



COLLIER MPO

2045

LONG RANGE TRANSPORTATION PLAN

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APPENDICES

DECEMBER 2020



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## Appendix A

### Federal and State LRTP Requirements



**Table A-1. Federal Requirements from January 2018 FHWA Expectations Letter**

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
<b>Stakeholder Coordination and Input</b>	
<p><b>Specific Public Involvement Strategies:</b> Develop a written plan to document the procedures, strategies, and outcomes of stakeholder involvement in the planning process for all MPO products and processes, including but not limited to, public/stakeholder input on the LRTP and its amendments.</p>	<p>-Chapter 2 – Plan Process, Section 2-4</p> <p>-<i>Public Information Summary Report</i> (prepared under separate cover)</p> <p>-<i>Public Involvement Plan</i> (prepared under separate cover)</p> <p>-<i>Social Media Outreach Strategy</i></p>
<p><b>Public Involvement/Tribal/Resource Agency Consultation:</b> Consultation on the MPO’s planning products (including the LRTP) with the appropriate Indian Tribal governments and Federal land management agencies (when the planning area includes such lands) is required to be documented. State and local agencies (including Tribal government resource agencies) responsible for land use management are required to be consulted during the development of the LRTP. The consultation process is required to be documented.</p>	<p>-Chapter 2 – Plan Process, Section 2-4</p> <p>-<i>Public Information Summary Report</i> (prepared under separate cover)</p>
<p><b>Measures of Effectiveness:</b> MPOs are required to periodically review the effectiveness of the procedures and strategies described within the public participation plan (PPP). The PPP is also required to contain the specific measures used, the timing of, and the process used to evaluate the MPO’s outreach and PPP strategies. Ideally, once the LRTP is developed, the outreach is evaluated, and then any needed changes to the outreach process are incorporated and documented in the PPP prior to the next LRTP update.</p>	<p>The Collier MPO Public Participation Plan includes process for evaluating public participation effectiveness.</p>
<b>Fiscal Constraint</b>	
<p><b>Project Phases:</b> Projects in LRTPs are required to be described in enough detail to develop cost estimates in the LRTP financial plan that show how the projects will be implemented. For a project in the cost feasible plan, the phase(s) being funded and the cost must be documented. Additionally, the source of funding for each phase must be documented in the first 10 years of the LRTP. The phases to be shown in LRTPs include Preliminary Engineering (PE), Right of Way (ROW) and Construction. PE includes both the Project Development and Environment (PD&amp;E) and Design phases.</p>	<p>-Chapter 5 – Financial Resources</p> <p>-Chapter 6 – Cost Feasible Plan, Table 6-2</p>
<p><b>Full Time Span of LRTP (1st 5 Years):</b> Plans are required to have at least a 20-year horizon. As such, the MPO is required to have an LRTP that includes projects from the date of adoption projected out at least 20 years from that date.</p>	<p>Chapter 6 – Cost Feasible Plan, Table 6-2</p>



**Table A-1. Federal Requirements from January 2018 FHWA Expectations Letter**

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
<b>Technical Topics</b>	
<p><b>SHSP Consistency:</b> The goals, objectives, performance measures and targets of the Highway Safety Improvement Program (HSIP), which includes the Strategic Highway Safety Plan (SHSP), is required to be integrated into the LRTPs either directly or by reference.</p>	Chapter 3 – 2045 LRTP Goals and Objectives
<p><b>Freight:</b> Changes to the planning requirements now also encourage the consultation of agencies and officials planning for freight movements. With the National Highway Freight Program a core funding category of federal funds, having a solid basis for incorporating freight needs and projecting the freight demands will be key to the LRTP’s success for meeting its regional vision for the goods movement throughout the area. Additionally, the planning regulations now require the goals, objectives performance measures and targets of the State Freight Plan to be integrated into the LRTPs either directly or by reference.</p>	<p>-Chapter 4 – 2045 Needs Plan, Section 4-2</p> <p>-Chapter 6 – Cost Feasible Plan, Section 6-4</p> <p>-Chapter 7 – Implementation, Section 7-2</p>
<p><b>Environmental Mitigation/Consultation:</b> For highway projects, the LRTP must include a discussion on the types of potential environmental mitigation activities and potential areas to carry out these activities. The environmental mitigation discussion in the LRTP must be developed in consultation with Federal, State and Tribal wildlife, land management and regulatory agencies.</p>	Chapter 4 – 2045 Needs Plan, Section 4-2
<p><b>Congestion Management Process:</b> The MPO must demonstrate that the congestion management process is incorporated into the planning process. The process the MPO uses can be documented separately or in conjunction with the LRTP. The process is required to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identity an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP. The new planning requirements provide for the optional development of a Congestion Management Plan (CMP) that includes projects and strategies that will be considered in the TIP.</p>	The Congestion Management Process was incorporated into the LRTP by reference. Chapter 6 – Cost Feasible Plan, Section 6-1 (Funding of Other Roadway Needs) includes projects identified as a result of the CMP.

