team recognizes five noteworthy practices, identifies one corrective action, and offers two recommendations the MPO should consider for improving their planning processes. More information related to these findings can be found in the Findings/Conclusions section of this report. The Collier MPO addressed the one Corrective Action before the final Certification Report was published and no further action is needed.

Based on the overall findings of the certification review, the FHWA and FTA jointly certify that the transportation planning process of the Bonita Springs TMA, which is comprised entirely by the Collier MPO, substantially meets the federal planning requirements in 23 CFR 450 Subpart C. This Certification will remain in effect until **December 2024**.

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# Collier Metropolitan Planning Organization

## Section I. Overview of the Certification Process

Under provisions of 23 CFR 450.336(b) and 49 CFR 613.100, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the planning process of Transportation Management Areas (TMAs) “not less often than once every four years.” This four-year cycle runs from the date of issuance of the previous joint certification report.

The primary purpose of a certification review is to formalize the continuing oversight and evaluation of the planning process. The FHWA and the FTA work cooperatively with the TMA planning staff on a regular basis. By reviewing and approving planning products, providing technical assistance, and promoting best practices, the formal assessment involved in a certification review provides an external view of the TMA’s transportation planning process.

A certification review generally consists of four primary activities. These activities include: 1) a “desk audit” which is a review of the TMA’s planning documents (e.g. Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP)); 2) a “site visit” with staff from the TMA’s various transportation planning partners (e.g. the Metropolitan Planning Organization (MPO), Florida Department of Transportation (FDOT), local/regional transit service provider, and other participating State/local agencies), including opportunities for local elected officials and the general public to provide comments on the TMA planning process; 3) a Certification Report, which the Federal Review Team prepares, to document the results of the review process; and, 4) a formal presentation of the review findings at a future Collier MPO Board Policy meeting.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in metropolitan areas. The certification review also helps ensure that the major issues facing a metropolitan area are being addressed. The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Since 2018, to initiate the TMA certification review process, the Federal Review Team has utilized a risk-based approach containing various factors to determine which topic areas required additional evaluation during the certification review. **Appendix A** summarizes the risk evaluation, and the report notes in the relevant sections which topic areas were not selected for review due to existing stewardship and oversight practices after considering the risk factors.

The review for the Collier MPO was held August 11 – 13, 2020. During this site visit, the Federal Review Team met with the staff of the Collier MPO, FDOT, Collier Area Transit (CAT), committee representatives, other partnering agencies, and the public. See **Appendix B** for a list of review team members and site visit participants, and **Appendix C** for the TMA Certification Meeting Agenda.

The purpose of the public engagement process is to inform the public of the Federal transportation planning requirements and allow the public an opportunity to provide input on the transportation planning process to the Federal Review Team. A virtual public meeting for this certification review was held on August 11, 2020. Public feedback and engagement on the MPO's planning process was also obtained through the MPO website and Facebook page following the initial announcement on July 14, 2020. For those that could not attend the public meeting or who did not want to speak or post publicly, contact information for the Federal Review Team was provided. Members of the public were given 30 days from the date of the public meeting to mail, fax or email their comments and/or request a copy of the certification review report. One comment was received by email to the Federal Review Team during the 30-day comment period.

A copy of the public engagement notices can be found in **Appendix D**. Screenshots of public input, minutes from the public meeting, including a listing of commenters and a summary of the public comments is provided in **Appendix E**.

A summary of the 2016 corrective actions and recommendations and their status can be found in **Appendix F**.

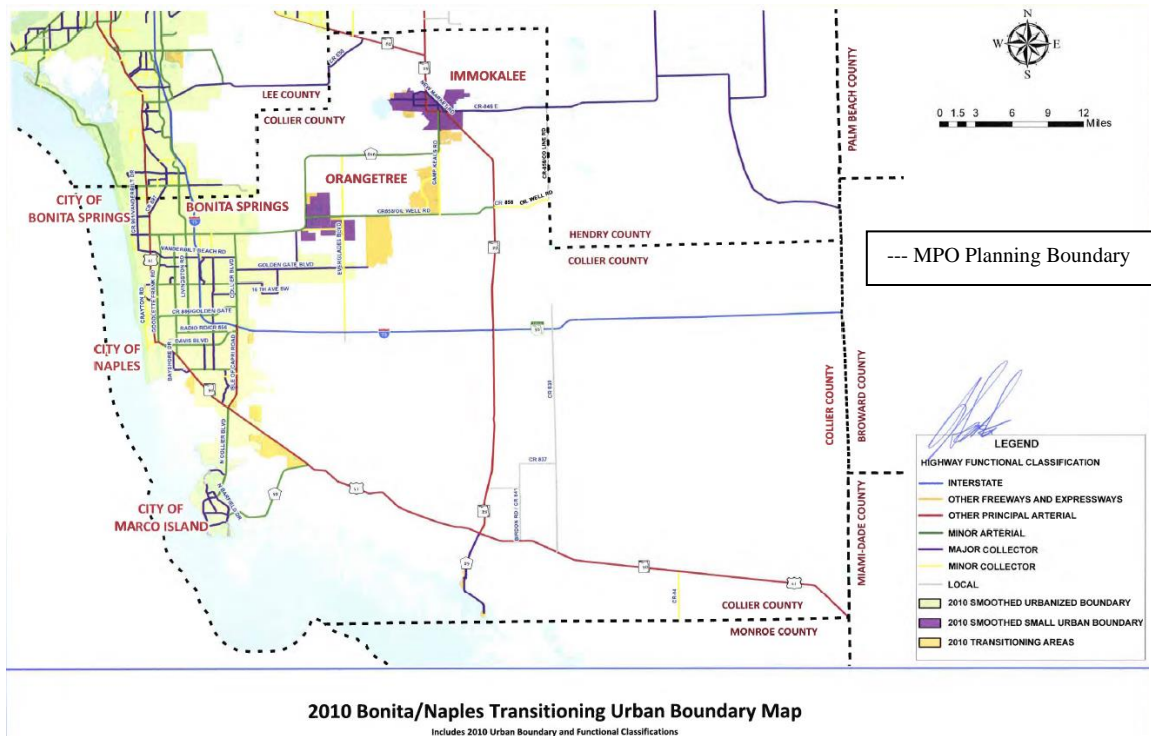
An explanation of planning acronyms can be found in **Appendix G**.

## **Section II. Boundaries and Organization (23CFR 450.310, 312, 314)**

### **A. Description of Planning Area**

Observations: The Collier MPO is located in southwest Florida. The planning area boundary includes all the Bonita Springs urbanized area and the following municipalities: City of Naples; City of Marco Island; and Everglades City, which are census defined urbanized areas. The Collier MPO planning area is surrounded by six counties, the Gulf of Mexico, and includes portions of the Everglades National Park. The Collier MPO planning boundary is visually depicted in the map in the below section.

The following map depicts the incorporated municipalities in the MPO's planning area:



## B. Metropolitan Planning Organization Structure

**Observations:** This topic area was not selected for additional review based on the results of the risk assessment process. However, the MPO experienced some recent staff turnover and is in the process of filling the staff vacancies.

**Finding:** The MPO's boundaries and organization substantially satisfy the federal requirements as outlined in 23 CFR 450.310 and 312.

## C. Agreements

**Observations:** This topic area was not selected for additional review based on the results of the risk assessment process.

**Finding:** The MPO's agreements substantially satisfy the federal requirements as outlined in 23 CFR 450.314.

## Section III. Transportation Performance Planning (23 CFR 450.306(a), 306(d), 314(h), 324(f), 326(c), 326(d))

**Observations:** The MPO set all their targets for safety, bridge, pavement, system performance and for Transit Asset Management (TAM) within the prescribed timeframes. They documented the setting of their targets through resolutions and included the targets in the 2021 – 2025 Transportation Improvement Program (TIP).



The targets can be found in the 2021-2025 TIP on pages 16 – 39. The targets are also published on the MPO’s website under the Performance Based Planning section.

The MPO has written provisions for cooperatively developing and sharing information related to transportation performance data, selection of performance targets, reporting of targets, reporting of performance to be used in tracking progress toward attainment of critical outcomes and reporting of data. These were documented through the FDOT/MPOAC Transportation Performance Management (TPM) Consensus Planning Document, which was adopted as a separate document from the TIP on June 12, 2020.

The 2040 LRTP is currently active and was amended on October 9, 2020, to include changes for a correction to the Plan for a State Transportation Improvement Program (STIP) consistency issue and included information to meet all the TPM requirements.

In the development of the TIP, the MPO designed their TIP to make progress toward achieving the targets and described how they linked their project selections and investments to anticipate target achievement. The MPO identifies safety targets and projects in the FY2020- 2024 and FY2021 – 2025 TIPs, as well as bridge, pavement, and system performance targets and followed the template that was developed by FDOT for their TIP.

**Noteworthy Practice:** The Federal Review Team recognizes one noteworthy practice related to Transportation Performance Planning. For more details about this noteworthy practice, please see Section XI.

Finding: The MPO’s transportation performance planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 314, 324, and 326.

## **Section IV. Scope of the Planning Process (23 CFR 450.306)**

### **A. Transportation Planning Factors**

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO’s planning process substantially satisfy the federal requirements as outlined in 23 CFR 450.306(b).

### **B. Air Quality**

Finding: The Collier MPO is currently designated as an attainment area for all National Ambient Air Quality Standards (NAAQS).

### **C. Bicycle and Pedestrian Planning Activities**

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO’s bicycle and pedestrian planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306(b), 324(f), and 326.

## **D. Transit**

Observations: Transit service in the Collier Metropolitan Planning Organization area is provided by Collier Area Transit (CAT). CAT is organized in the following manner: CAT is a division of Collier County government and governed by the Board of Commissioners. All members of Board of Commissioners are on the MPO Board, resulting in the requirement that transit representatives on the MPO Board has been sufficiently met. Collier contracts with a third-party operator to operate a fleet of over 29 fixed route buses and 30 paratransit vehicles over 30 routes. While ridership has decreased with the pandemic, as of August 2020, monthly ridership has recovered to two-thirds of the pre-pandemic level.

Through the MPO agreements, cooperative development of the planning products, coordination activities, and implementation of transit projects, the CAT is a full partner in this MPO’s planning process.