**Table A-1. Federal Requirements from January 2018 FHWA Expectations Letter**

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
<p><b>Americans with Disabilities Act (ADA) Transition Plans:</b> Government agencies with 50 or more employees that have control over pedestrian rights of way (PROW) must have transition plans for ADA. MPOs that are a part of a public agency that has these responsibilities need to have a heightened awareness for these responsibilities and plans. MPOs that are a part of a public agency that has these responsibilities need to have a heightened awareness for these responsibilities and plans. All MPOs should at a minimum, serve as a resource for information and technical assistance in local government compliance with ADA.</p>	<p>It is the policy of the MPO to comply with all federal and state authorities requiring nondiscrimination, including but not limited to Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA), the Age Discrimination Act of 1975 and Executive Order 12898 (Environmental Justice) and 13166 (Limited English Proficiency). The MPO does not and will not exclude from participation in; deny the benefits of; or subject anyone to discrimination on the basis of race, color, national origin, sex, age, disability or income. In addition, the MPO complies with the Florida Civil Rights Act, and does not permit discrimination on the basis of religion or family status in its programs, services or activities.</p>

**Table A-1. Federal Requirements from January 2018 FHWA Expectations Letter**

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
<b>Administrative Topics</b>	
<p><b>LRTP Documentation/Final Board Approval:</b> The date the MPO Board adopts the LRTP is the effective date of the plan. The contents of the product that the MPO adopts on that date includes at a minimum: 1) the current and projected demand of persons and goods; 2) existing and proposed facilities that serve transportation functions; 3) a description of performance measures and targets; 4) a system performance report; 5) operational and management strategies; 6) consideration of the results of the congestion management process; 7) assessment of capital investment and other strategies to preserve existing and future infrastructure; 8) transportation and transit enhancement activities; 9) description of proposed improvements in sufficient detail to develop cost estimates; 10) discussion of potential environmental mitigation strategies and areas to carry out the activities; 11) a cost feasible financial plan that demonstrates how the proposed projects can be implemented and includes system level operation and maintenance revenues and costs; and 12) pedestrian walkway and bicycle transportation facilities which are required to be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted. The final document(s) should be posted online and available through the MPO office no later than 90 days after adoption date.</p>	<ol style="list-style-type: none"> <li>1. Chapter 2 – Plan Process, Section 2-3</li> <li>2. Chapter 4 – 2045 Needs Plan, Table 4-1 and Figure 4-3</li> <li>3. Chapter 3 – 2045 LRTP Goals and Objectives, Table 3-1 and Chapter 7– Implementation, Table 7-1</li> <li>4. Chapter 7 – Implementation, Section 7-1 and Appendix F</li> <li>5. Chapter 6 – Cost Feasible Plan, Section 6-1, Funding of Other Roadway Needs</li> <li>6. Chapter 6 – Cost Feasible Plan, Section 6-1, Funding of Other Roadway Needs, Tables 6-4, 6-5, and 6-6</li> <li>7. Chapter 5 – Financial Resources</li> <li>8. Chapter 6 – Cost Feasible Plan, Section 6-3</li> <li>9. Chapter 4 – 2045 Needs Plan, Table 4-6 and Table 4-12</li> <li>10. Chapter 4 – 2045 Needs Plan, Section 4-2</li> <li>11. Chapter 6 – Cost Feasible Plan</li> <li>12. Chapter 6 – Cost Feasible Plan, Section 6-2</li> </ol>
<p><b>LRTP &amp; STIP/TIP Consistency:</b> The STIP and TIPs must be consistent with the relevant LRTPs as they are developed. When STIP/TIP amendments are received by FHWA and FTA, they will be reviewed for consistency with the applicable LRTP. Projects with inconsistencies between the STIP/TIP and the respective LRTP will not be approved for use of federal funds or federal action until the issue is addressed.</p>	<p>The 2045 LRTP is consistent with the STIP and Collier MPO FY2021-2025 TIP (adopted June 2020), the current TIP at the time of adoption.</p>
<b>New Requirements</b>	
<p><b>New Planning Factors:</b> The MPO is required to address several planning factors as a part of its planning processes. There are two new planning factors that need to be considered in the next LRTPs: 1) improving the resiliency and reliability of the transportation system and reducing or mitigating stormwater impacts of surface transportation; and 2) enhancing travel and tourism. Florida has a strong history of proactively addressing these transportation areas.</p>	<p>Chapter 3 – 2045 LRTP Goals and Objectives</p>