**Noteworthy Practice:** The Federal Review Team recognizes one noteworthy practice related to Transit. For more details about this noteworthy practice, please see Section XI.

Finding: The MPO’s transit activities substantially satisfy the federal requirements as outlined in 49 CFR 613.100 as well as the transit supportive elements outlined in 23 CFR 450.

## **E. Intelligent Transportation Systems (ITS)**

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO’s ITS activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 322, and 23 CFR 940.

## **F. Freight Planning**

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO’s freight planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 316, 324, and 326.

## **G. Security Considerations in the Planning Process**

Observations: This topic area was not selected for additional review based on the results of the risk assessment process. However, due to state and national declared emergencies, this topic was discussed during the TMA Certification Review site visit.

The Collier MPO has a Continuity of Operations Plan (COOP) that has been activated for various events over the last four years. Processes were reviewed and updated as needed after each test or activation.

**Noteworthy Practice:** The Federal Review Team recognizes one noteworthy practice related to Security Considerations in the Planning Process. For more details about this noteworthy practice, please see Section XI.

Finding: The MPO's security planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 324(f), 324(h), and 326.

## **H. Safety Considerations in the Planning Process**

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's safety planning activities substantially satisfy the federal requirements as outlined in 23 CFR 450.306, 324(h), and 326.

## **Section V. Unified Planning Work Program (23 CFR 450.308)**

Current Document Title: Collier MPO FY 2018/19-2019/20 UPWP

Date Adopted: May 11, 2018

Observations: The Collier MPO's above noted UPWP covers transportation planning activities/products for two fiscal years and contains sufficient description of the costs and activities the MPO plans to undertake to complete their planning responsibilities.

The MPO's website provides an overview for the amendment and modification process for the public. The website also provides a link for any amendments and modifications to the current and prior UPWPs. The document is well written, provides a thorough overview for the public of the planning activities and priorities of the MPO, and includes non-MPO planning studies conducted within the MPO's planning boundaries.

During the desk audit, the Federal Review Team was concerned with the number of revisions the MPO processed to the FY2018/19 – 2019/20 UPWP. The MPO and FDOT provided information, such as receipt of actual versus forecasted federal allocation and project timelines, during the site visit for the five amendments and two modifications processed. These explanations satisfied the concerns of the Federal Review Team.

Finding: The MPO's UPWP substantially satisfy the federal requirements as outlined in 23 CFR 450.308.

## **Section VI. Interested Parties (23 CFR 450.316)**

### **A. Outreach and Public Participation**

Document Title: Collier MPO Public Participation Plan

Date Adopted: February 8, 2019 (updated June 12, 2020)

Observations: The Collier MPO Public Participation Plan (PPP) provides reasonable opportunities for the general public, affected public transportation employees, freight shippers and providers of freight transportation services, public ports, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian and bicycle facilities, representatives of the disabled, and other interested parties to participate in all transportation processes.

The MPO electronically provides documentation related to transportation planning processes on its website and effectively employs visualization techniques in all documents demonstrating transportation planning processes such as the LRTP, TIP, STIP, and UPWP satisfying federal requirements.

The Collier MPO uses its PPP to inform planning products and activities, soliciting and considering public input throughout the development of the LRTP and the TIP. The MPO also considers the needs of traditionally underserved communities, including minority and low-income households, and coordinates with FDOT to ensure effective coordination and consultation. The MPO annually assesses the effectiveness of its PPP, updating it as necessary to maintain a full and open public participation process.

The MPO has made substantial progress in rebuilding public trust and repairing relationships strained by past conflict between the Board and the prior Executive Director. The MPO began individually contacting approximately 45 key stakeholders and external organizations with vested interest in transportation and land-use, requesting input and collecting questions/concerns. Though time-consuming, the effort garnered a lot of attention with more interested parties asking to be included. Eventually, the MPO developed an advisor network, now with a membership of over 400. The MPO says it is very pleased with its Citizens Advisory Committee (CAC), but participation has surpassed the MPO's expectations and they are figuring out effective ways to engage the network with the MPO's time/resources available. The Advisor Network has helped the MPO regain public trust and branded the MPO as a household name.

The Collier MPO employs its website and social media outlets to further inform the public about meeting times and locations to all transportation planning processes, including developing and amending the LRTP and the TIP. The MPO also uses these electronic tools to accept and analyze public input on planning products and activities.

**Recommendation:** The Federal Review Team offers one recommendation regarding Interested Parties – Outreach and Public Participation. For more details about this recommendation, please see Section XI.

Finding: The MPO's outreach and public participation program substantially satisfies the federal requirements as outlined in 23 CFR 450.316.

## **B. Tribal Coordination**

Observations: The Collier MPO provides a reasonable opportunity to the Indian Tribes by involving Indian Tribal Government(s) that have tribal lands located within its jurisdiction to participate in transportation planning processes, including the development of the public participation plan, LRTP and the TIP.

**Noteworthy Practice:** The Federal Review Team recognizes one noteworthy practice related to Interested Parties - Tribal Coordination. For more details about this noteworthy practice, please see Section XI.

Finding: The MPO's tribal coordination activities substantially satisfy the federal requirements as outlined in 23 CFR 450.316(c).

## **C. Title VI and Related Requirements**

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's Title VI and related activities substantially satisfy the federal requirements as outlined in 49 CFR 21, 49 CFR 27, 23 CFR 200, 23 CFR 450.316 and 336(a), and FTA Circular 4702.1B.

## **Section VII. Linking Planning and NEPA (23 CFR 450.318, 320, 324(f)(10), 324(g))**

Current Document Title: Collier MPO 2040 LRTP

Date Adopted: Initial adoption date 12/11/2015; Amended 9/9/2016; Amended 10/14/2016; Amended 5/25/2018; Amended 10/9/2020.

Observations: A review based on the 2012 FHWA/FTA LRTP Expectations Letter was conducted during the desk audit.

Finding: The MPO's linking planning and NEPA activities substantially satisfy the federal requirements as outlined in 23 CFR 450.318, 320, 324(f)(10), and 324(g).

## **Section VIII. Congestion Management Process (CMP) (23 CFR 450.322)**

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's congestion management process substantially satisfies the federal requirements as outlined in 23 CFR 450.322.

## **Section IX. Long Range Transportation Plan (23 CFR 450.324)**

Current Document Title: Collier MPO 2040 LRTP

Date Adopted: Initial adoption date 12/11/2015; Amended 9/9/2016; Amended 10/14/2016; Amended 5/25/2018; Amended 10/9/2020.

### **A. Scope of LRTP**

Observations: A review based on the 2012 FHWA/FTA LRTP Expectations Letter was conducted during the desk audit.

**Noteworthy Practice and Recommendation:** The Federal Review Team recognizes one noteworthy practice and offers one recommendation related to the Scope of the Long-Range Transportation Plan. For more details about this practice and recommendation, please see Section XI.

Finding: The general scope of the MPO's LRTP substantially satisfies the federal requirements as outlined in 23 CFR 450.324.

### **B. Travel Demand Modeling/Data**

Observations: This topic area was not selected for additional review based on the results of the risk assessment process.

Finding: The MPO's travel demand modeling processes substantially satisfy the federal requirements as outlined in 23 CFR 450.324(e).

### **C. Financial Plan/Fiscal Constraint**

Observations: A review based on the 2012 FHWA/FTA LRTP Expectations Letter was conducted during the desk audit. For the adopted LRTP, FDOT provides an estimate of federal and state revenue available over the life of the plan, as well as an estimate of administrative, operations and maintenance costs for the MPO to use. The revenue estimates are discussed in Chapter 5 and listing of cost feasible projects is in Chapter 6. The plan identifies funding revenue sources, project costs and project phases for roadway projects from 2021 - 2040. However, the document does not include revenue levels, project phase and project cost information for 2016-2020, the first five years of the plan. Consequently, the LRTP is not fiscally constrained.

**Corrective Action:** The Federal Review Team has identified one corrective action related to Long Range Transportation Plan: Financial Plan/Fiscal Constraint. For more details about this corrective action, please see Section XI.

Finding: The financial plan/fiscal constraint of the MPO's LRTP substantially satisfy the federal requirements as outlined in 23 CFR 450.324(f)(11) since the corrective action has already been resolved.

## **Section X. Transportation Improvement Program (TIP) (23 CFR 450.326, 328, 330, 332, 334)**

Current Document Title: Collier MPO Transportation Improvement Program (TIP) FY2021 – 2025;

Date Adopted:

FY2021 – 2025 adopted June 12, 2020 & last modification August 13, 2020

Observations: This topic area was not selected for additional review based on the results of the risk assessment process. The results of the stewardship and oversight review identified one observation. This observation is addressed under the Transportation Performance Planning section.

Finding: The MPO's TIP substantially satisfy the federal requirements as outlined in 23 CFR 450.326,328, 330, 332, and 334.

## **Section XI. Findings/Conclusions**

The following items represent a compilation of the findings that are included in this 2020 certification review report. These findings, which are identified as noteworthy practices, corrective actions, and recommendations, are intended to not only ensure continuing regulatory compliance of the Collier MPO's transportation planning process with federal planning requirements, but to also foster high-quality planning practices and improve the transportation planning program in this TMA. Corrective actions reflect required actions for compliance with the Federal Planning Regulations and must be completed within the timeframes noted. Recommendations reflect national trends or potential risks, and are intended to assist the Collier MPO in improving the planning process. Noteworthy practices highlight efforts that demonstrate innovative ideas or best practices for implementing the planning requirements.

### **A. Noteworthy Practices**

1. **Transportation Performance Planning:** The Federal Review Team commends the MPO for including on their website a tab for Performance Based Planning dedicated to Transportation Performance Management. The website content is

reflective of the MPOs' operating mission that performance is tied intricately to the Planning process and the planning programs and results and measures cannot be considered in a vacuum without these linkages. The website identifies projects that have been implemented as a result of the performance measures.

2. **Transit:** Transit and MPO planning is well coordinated. The Florida required Transit Development Plan feeds directly into the MPO Planning process, allowing for seamless integration of transit into the plan. An additional example is that the five members of the Board of Commissioners adopt the Transit Asset Management (TAM) Plan, and all serve on the MPO Board, allowing for the smooth adoption of the TAM Plan.
3. **Security Considerations in the Planning Process:** The MPO is in an area that typically is affected by hurricanes. The COOP is hurricane focused. In the early stages of the national pandemic, the MPO proactively developed strategies to address the unique local impacts on their operations.
4. **Interested Parties – Tribal Coordination:** The MPO has substantially advanced its Tribal Program, including development of an MPO Tribal Policy that outlines coordination and cooperation with sovereign nations. Shortly after the last certification, a federally recognized tribe advised that its input on an MPO project was ignored and that subsequent meetings for project approval included statements derogatory to the tribe. While the tribe declined to file a civil rights complaint, the Executive Director closely examined outreach to and inclusion of area tribes, both historically with the MPO and specifically for the project. The MPO worked with the tribes to develop a policy document and began regular communication recognizing tribal protocols. The tribes have declined membership on MPO committees; however, they stay in regular contact with the MPO through its advisor network. Further, the MPO has supported at least one tribal project, and the tribes have requested updates and provided input on area projects not on tribal lands. The relationship, born of crisis, is now a cordial, productive and growing partnership.
5. **Long Range Transportation Plan – Scope of the LRTP:** The MPO has leveraged the success they experienced with a bicycle-pedestrian survey map and modified its use to gain input through the MPO's website for the update of the 2045 LRTP. This interactive map encourages the user to learn more information about specific projects, to identify what the user likes or dislikes about those projects, and to select which projects the user thinks should be in the top 5 priorities for the MPO. The MPO will use this input to develop the top priorities in the Cost Feasible Plan in the new LRTP. The MPO has made this map accessible through several channels such as a QR code on one of their promotional videos, on their website in several locations, and in their electronic newsletters.



## B. Corrective Actions

1. **Long Range Transportation Plan - Financial Plan/Fiscal Constraint:** The Collier MPO's 2040 LRTP provides the often-complex financial information in an easy to read format and infographics for the public and its partners over a 25-year period from 2015 - 2040. However, while a comparison of the Plan revenue sources and costs was included in the Cost Feasible Plan to demonstrate the fiscal constraint of the Plan, it did not include the first 5 years of the Plan and therefore does not demonstrate full fiscal constraint of the Plan. In accordance with 23 CFR 450.324(f)(11) and discussed in the November 2012 FHWA/FTA LRTP development expectations letter, the LRTP must include projects and funding for the entire timeframe covered by the LRTP, from the base year to the horizon year. Because this information is missing from the financial infographics and tables, fiscal constraint of the plan could not be determined. **Revisions to the LRTP must be made to include this information to clearly demonstrate fiscal constraint for the entire Plan either with the 2045 LRTP adoption by December 11, 2020, or as part of the next 2045 LRTP amendment.** The Collier MPO addressed the Corrective Action before the final Certification Report was published and no further action is needed.

## C. Recommendations

1. **Interested Parties – Outreach and Public Participation:** Florida MPOs are increasingly savvy in collecting and analyzing community characteristics data, and Collier MPO is no exception. The MPO has access to multiple data sources, not the least of which is a powerful GIS tool developed by the County for land use projections. However, as sources, types and size of data increase, so does the risk of duplicating efforts and perhaps worse, capturing data that will not be used. For example, despite the use of the same data sources, the MPO and the transit provider produce different mapping products. Further, though the MPO collected zip code data from its advisor network as part of a recent survey, it has yet to determine whether the unprecedented number of responses were representative of area demographics. The Federal Review Team recommends the MPO consider a single mapping tool with layering that will serve transit and other planning needs. The Review Team also suggests that any public involvement data collected be timely reviewed for equity and nondiscrimination and to help identify the need for outreach improvements, if any.
2. **Long Range Transportation Plan – Scope of the LRTP:** The Federal Review Team recommends that the MPO more thoroughly document within the LRTP its consultation activities with Federal and State Land Management Agencies; Natural Resources; Environmental Protection; Conservation; and Historic Preservation, and other “interested parties” as referenced in 23 CFR 450.318, 320, 324(f)(10), 324(g)).

## **D. Training/Technical Assistance**

At the conclusion of the site visit, the Federal Review Team asked the MPO staff if they had any training or technical assistance needs. The Collier MPO did not identify any technical assistance needs currently. FHWA and FTA are available to work with the MPO if technical assistance is needed in the future.

## **E. Conclusion**

Based on the overall findings of the certification review, the FHWA and FTA jointly certify that the transportation planning process of the Bonita Springs TMA , which is comprised entirely by the Collier MPO, substantially meets the federal planning requirements in 23 CFR 450 Subpart C subject to the MPO satisfactorily addressing the corrective action stated in this report. The MPO is encouraged to provide the FHWA and FTA with evidence of satisfactory completion of the corrective action in accordance with the noted deadlines. This certification will remain in effect until **December 2024**.

## Appendix A. Summary of Risk Assessment

### Florida TMA Certification Review Risk Assessment

**MPO:** Collier  
**Date of Assessment:** April 2020  
**Cert Review Report Date:** December 2020

Topic Area	Selected for additional review?
Organization of MPO/TPO (23 CFR 450.310, 312, 314)	No
Transportation Performance Planning (23 CFR 306(a), 306(d), 314(h), 324(f), 326(c), 326(d))	Yes
Scope of the Planning Process (23 CFR 450.306) - Transportation Planning Factors	No
Scope of the Planning Process (23 CFR 450.306) - Air Quality	No
Scope of the Planning Process (23 CFR 450.306) - Bicycle and Pedestrian Planning Activities	No
Scope of the Planning Process (23 CFR 450.306) - Transit	Yes
Scope of the Planning Process (23 CFR 450.306) - Intelligent Transportation Systems (ITS)	No
Scope of the Planning Process (23 CFR 450.306) - Freight Planning	No
Scope of the Planning Process (23 CFR 450.306) - Security Considerations in the Planning Process	No
Scope of the Planning Process (23 CFR 450.306) - Safety Considerations in the Planning Process	No
Unified Planning Work Program (23 CFR 450.308)	No
Interested Parties (23 CFR 450.316) - Outreach and Public Participation	No
Interested Parties (23 CFR 450.316) - Tribal Coordination	No
Interested Parties (23 CFR 450.316) - Title VI and Related Requirements	No
Linking Planning and NEPA (23 CFR 450.318, 320, 324(f)(10), 324(g))	No
Congestion Management Process (23 CFR 450.322)	No
Long Range Transportation Plan (23 CFR 450.324)	No
Long Range Transportation Plan (23 CFR 450.324) - Travel Demand Modeling/Data	No
Long Range Transportation Plan (23 CFR 450.324) - Financial Plan/Fiscal Constraint	No
Transportation Improvement Program (23 CFR 450.326, 328, 330, 332, 334)	No

\*Note: With the exception of Transit, if all areas are a "No", then the top 3 areas will be reviewed. The additional areas are: UPWP and Outreach & Public Participation

## **Appendix B. Site Visit Participants**

### FHWA

Michael Sherman, Florida Division  
Stacie Blizzard, Florida Division  
Jodi McCann, Florida Division  
Roger Ryder, Puerto Rico Division

### FTA

John Crocker, Region IV  
Tonya Holland

### Collier MPO

Anne Mclaughlin (MPO ED staff)  
Karen Intriago (MPO staff)  
Josephine Medina (MPO staff)  
Brandy Otero (MPO staff)

### FDOT Central Office

Mark Reichert (FDOT CO)  
Erika Thompson (FDOT CO)  
Scott Philips (FDOT CO)

### FDOT District 1

Wayne Gaither (FDOT D1)  
Victoria Peters (FDOT D1)

### Other

Carl Mikyska, MPOAC  
Randy Farwell, MPO TDP Collier Count (consultant staff)  
Trinity Scott, Collier County  
Lisa Abatemarco, Collier County  
Cynthia Kemner, Public Services Grants Management – Collier County  
Don Scott, Lee County - attended Day 3 only

## Appendix C. TMA Certification Site Visit Agenda

### Collier Metropolitan Planning Organization

#### TMA Certification Review

August 11, 2020 – August 13, 2020

**Phone and REMOTE Information:** Please click [here](#) to be directed to the Zoom website, or you may dial in at 1-646-876-9923. Meeting ID: 934 1358 9556; Password: 436480

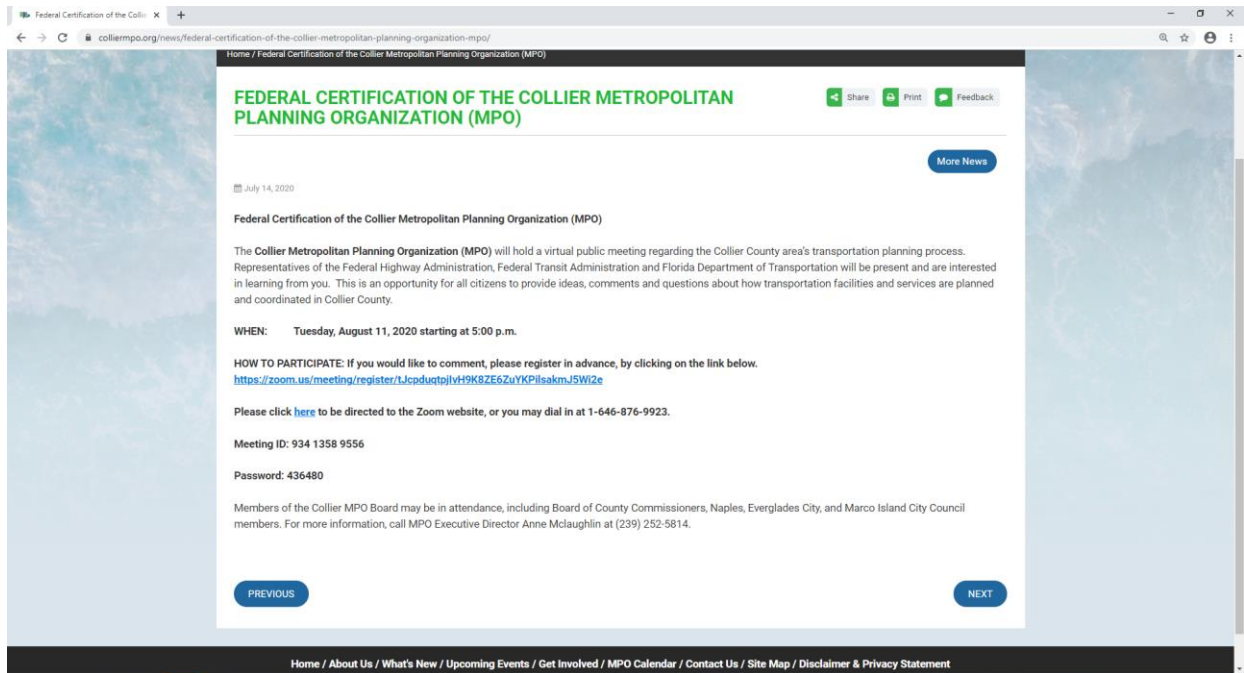
#### AGENDA

<b>Federal Certification Team Members</b>	Michael Sherman (FHWA) Carey Shepherd (FHWA) Dr. John Crocker (FTA)	Stacie Blizzard (FHWA) Jodi McCann (FHWA)
<b>Tuesday</b>	<b>August 11, 2020</b>	<b>Day One</b>
<b>Time</b>	<b>Item</b>	<b>Lead</b>
5:00 p.m.	Collier MPO TMA Certification Review Public Meeting <ul style="list-style-type: none"> <li>➤ Greetings and Introductions of the Federal Review Team</li> <li>➤ Why are we here? What is the purpose of the Federal TMA Certification Review process?</li> <li>➤ Audience Input</li> <li>➤ Closing Remarks</li> </ul>	Federal Team
	<b>ZOOM Meeting ID: 912.0338.5134</b>	<b>Passcode: 963711</b>
<b>Wednesday</b>	<b>August 12, 2020</b>	<b>Day Two</b>
8:30 a.m.	Welcome / Introductions <ul style="list-style-type: none"> <li>➤ Roles/Responsibilities/Key Activities of MPO and Transit Agency Staff</li> </ul>	Federal Team, MPO, FDOT
8:45 a.m.	Site Visit Overview <ul style="list-style-type: none"> <li>➤ Purpose of the Certification Process</li> <li>➤ Discussion of Risk Assessment</li> <li>➤ Review schedule and close-out process</li> </ul>	Federal Team
9:00 a.m.	<ul style="list-style-type: none"> <li>➤ Interview County PTNE (Public Transportation &amp; Neighborhood Enhancement) Division Director &amp; Staff – Coordination with MPO on Performance Planning, LRTP, TIP, Changes due to Technology, Ride Hailing Services, Pandemic, Demographic</li> </ul>	Federal Team, Transit, FDOT, MPO
9:45 a.m.	Discussion of Previous Review Findings <ul style="list-style-type: none"> <li>➤ Federal TMA Certification</li> </ul>	Federal Team, MPO, FDOT
10:00 a.m.	MPO Overview including changes within MPO since last TMA Certification <ul style="list-style-type: none"> <li>➤ Demographics</li> <li>➤ Boundaries</li> <li>➤ Political</li> <li>➤ Process Changes</li> </ul>	Federal Team, MPO, FDOT

Wednesday	August 12, 2020	Day Two
Time	Item	Lead
10:15 a.m.	Break	
10:20 a.m.	Share Best Practices and Lessons Learned <ul style="list-style-type: none"> <li>➢ What is the MPO most proud of over the last four years?</li> <li>➢ What challenges have you encountered and addressed</li> </ul>	MPO
11:00 a.m.	Stewardship and Oversight Topic: Long Range Transportation Plan & Transportation Improvement Program	Federal Team, MPO, FDOT
11:30 a.m.	County Viewpoint - Issues and challenges County faces regarding MPO process	Federal Team, Collier County – Transportation Planning Division Mgr, FDOT
12:00 p.m.	Technical Topic: Transportation Performance Planning	Federal Team, MPO, FDOT
12:30 p.m.	Wrap Up and End of Day Two	Federal Team
Thursday	August 13, 2020	Day Three
8:30 a.m.	Introductions & Recap of Day 1	
8:45 a.m.	Technical Topic: Outreach & Public Participation	Federal Team, MPO, FDOT
9:30 a.m.	Technical Topic: Unified Planning Work Program	Federal Team, MPO, FDOT
9:50 a.m.	Break	
10:00 a.m.	Technical Topic: Transit/Transportation Disadvantaged; Transit/UPWP, Transit/Public Outreach, Transit/Technical Assistance & Training Needs	Federal Team, Transit, FDOT, MPO
11:00 a.m.	Small Town Viewpoint – Issues & Challenges <ul style="list-style-type: none"> <li>➢ MPO Chair, Elaine Middelstaedt, Councilwoman, Everglades City</li> </ul> Technical Assistance & Training <ul style="list-style-type: none"> <li>➢ Future Needs</li> </ul> Additional Questions <ul style="list-style-type: none"> <li>➢ Anything else the MPO would like to share with the Federal Team that hasn't been discussed?</li> </ul>	Federal Team, MPO, FDOT
11:45 a.m.	Preliminary Findings Discussion Among Federal Team	Federal Team
12:15 p.m.	Preliminary Findings Discussion with MPO staff	Federal Team, MPO, FDOT
12:30 p.m.	Adjourn Site Visit	

## Appendix D. Public Engagement Notice

### 1) Collier MPO Website notice posted July 14, 2020



### 2) Collier MPO Facebook post on July 20, 2020 via Collier County's Facebook page



3) Collier MPO Naples Daily News newspaper ad & NaplesNews.com website ad posted August 2 – 9, 2020

Product	# Ins	Column	Lines	Start Date	End Date
NDN-Naples Daily News	2	2.00	24	08/02/2020	08/09/2020
NDN-naplesnews.com	2	2.00	24	08/02/2020	08/09/2020

\* ALL TRANSACTIONS CONSIDERED PAID IN FULL UPON CLEARANCE OF FINANCIAL INSTITUTION

Text of Ad: 07/29/2020

**NOTICE OF VIRTUAL PUBLIC MEETING  
Federal Certification of the Collier Metropolitan Planning  
Organization (MPO)**

The Collier Metropolitan Planning Organization (MPO) will hold a virtual public meeting regarding the Collier County area's transportation planning process. Representatives of the Federal Highway Administration, Federal Transit Administration and Florida Department of Transportation will be present and are interested in learning from members of the public. This is an opportunity for all citizens to provide ideas, comments and questions about how transportation facilities and services are planned and coordinated in Collier County.

**WHEN: Tuesday, August 11, 2020 starting at 5:00 p.m.**  
**HOW TO PARTICIPATE:** If you would like to comment, please register in advance, by clicking on the link provided.  
<https://zoom.us/join/zoom/register/tJcpduqtpjlvH9K8ZE6ZuYKPiIsakmJ5Wi2e>  
 Please click here to be directed to the Zoom website, or you may dial in at 1-646-876-9923.  
 Meeting ID: 934 1358 9556  
 Password: 436480  
 For more information, call the Collier MPO at 239-252-5814  
 4308633 8/2, 8/9/2020

**NOTICE OF VIRTUAL PUBLIC MEETING  
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 Please click here to be directed to the Zoom website, or you may dial in at 1-646-876-9923.  
 Meeting ID: 934 1358 9556  
 Password: 436480  
 For more information, call the Collier MPO at 239-252-5814  
 4308633 8/2, 8/9/2020

4) Email Blast Notice of Public Meeting for TMA Certification Review



**From:** IntriagoKaren  
**Sent:** Tuesday, August 4, 2020 9:41 AM  
**To:** McLaughlinAnne <[Anne.McLaughlin@colliercountyfl.gov](mailto:Anne.McLaughlin@colliercountyfl.gov)>  
**Subject:** Send Notice of Federal Certification of the Collier Metropolitan Planning Organization to Congressional Delegation

Good morning,

The Collier Metropolitan Planning Organization (MPO) will hold a virtual public meeting regarding the Collier County area's transportation planning process. Representatives of the Federal Highway Administration, Federal Transit Administration and Florida Department of Transportation will be present and are interested in learning from you. This is an opportunity for all citizens to provide ideas, comments and questions about how transportation facilities and services are planned and coordinated in Collier County.

**WHEN:** Tuesday, August 11, 2020 starting at 5:00 p.m.

**HOW TO PARTICIPATE:** If you would like to comment, please register in advance, by clicking on the link below.  
<https://zoom.us/join/zoom/register/tJcduqtjvlvH9K8ZE6ZuYKPilsakmJ5Wi2e>

Please click [here](#) to be directed to the Zoom website, or you may dial in at 1-646-876-9923.

Meeting ID: 934 1358 9556

Password: 436480

Members of the Collier MPO Board may be in attendance, including Board of County Commissioners, Naples, Everglades City, and Marco Island City Council members. For more information, call MPO Executive Director Anne McLaughlin at (239) 252-5814.

Anne McLaughlin  
Executive Director



5) Notice of Public Meeting distributed via email listserv for TMA Certification Review Site Visit



**NOTICE OF PUBLIC MEETING**

**Federal Certification of the Collier Metropolitan Planning Organization (MPO)**

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**WHERE:** Due to the Governor's Executive Order, it is unknown if the meeting will be in person or virtual at this time. More information will be distributed in the near future.

Members of the Board of County Commissioners, Naples and Marco Island City Councils, and/or the Mayor of Everglades City may be in attendance.

**For more information, call MPO Executive Director ANNE MCLAUGHLIN at (239) 252-5814.**

Any person requiring special accommodations or assistance to participate in this meeting should contact the Collier MPO at (239) 252-5814 at least 24 hours prior to the meeting.

## **Appendix E. Summary of Public Feedback**

FHWA and FTA would like to thank everyone who participated in and contributed comments for the Bonita Springs TMA Certification Review. Public comments are a vital element of the certification review, as they allow citizens to provide direct input on the transportation planning process for their transportation planning area. The comments received through FHWA email, the MPO's website, Facebook and the public meeting included comments about concerns for regional connectivity for pedestrians and bicyclists and the process that the MPO board and committees hear about connectivity needs. One additional comment was received during the 30-day public comment period following the public meeting on August 11, 2020. We have reviewed all comments and have taken them into consideration throughout the writing of this report. The next page begins the public meeting minutes and the public comments received.

Public Meeting Minutes  
Tuesday August 11 5:00 p.m.  
Virtual via zoom.

**Mike Sherman** – Welcome. Cert Team is pleased to have everyone here to be part of the process. Many thanks to MPO for organizing and to FDOT as well. Background information and introductions of the FHWA and FTA staff.

Cert Team is seeking public perspective on the area transportation process especially since the last cert in 2016. Cert is important to help MPO plan for regional needs and find economic solutions for future of the system. Transportation planning is a partnership between: FDOT, FTA, FHWA, Collier MPO, Transit Providers and interest groups and general public. Planning processes are through 3 Cs – continuing, comprehensive, cooperative and an unnamed 4<sup>th</sup> C – Coordinated.

Essential planning products:

- UPWP (2 years with associated costs – ‘a planner’s plan’)
- LRTP (20 years that is cost feasible, local goals and PI)
- CMP (short term strategies for congestion and traffic problems)
- TIP (4-year list of feasible projects with funding identified)
- PPP (goals and strategies for public inclusion).

PI is intertwined throughout all these plans and all other activities.

Questions for meeting attendees:

- is your voice heard?
- do you have access to the process?
- can you participate?

The Cert team will use public’s comments from today or the next 30 days to help with the report. They are taken into consideration while we are evaluating the transportation planning process. All comments will be accepted; by phone, via email, via regular mail, through the MPO, etc.

**Patty Huff** – *I live in rural Collier county east of Naples and I’m more concerned about regional connectivity for pedestrians and bicyclists. In 2016 I gave a presentation to the certification team in support of separated pathway connecting Naples and Miami via everglades. At that time Collier MPO supported the project. Several months after, in 2017 MPO rescinded support and redirected the funding for a PDE study for Marco Island to Everglades City for pathway. I wanted to give a full presentation to the BPAC. Plus, there were new board members that hadn’t been around in 2016. In the end, I had 3 minutes. There are a lot of peds and bikes that use US41 as means of travel, and besides connecting [connection terminated due to storm] Victoria and Anne have been very helpful and we still need a lot of regional connectivity to connect our communities.*

Do you feel that your voice is heard, and your input is taken into consideration?

*Well, I don’t think they can ignore me. I’ve been involved for 15 years now and I am just recently on the BPAC and that is important to press for needs of the rural community. Victoria is good*

*about getting back to me and I understand there are lots of projects out there and I am concerned with them taking care of needs where there are the most fatalities - urban areas and that is important too. There are ways to make improvements in those areas. Also, there was a recent housing development in East Naples. People buying property there would benefit by having separate trail access to Publix and other services in other parts of East Naples. I want the county to look at these developers and have them help fund these trails.*

How instrumental were you in the process of the feasibility study?

[Anne side note: BPAC is supportive but Patty has only been on BAPC since early spring and it had already voted on priorities by then].

*My husband and I road our bikes on 92 for 7 miles and yes it is very dangerous, but it was also very nice. I've run down that road many times but it isn't safe for those who aren't experience. It would be good to have something for the tourists that come. Plus, there are more and more cyclists using 41 so when FDOT considers widening that area, it should really consider a separate pathway and maybe use some of Big Cypress. Trucks will go even faster if there is just a shoulder.*

**Dana Fendrick** – *We learned a valuable lesson (re ROGG). It was very frustrating having worked for 9 years on it and in the end didn't even have a chance to make a full presentation to the Board. The opposition was able to quash it and they had plenty of time. Not fair because the MPO supported it for 9 years and then because of political changes, it was no longer supported. I think that the citizens' work should have been given more consideration for the work they'd done, the money that various agencies spent.*

*PDE discontinued on 92 to Everglades City there was useful info in it that didn't get good consideration. The MPO board and staff haven't looked at it recently, but there has been formal consultation conducted with the tribe and their concern went from a 5 to a 2 based on the consultation. I feel that design and minimization could reach an acceptable level. There is still value in that PDE study, and they should not let it just sit on the shelf.*

[Anne: Patty wants to regain support for better bike connection to Everglades City. She is also concerned that MPO could not apply for Suntrail funds for US41. It was a disappointment because the County didn't simply require the path to be built as part of the review process. The MPO were adamant this and last year that someone from this region submit for Suntrail funds but none of the entities would prepare the application to complete the gap on US41. FDOT encouraged it. Got all the way within 3 weeks of the submission deadline and still hadn't succeeded in getting signature on the maintenance side from Collier county. It was an impasse between County and FDOT. So MPO submitted a whole new application for part of the Paradise Coast vision instead. Haven't heard anything thus far on that. Very discouraging but believes it will take more time and communication to work out maintenance questions.

Recently had finished the BPAC master plan and a lot of public involvement beyond the BPAC including CAC and TAC. We had surmised that because the Conservancy of SW Florida had raised some significant concerns about the whole region and encouraged us to work within the existing paved footprint and not widen and grow if we could avoid it. The Conservancy also cautioned us about court settlements etc. We proposed modest improvements occur down there – wider shoulder, bike lane, etc. And yes it was Marco Island City that asked if it was feasible to do

more. Believes that the PDE for ROGG won't be lost. FDOT has the record and it will be foundation for anything that happens on US41.]

[Victoria Peters: Feasibility study working hard and getting close to programming 92 from 41 to Goodland Road. That's a popular biking spot and hoping for construction next year. In 2024, hoping for an asphalt path instead of just sidewalk for the area beyond. Believes this is important for transit access as well as for eco tourism. Patty has made some good suggestions, but it is all taking time.]

[Anne: two members of the CAC wanted this to be relayed to the Team – they'd like to know what FHWA and FTA are experiencing related to COVID. Are we going to change what we are doing in the LRTP due to COVID? Rather esoteric questions about future office space needs, etc. Anne told them it's more for the next update.

FHWA and FTA discussed advances in PI and the need for ensuring equity despite the high and frequent participation numbers that electronic outreach is providing. Behaviors are changing and it will lead to a change in the way we see and use transportation.]

As there were no additional comments from attendees, the workshop was adjourned.

###

Social Media used: Facebook: No public comments were received though this medium

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For more information, call MPO Executive Director ANNE MCLAUGHLIN at (239) 252-5814.

[Boost Post](#)

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Comment as Collier County Florida    😊 📷 GIF 🗨️

## Comment received via email:

**From:** [Patricia Huff](#)  
**To:** [Sherman, Michael \(FHWA\)](#)  
**Subject:** Collier MPO Review  
**Date:** Thursday, August 13, 2020 6:06:22 PM

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Michael,  
I enjoyed listening to the TMA Certification Review and appreciate the opportunity to comment during and after the meetings. Please see below my written Public Comment. Let me know if you have any questions. Thanks so much, Patty

### PUBLIC COMMENT

I live in rural Collier County, approximately 30 miles east of Naples, so I am more concerned about regional connectivity for pedestrians and bicyclists in the county.

For the 2016 MPO Certification Review I was asked to give a presentation on the proposed separated pathway (River of Grass Greenway) which would have connected Naples to the Everglades and continue on to Miami. At that time the Collier MPO had supported this project for nine years. A Feasibility Study and Master Plan had been completed, and Steering Committee members for this project included the Collier MPO Executive Director and a representative from the Miccosukee Tribe of Indians as well as other stakeholders.

In early 2017, several months after my presentation to the Certification Review Team, the MPO Board voted to rescind its support although all three Advisory Committees - PAC, CAC, TAC - recommended that the MPO Board continue its support. During the same meeting, the Board also decided to redirect the allocated FDOT funds for the PD&E project for a pathway to Everglades City; this project had been partially completed and would have connected two cities in eastern Collier County.

More recently this year an application that was to be submitted to the SUN-Trail program for a 2-mile gap along US41 was abandoned due the failure of FDOT and Collier County to reach an agreement on maintenance. This gap is shown on the SUN-Trail Statewide Map.

Currently there is an opportunity to improve the safety conditions on SR29 between Immokalee and Everglades City by including a multi-use separated pathway along SR29 in FDOT's plans to widen segments of this road. Cyclists use this road to ride from Ft. Myers to the Everglades area and beyond to the Keys. Big Cypress National Preserve has submitted a proposal for improving water quality in this area and has stated that a separated pathway would be feasible in their plan.

Pedestrians and cyclists have been and will continue to use US41 and SR29 as a means of travel and the safety of all users should be considered. Besides connecting the various communities, these roads pass through our national and state parks. It would be beneficial to both residents and tourists for the Collier County MPO to support and prioritize **regional** trails that connect towns, neighborhoods, parks and communities.

Everglades City is the only city in the county that does not have access to public transportation



to Naples and other areas of the county (except for paratransit which requires precertification).

Solutions/Recommendations:

1) It would be valuable for the MPO to listen and heed the recommendations of its advisory committees which are composed of dedicated community members, many who have had long and extensive experience with the county. There have been several instances in the past where the MPO Board has made decisions contrary to its advisory committees.

2) Utilize available funds for projects – funding has been available for specific regional projects but the projects have not passed the MPO Board.

3) Coordinate with other stakeholders:

a) New housing developments are being built in east Collier County. This is an opportunity to be proactive in recommending and coordinating multi-use pathways as an amenity for prospective buyers; in east Collier there are several middle and low income families who currently ride their bicycles on US41 to the grocery, etc.

b) The MPO could be more proactive in coordinating with the various national and state parks in southeast Collier regarding accessibility via pathways and public transit.

4) FDOT & County maintenance agreements – The FDOT and the County should come to an agreement on how maintenance should be handled so this will not be a deterrent or reason for projects not being submitted for funding.

5) With the 2019 OGT designation of Everglades City as a Florida Trail Town (the only Trail Town designated south of Lake Okeechobee), an Everglades City Bike/Ped Committee was formed and has interest in promoting safety in the southeast rural areas, including US41 & SR29. For the past four years local citizens have been communicating with FDOT about safety conditions along US41. Recommendations have included adding “Share the Road” signage, removal of the RPMs (Raised Pavement Markers) and adding bike lane signage. FDOT has been responsive and continues to work on improving safety but there are still some issues that are unresolved. A recommendation would be for MPO to take the lead and **be committed** to safety and connectivity on US41 and SR29 in this rural area. The interactive maps do not include any projects in the southeast rural areas.

6) Everglades City now has a representative on the MPO Board (Elaine Middelstaedt), on the TAC (Tim Brock), on the CAC (Tammy Pernas), and in the Spring of this year I was approved for an appointment on the BPAC. We hope that the participation by all of us will help the MPO recognize not only our community’s needs but also the importance of regional connectivity in the rural areas of Collier County.

Thank you,  
Patty Huff  
Everglades City

## Appendix F. Status of Previous Certification Findings

The following is a summary of the previous corrective actions and recommendations made by the Federal Review Team to the Collier MPO. The MPO's last certification review report was published in December 2016.

### A. Corrective Actions

- 1. Congestion Management Process (CMP):** As identified by 23 CFR 450.322(d)(6), the CMP needs to contain evaluation measures that must be used to provide feedback to determine the effectiveness of strategies in the CMP. The MPO has not determined the effectiveness of the CMP strategies. **The MPO needs to submit follow-up correspondence and documentation in the CMP that provides an evaluation of the effectiveness of the identified strategies by June 30, 2017. This analysis must clearly reflect the results of the evaluation and how it will guide the selection and use of strategies for future implementation.**

**Update:** The MPO took necessary actions to resolve the corrective action. FHWA/FTA sent formal correspondence on July 20, 2017, confirming that the corrective action had been satisfied

### B. Recommendations

- 1. Agreements:** The Interlocal Agreement for Joint Regional Transportation Planning and Coordination between the Collier and Lee County MPOs has an automatic renewal period. The agreement was last signed in 2009 and is automatically updated every 5 years, with the option to review and make changes in the 5<sup>th</sup> year. We recommend that the Collier MPO review their agreement with the Lee MPO to address any changes in coordination efforts, in particular regarding the development of a joint regional transportation model and each MPO's long range transportation plan.

**Update:** Collier and Lee County MPO staff have made a concerted effort to coordinate a review of the Interlocal Agreement and bring revisions forward to their respective boards to be acted upon in joint board meetings. The effort failed to result in adopting revisions due to the lack of a quorum on the part of Collier MPO in 2017 and the lack of a quorum on the part of the Lee County MPO in 2018. The two MPO staffs coordinated on another round of revisions in 2019 which were adopted by Collier MPO Board but were not introduced to the Lee County MPO Board, and the joint meeting was postponed with the intention of meeting in 2020 to coordinate the two 2045 LRTP updates. As of this report, the update to the Interlocal Regional Planning Joint Agreement remains unexecuted by both MPOs. The update adopted by Collier MPO in 2019, was never adopted by Lee MPO and is now out-of-date. After the two Boards elect new Chairpersons in 2021, a new updated agreement will be developed and actions to bring them to the two Boards will be pursued,

Although the agreement has not been updated, the MPOs have been collaborating as noted in the below reports.

1. Update from a 2017 Progress Report (FY16/17-17/18 UPWP Sixth Quarter, October 1-December 31,

Update on Regional Collaboration from the 2018 Annual Report:

- Revised and presented amended Lee/Collier Interlocal Agreement to the MPO Board. MPO Board approved the amended interlocal agreement on 3/26/18.

2. Update on Regional Collaboration from the 2018 Annual Report

## Regional Collaboration

### Updated Regional Plans and Priorities

- **Regional Transportation Alternative Program (RTAP)** – Updated Priorities June 2018
- **Transportation Regional Incentive Program (RTIP)** – Updated Priorities June 2018
- **Joint Regional Nonmotorized Transportation Network** – Adopted by Collier MPO in October 2017; Lee County MPO did not achieve a quorum for the Joint MPO Board meeting on October 21, 2017 and subsequently decided not to adopt a Joint Regional Nonmotorized Transportation Network due to unresolved issues involving maintenance of paths/trails along state roads. Regional connectivity remains a desired outcome in the Collier MPO’s **draft Bicycle and Pedestrian Master Plan (BPMP)**. The draft BPMP is grappling with the maintenance issue and will brief the MPO Board on the approach in early 2019.
- **Joint Regional Transportation Network** - Collier MPO adopted a revised Network Map on October 13, 2017; due to lack of quorum on October 21, 2017, Lee County MPO did not adopt the updated Map.
- **Updated list of Strategic Intermodal System (SIS), Transportation Regional Incentive Program (TRIP) and Regional Transportation Alternative Program (RTAP) Priorities** were adopted by both MPOs in June 2018.
- Collier MPO Board adopted an **updated Interlocal Agreement on Regional Cooperation** in 2017, but Lee County MPO may have some changes to propose. The two MPO Directors are working on an update to bring forward to both MPOs for adoption in 2019.

3. Update from a 2018 Progress Report (FY2016/17-2017/18 UPWP Seventh quarter Jan 1 – March 31,

- In preparation for scheduled Joint Lee County/Collier MPO Board and Advisory Committee meetings, prepared draft agendas and revised Joint Interlocal Agreement and provided to Lee County Director for discussion. Coordinated with Lee County Director on possible places to meet; after being informed of scheduling conflict with Florida Association of Counties annual meeting, to be held in Washington, DC, began working with Lee County Director to identify alternative meeting dates for Joint Board meeting; ultimately concluded that we could not accommodate the schedules of both Boards in October or November of 2019, so postponed joint meetings of Boards and Advisory Committees until 2020.

2. **Freight:** With the increased emphasis on Freight in the FAST Act, and the resulting planning regulation's focus on the importance of incorporating providers of freight and freight stakeholders in the planning process, the Federal Review Team recommends that the MPO put forth a stronger effort to build relationships with the freight and manufacturing industry. The MPO is encouraged to seek opportunities to attend freight industry meetings and events to educate them on the MPO process and to help the industry understand that they too have a seat at the table and a stake in the transportation planning process.

The MPO's highlights freight on its website. However, the information posted there is over eight years old. The Federal Review Team recommends that the MPO replace the outdated information with more up to date freight information and activities. A link to the old freight study can remain, but it should not be the focal point.

**Update:** The MPO followed up on this recommendation by getting up-to-speed on freight issues in Collier County. Staff requested and received training from the FDOT District 1 Freight Coordinator in September 2016, in which the Collier County Transportation Planning Division Director also participated.

The FDOT District 1 Freight Coordinator notifies MPO staff of upcoming D1 Freight Coordination meetings so staff can attend. MPO staff participate in Freight Coordination meetings held in Immokalee in Spring 2017 and again in 2019. MPO staff attended the Florida Freight Mobility and Trade Plan Update kick-off meeting in Avon Park in May 2019.

The FDOT District 1 Freight Coordinator provided contact information for Collier area freight industry representatives which the MPO added to the Adviser Network Listserve so they receive notice of plans underway and the opportunity to comment online or by attending a meeting.

In 2018, 2019 and 2020, MPO staff, with assistance from FDOT and the MPOAC's consultant, submitted freight priority projects to the MPOAC in support of FDOT's programmed widening of SR29.

The MPO website was completely redesigned in 2019. Older documents were kept on-line if they remain in effect. The 2040 LRTP remains in effect and the Freight Tech Memo dated November 2015 remains relevant and so can be found on-line. The MPO is developing the 2045 LRTP. The consultant, Jacobs Engineering, will provide an updated Tech Memo on Freight as part of the process, which will then be posted on-line and incorporated into the 2045 LRTP.

- 3. Security:** The MPO has experienced some staffing changes since testing the COOP in 2013. The MPO's COOP specifies in Section X that a "COOP Test, Training and Exercise Plan" will be completed by June 1st of each year. The federal review team recommends that the MPO, as a sound management and operating practice, test and provide training on their COOP annually. This test and training will assist the MPO in identifying vulnerabilities in the plan that need to be updated.

**Update:** MPO staff reviews and updates the COOP on an annual basis. The MPO Director briefs staff on the COOP and conducts a test/training session in June of each year during a staff meeting. The MPO Director coordinates with Collier County's Growth Management Department so that MPO staff is included in plans for emergency evacuations and responses to other emergency situations

MPO staff has implemented the COOP on several occasions since the 2016 TMA Certification Review: on September 8, 2017 in preparation for Hurricane Irma; on October 9, 2018 in preparation for Hurricane Michael; and in March 2020 in response to the COVID-19 pandemic as directives became available from the County Manager, the MPO Board, the Governor's Office and guidance from FDOT, FHWA and FTA. The MPO is drafted revisions to the COOP to address lessons learned during the pandemic and presented those updates for approval to the Board at its September 11, 2020 meeting.

- 4. Safety:** Federal Review Team observed that the MPO has focused their safety analysis primarily on transit and pedestrian modes, but does not perform this same level of analysis on vehicular related projects using crash data. The Federal Review Team recommends that the MPO continue to work with the FDOT District Safety Coordinator and the Office of Safety to fully incorporate crash data and crash data analysis into their planning process and project development. We further recommended that the MPO work with other MPOs in the state and the MPOAC to understand/learn how they can utilize available crash data and hot spot analyses.

**Update:** The MPO prioritized a project recommended by the Congestion Management Committee in 2012 to conduct a County-wide Strategic Highway

Safety Plan. FDOT programmed the project beginning in FY 2019, with Collier County as the lead. The County agreed to transfer management responsibility to the MPO and the MPO Board approved the consulting contract in October 2019. The plan, now referred to as the Local Road Safety Plan, is scheduled to be completed in the second half of FY2020. The report is due in early May on the first phase of the project – review and analysis of crash data (vehicular and bike/ped). The second phase will recommend strategies and budgets for programs and policies that can reduce the loss of life, injuries and property damage from crashes. The project is identified in the MPO's UPWP and in Appendix J of the FY2021-2 TIP.

5. **Public Involvement Plan (PPP):** PPPs are living documents that can always be improved despite meeting the letter of law. In that spirit, and while the MPO's document is not deficient, there are a few considerations the Team believes will add value to the overall PPP:
  - a. The MPO lists the name, title and contact information of the person responsible for administering the PPP, in compliance with 23 CFR 450.316(a). However, plan information is not consistent with contact information on the website. The MPO should scrub contact information on its website and various documents to ensure it is accurate and consistent.

**Update:** The MPO completed a major revision of its website in April 2019. The MPO endeavors to maintain up-to-date contact information, studies and plans on the website. The MPO recently reorganized the Public Involvement tab to add a page on Civil Rights as recommended by FHWA. The MPO anticipates making additional improvements to the website as time allows.

- b. The MPO is compliant with the requirement of 23 CFR 450.316(a)(1) and has any number of partners and stakeholders that provide input into planning products, including the PPP. The Federal Review Team recommends that the MPO include an acknowledgement page in the PPP documenting the names of organizations and people who were consulted during or assisted with plan development. Adding this information would increase transparency and give the MPO an opportunity to express its thanks, if appropriate.

**Update:** The MPO's current PPP amendment includes a list of organizations and references the 400 individuals on the MPO's Adviser Network email listserv that were consulted in preparing the current amendment. The MPO Director has thanked the representatives of federal land management agencies who responded to outreach by expressing their interest in reviewing the MPO's LRTP and TIP during their development as well as in final form. The Director also thanked the single individual who has thus far submitted written comments on the draft amendment.

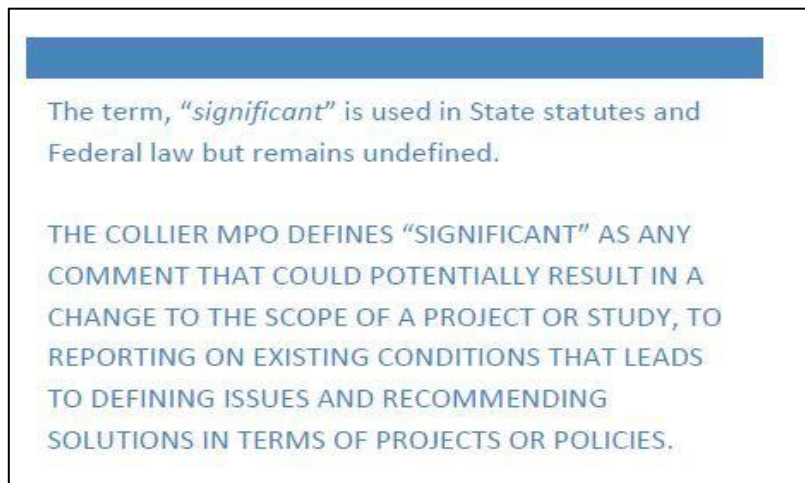
- c. The PPP describes how it acknowledges public comments/questions for the LRTP and TIP, and that comments are provided to the Board for consideration, consistent with both 23 CFR 450.316(a)(1)(vi) and (a)(1)(viii). The MPO might consider an expansive explanation of 'significant comments' and how they could impact decision making.

**Update:** The MPO added a definition of “significant comments” to the major rewrite of the PPP that was completed and adopted by the MPO Board in February 2019. Specifically, the PPP says, on p.28:

#### “LRTP AND TIP

When “significant” written and oral comments are received on the draft LRTP and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 C.F.R. Part 93, Subpart A), a summary, analysis, and report on the disposition of comments are required to be included in the final LRTP and TIP. [23 C.F.R. 450.316(a)(2)]”

The term, “*significant*” is used in State statutes and Federal law but remains undefined.



- d. In compliance with 23 CFR 450.316(b)(3)(c), the PPP discusses the MPO’s involvement with two area Indian tribes that, as with other MPOs, is accomplished via certified mail with varying levels of response. The Federal Review Team is excited about the tribal program experience the new Executive Director brings specifically to the MPO and generally to Florida.

She has plans for expanding tribal outreach and the Team looks forward to following the MPO's activities.

**Update:** The MPO followed up on the Team's recommendations by preparing a draft Government to Government Public Involvement Policy in consultation with the Miccosukee and Seminole tribal governments, which the MPO Board adopted in 2017. The MPO expedited work on the draft policy in response to concerns the Miccosukee Tribe raised regarding the process followed by project proponents in developing the Master Plan for the River of Grass Greenway.

The Government to Government policy is incorporated in the MPO's PPP as Appendix A (p33). Formal requests for consultation have been made by former MPO Chairs on two occasions, both of which were honored by the Miccosukee Tribal Chair and resulted in meetings between the MPO Chair and the Miccosukee Tribal Council. Additional specific information regarding this recommendation can be found in the Division's file for the MPO's response to the findings.

- e. The PPP contains a robust list of performance measures in compliance with 23 CFR 450.316(a)(1)(x) and the Team collected several solid examples of results being used to make decisions. The MPO should consider better documenting its review of Plan performance so that its decisions are more transparent. This need not be a burdensome process and could itself become part of the MPO's outreach. For example, reports of participation in community events can contain pictures and notable activities, demonstrating both effectiveness of the PPP and demonstrating MPO branding, MPO integration into the community and numerous other assessments.

**Update:** In December 2017, the MPO began the practice of consolidating and reporting on all performance measures in the form of an Annual Report presented to the Board at the end of the calendar year. The Annual Report includes tracking and reporting on the effectiveness of public outreach. This in turn informs making refinements to the PPP. The following provides excerpts from the 2018 Annual Report (p15) as an example:



### Tracking Public Comments

MPO staff is tracking the number of public comments resulting from specific outreach activities in order to gauge their effectiveness. Staff is also tracking how public comments affect policy development. This is a longer-term research project that staff will report on as the series of plans currently underway are completed.

### Bicycle and Pedestrian Master Plan

<u>Public Outreach Activities</u>	<u>Comments Received</u>
4 Farmers Markets	80
2 Commissioner Open House Presentations	16
2 CRA meetings	17
Everglades City Council Presentation	3
Wiki Maps	472*
Online Survey	327
Specific Issue Driven - Crown Dr	12
Specific Issue Driven - Wiggins Pass	27
<u>Other public comments</u>	<u>24</u>

*\*381 (81%) made by one person; 52 (11%) made by 5 other commenters; 39 (8%) made by 23 other people*

### Effectiveness of public outreach - Initial observations

- Surveys may generate a good rate of response with potential diversity of people/geography. However, for the Bike Ped plan 80% of surveys came from the north-west portion of the county roughly bounded by Davis Blvd to the south; Collier Blvd to the east; and Lee County/the ocean to the north/west. There was little control over the distribution of the surveys and who answered them including having potential multiple surveys by one person/group. Survey instrument for plan could have been better.
- Outreach at farmers' markets etc. generates significant comment but comments may be geographically centric to where the market is. Can achieve good demographic distribution.
- Wiki maps was a good idea but with relatively poor results. One way to improve would be to limit responses by IP address or some other unique identifier.
- Better method(s) needed to achieve greater demographic and geographic representation to more closely match the population. It is difficult to get public input from certain groups/segments of the population. Doing so may involve costs/resources beyond which the MPO can afford.
- A combination of outreach with surveys may be a good tactic to explore.

6. **Public Involvement:** The MPO should pursue the use of social media to the extent allowed by Collier County. Though considered a noteworthy practice in past years, MPOs are discovering that social media plays a critical role in reaching a greater diversity of users, particularly younger age groups that traditionally do not participate in transportation decision making. Social media also allows users to stay informed in a manner never possible in the industry and provides for convenient, data-rich evaluation. The Federal Review Team understands that some local governments have limitations on the use and expansion of social media, citing concerns over privacy, security and content control. Nevertheless, the Team encourages the MPO to both explore and document attempts to further use social media.

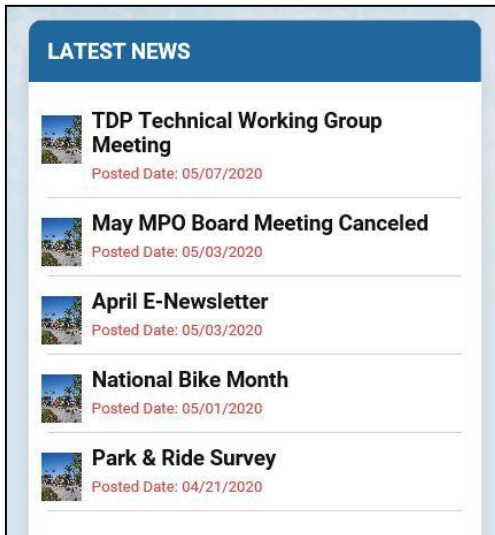
**Update:** The 2019 PPP placed additional emphases on expanding public involvement through the use of social media and the development of an informal Adviser Network. The 2019 Annual Report reflects that these two initiatives were still in their infancy at the end of the calendar year, with 52 individuals on the Adviser Network and limited responses to MPO postings on the County's Facebook page. The Adviser Network has since grown to over 400 members and a public opinion survey on traffic congestion in Collier County posted on Facebook generated 2,760 completed survey questionnaires.

The following is an excerpt from a 2017 Progress Report (FY 16/17-17/18 Sixth Quarter Oct 1-December 31., p7) describing the Best Practices research conducted in preparing to update the PPP:

- Reviewed Best Practices – examples from other Florida MPOs – prepared preliminary draft of a new Public Involvement Plan to meet current state and federal requirements, eliminate unnecessary and ineffective activities, broaden MPO's outreach to traditionally underserved communities and expand use of on-line surveys, interactive website; and social media.

7. **Public Involvement (Website):** The Collier MPO website should be a timely, current and accurate reflection of the MPO's programs, services and activities. We strongly recommend that the MPO scrub the website to ensure efficient navigation, working hyperlinks, and current documentation (updating the listing of MPO agreements, contact information, safety plans, freight, etc.). For example, the LRTP supporting technical documents are located on multiple webpages and the LRTP webpage does not provide references to the specific locations of the supporting documentation. A current and accurate website will aid in increasing transparency for the public.

**Update:** The MPO completed a major revision of its website in April 2019 and has received much positive feedback on the new design. The MPO constantly reviews the website in order to identify nonworking hyperlinks and the timeliness of the information provided. As an example, the following is a snapshot of the Latest News on the website homepage on May 7, 2020.



8. **Title VI (Environmental Justice):** The MPO has improved its use of demographic data in informing planning decisions other than simply in the public involvement or transportation disadvantaged programs. As with other Florida MPOs, the MPO appreciates that nondiscrimination and equity considerations are required in all federally funded programs, services and activities, including the LRTP and TIP. While community characteristics inventories and Efficient Transportation Decision Making (ETDM) are excellent sources of data and a good start, the Federal Review Team recommends that demographics and other data be used to screen plans and/or projects for adverse impacts and equitable distribution of benefits. The Team understands that Title VI and environmental justice (EJ) considerations in planning may be more general than later in the project development process. Nevertheless, policies, projects and other activities advanced to benefit, or to avoid, minimize or mitigate adverse impacts on minority and other communities should be described in all MPO plans. Fortunately, FHWA, FTA, EPA and other agencies have released tools that should provide some practical assistance for furthering equity principles in planning as required by Executive Order 12898, FHWA Order 6640.23A, 23 CFR 200.9, FTA Circular C4703.1 and other federal authorities.

**Update:** The MPO found the FHWA recommendation helpful as an educational opportunity to report to the Board and advisory committees on EJ

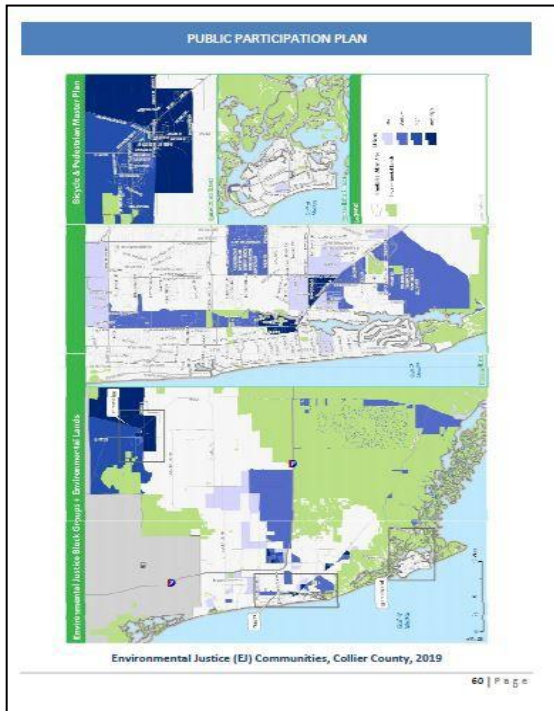
considerations. See 2019 PPP, Appendix E: Traditionally Underserved Communities, p58. The MPO followed up with a review of the current TDSP, then augmented the TDSP maps using a variety of resources as recommended. These included: US Census Bureau American Community Survey (ACS), AASHTO Census Transportation Planning Products (CTPP), and the US EPA Environmental Justice Screening and Mapping Tool. The MPO considered comments made by advisory committees in reviewing the preliminary findings (for local knowledge.) Staff’s preliminary analysis was summarized in the 2017 Annual Report:

**Improved Outreach Pertaining to Title VI & Environmental Justice**

- **Title VI/EJ Components of Updated Plans**
  - MPO Board adopted Government to Government Public Involvement Policy in June 2017 establishing communications policy with 3 tribal entities:
    - The Miccosukee tribe of Indians of Florida
    - The Seminole Tribe of Florida
    - The Council of the Original Miccosukee Simanolee Nation Aboriginal Peoples
  - Staff incorporated extensive review of Census socio-economic data and identified EJ Focus Communities in Draft Existing Conditions Report Comprehensive Pathways Plan Update presented to the PAC and submitted to consultant, TOA, for inclusion in the new Bicycle/Pedestrian Plan
  - Revised MPO Bylaws to add two new positions to the BPAC for advocates for the disabled and for the Transportation Disadvantaged; positions subsequently filled by unanimous vote of the MPO Board along with appointment of advocate for the disabled to fill a vacancy on the CAC
  - Kick-Off Meeting for Bicycle and Pedestrian Master Plan – Held October 30<sup>th</sup>, 32 attendees, combined PAC/CAC/TAC and stakeholders committee (membership designed to reach broad cross section of public).



The mapping that MPO staff developed in-house was further refined by the consultant working on the Bicycle and Pedestrian Master Plan (BPMP), which was adopted in early 2019. The EJ criteria used for the BPMP were minority status, poverty, no access to a vehicle, and limited ability to speak English. EJ areas were defined as areas where the criteria were 10% greater than the County average. The resulting map factored in the weighting criteria developed to prioritize Bike- Ped projects. The BPMP addresses EJ communities in its project prioritization. The map and EJ analysis completed for the BPMP was added to the current PPP (See p60, image below). EJ considerations are included as project evaluation criteria in the draft 2045 LRTP. The development of the 2045 LRTP may result in further refining the EJ map and project prioritization criteria.



9. **Title VI:** The MPO believes that the current Title VI/Nondiscrimination Program Plan housed in the Growth Management Division is too general to meet its growing needs and specific planning demands and has recently completed a draft plan that will hopefully receive board approval. In the meantime, the Federal Review Team recommends the MPO:

- a. Scrub online and planning documents to ensure that nondiscrimination contact information is accurate and consistent.

**Update:** The MPO completed a revision to its Title VI/Nondiscrimination Program Plan and inserted it into the updated PPP. The MPO completed a major revision of its website in April 2019 and strives to maintain accurate and consistent online planning documents and contact information.

- b. Consider partnering with FHWA and FDOT in providing a practical workshop for the MPO and the staff of area TPOs, to peer review required documents; share strong practices; and discuss upcoming national changes to the program.

**Update:** MPO staff attended regional Civil Rights training hosted by FHWA/FDOT in August 2016 (Ft. Lauderdale); December 2016 (Sarasota); November 2017 (Arcadia). The MPO's current focus is on addressing ADA

requirements pertaining to its website. The staff member who was most familiar with the methodology for meeting Web Content Accessibility Guidelines resigned recently. The MPO is reviewing the Standard Operating Procedures he provided in order to apply them to new material that is posted.

- c. Consider adding a nondiscrimination or civil rights link to the MPO website home page or perhaps all MPO site pages; something very simple like *'for questions about our commitment to nondiscrimination, click here'*. This is a way of providing important program information without forcing the public to access or read an entire plan.

**Update:** FHWA's recent review of the redesigned MPO website resulted in similar recommendations again coming forward. As a result, the MPO has revised the website to add a page on Civil Rights under the Public Involvement tab on the home screen. The MPO is still in the process of addressing other improvements that FHWA suggested.

<https://www.colliermopo.org/get-involved/civil-rights/>

10. **Title VI (ADA/504):** Under 28 CFR 35.105, all public entities, including MPOs are required to conduct a self-evaluation of programs and services for accessibility and where deficiencies are discovered, make necessary modifications for compliance. Though transition planning requirements under 28 CFR 35.150(d)(3) apply to those entities with control over pedestrian rights of way, MPOs share a common minimum obligation; to ensure that all planning products include accessibility considerations and to involve the community with disabilities and their service representatives in the planning process. The Collier MPO has demonstrated substantially compliant nondiscrimination programming. However, the Federal Review Team recommends that Collier MPO further enhance ADA compliance for its county and all of its local public agencies by coordinating survey/study activities; sharing PROW and condition data; identifying partners in need of training or technical assistance; and keeping FHWA and FDOT abreast of innovative programs or cost effective tools that might assist public agencies with meeting ADA requirements.

**Update:** The MPO constantly forwards information provided by FHWA, FTA and FDOT to its planning partners and member agencies regarding opportunities to participate in ADA trainings, for technical assistance, grant programs and the latest studies and reports. The MPO included current ADA design guidance in developing the Design Guidelines included in the Bicycle and Pedestrian Master Plan adopted in 2019. The MPO Board consistently supports the project priorities submitted by the County PTNE Division to design and construct ADA

enhancements at bus stops and sidewalk projects that enhance ADA compliance County-wide. The MPO does not create or maintain Public Right-of-Way (PROW) and condition data. However, the MPO is always willing to share data and information that we receive and provide connections between multiple agencies.

## Appendix G. Acronym List

ADA – Americans with Disabilities Act	NHS – National Highway System
AQ – Air Quality	NTI – National Transit Institute
CAAA – Clean Air Act Amendments of 1990	PEA – Planning Emphasis Area
CFP – Cost Feasible Plan (of the LRTP)	PL – Metropolitan Planning Funds
CFR – Code of Federal Regulations	PPP – Public Participation Plan
CMAQ – Congestion Mitigation and Air Quality	RA – Regional Administrator
CMP – Congestion Management Process	RTIP – Regional Transportation Implementation Plan
DA – Division Administrator	RTP – Regional Transportation Plan
DBE – Disadvantaged Business Enterprises	SAFETEA-LU – Safe, Accountable, Efficient Transportation Equity Act: A Legacy for Users
DHHS – Department of Health and Human Services	RPC – Regional Planning Commission
EJ – Environmental Justice	SFY – State Fiscal Year
ETDM – Efficient Transportation Decision Making	SHA – State Highway Administration
EPA – Environmental Protection Agency	SHSP – Strategic Highway Safety Plan
FAST Act – Fixing America’s Surface Transportation Act	SIP – State Implementation Plan
FDOT – Florida Department of Transportation	SOP – Standard Operating Procedures
FHWA – Federal Highway Administration	SOV – Single Occupancy Vehicle
FTA – Federal Transit Administration	SPR – State Planning and Research
FY – Federal Fiscal Year	STIP – Statewide Transportation Improvement Program
GIS – Geographic Information Systems	STP – Surface Transportation Program
HSIP – Highway Safety Improvement Program	TAM – Transit Asset Management
HPMS Reviews – Highway Performance Monitoring System	TAMP – Transportation Asset Management Plan
ISTEA – Intermodal Surface Transportation Efficiency Act	TAZ – Transportation Analysis Zone
ITS – Intelligent Transportation Systems	TCM – Transportation Control Measure
LEP – Limited English Proficiency	TDM – Transportation Demand Management
LRTP – Long Range Transportation Plan	TEA-21 – Transportation Equity Act for the 21 <sup>st</sup> Century
M&O – Management and Operations	TIP – Transportation Improvement Program
MAP-21 – Moving Ahead for Progress in the 21 <sup>st</sup> Century	Title VI – Title VI of the 1964 Civil Rights Act
MOA – Memorandum of Agreement	TMA – Transportation Management Area
MOU – Memorandum of Understanding	TMIP – Travel Model Improvement Program
MPA – Metropolitan Planning Area Boundary	TPA – Transportation Planning Agency
MPO – Metropolitan Planning Organization	TPCB – Transportation Planning Capacity Building Program
MPOAC – Metropolitan Planning Organization Advisory Council	TPM – Transportation Performance Management
NAAQS-National Ambient Air Quality Standards	TPO – Transportation Planning Organization
NEPA – National Environmental Policy Act	UAB – Urban Area Boundary
NHI – National Highway Institute	UPWP – Unified Planning Work Plan
	U.S.C. – United States Code
	UZA – Urbanized Areas
	VMT – Vehicle Miles Traveled