**Table A-1. Federal Requirements from January 2018 FHWA Expectations Letter**

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
<p><b>Transportation Performance Management:</b> As funding for transportation capacity projects becomes more limited, increasing emphasis will be placed on maximizing the efficiency and effectiveness of our current transportation system and the resources that build and maintain the system. As such, a performance-based approach to transportation decision making will be required for the FDOT and MPOs. The next LRTPs (when updated or amended after May 27, 2018) will be required to describe the performance measures and the targets the MPO has selected for assessing the performance of the transportation system.</p> <p>A system performance report will also be required to be included in the LRTPs. Depending on the timing of the LRTP, the date of the target setting, and length of the evaluation cycle, the LRTPs initially amended/updated after May 27, 2018 may not have a full cycle of specific information to include. However, the LRTPs need to include the data that is available and discuss how the MPO plans to use the full information once it does become available. Depending on the timing of the LRTP, the date of the target setting, and length of the evaluation cycle, the LRTPs initially amended/updated after May 27, 2018 may not have a full cycle of specific information to include. However, the LRTPs need to include the data that is available and discuss how the MPO plans to use the full information once it does become available.</p>	Chapter 7 – Implementation and Appendix F
<p><b>Multimodal Feasibility:</b> The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.</p>	Chapter 6 – Cost Feasible Plan, Sections 6-2 and 6-3
<p><b>Transit Asset Management:</b> The MPO is required to set performance targets for each performance measure, per 23 CFR 450.306(d). Those performance targets must be established 180 days after the transit agency established their performance targets. Transit agencies are required to set their performance targets by January 1, 2017. If there are multiple asset classes offered in the metropolitan planning area, the MPO should set targets for each asset class.</p>	Chapter 7 – Implementation and Appendix F

**Table A-1. Federal Requirements from January 2018 FHWA Expectations Letter**

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
<b>Emerging Issues (Not Required)</b>	
<b>Mobility on Demand (MOD):</b> Rapid advances in Mobility on Demand (MOD) technologies mean that these types of systems may be coming on line during the horizon of the next LRTPs. While these technologies when fully implemented will provide more opportunities to operate the transportation system better, the infrastructure needed to do so and the transition time for implementation is an area that the MPO can start to address in this next round of LRTP updates.	Chapter 4 – 2045 Needs Plan, Table 4-12
<b>New Consultation:</b> There are two new types of agencies that the MPO should consult with when developing the LRTPs: agencies that are responsible for tourism and those that are responsible for natural disaster risk reduction.	The Collier MPO Adviser Network includes the Tourist Development Council Collier County and the South Florida Water Management District which plans for regional resilience to natural disasters.
<b>Summary of Public Involvement Strategies:</b> The public involvement summary should be supported by more detailed information, such as the specific strategies used, feedback received and feedback responses, findings, etc. The detailed information should then be referenced and included in the form of a technical memorandum or report that can be appended to the LRTP, or included in a separate, standalone document that is also available for public review in support of the LRTP.	-Chapter 2 – Plan Process, Section 2-4 -Public Information Summary Report (prepared under separate cover)
<b>Impact Analysis/Data Validation:</b> In accordance with Title VI, MPOs need to have and document a proactive, effective public involvement process that includes outreach to low income, minorities and traditionally underserved populations, as well as all other citizens of the metropolitan area, throughout the transportation planning process. Using this process, the LRTP needs to document the overall transportation needs of the metropolitan area and be able to demonstrate how public feedback and input helped shape the resulting plan.	-Chapter 2 – Plan Process, Section 2-4 -Public Information Summary Report (prepared under separate cover)
<b>FDOT Revenue Forecast:</b> To help stakeholders understand the financial information and analysis that goes into identifying the revenues for the MPO, we recommend the MPO include FDOT’s Revenue Forecast in the appendices that support the LRTP.	The FDOT Revenue Forecast is included as an attachment in the <i>Project Cost Development Methodology Technical Memorandum</i> (prepared under separate cover).

**Table A-1. Federal Requirements from January 2018 FHWA Expectations Letter**

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
<p><b>Sustainability and Livability in Context:</b> We encourage the MPO to implement strategies that contribute to comprehensive livability programs and advance projects with multimodal connectivity. The MPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors within their area and utilize the flexibilities provided in the federal funding programs to improve the transportation network for all users.</p>	<p>Chapter 4 – 2045 Needs Plan, Section 4-1</p>
<p><b>Scenario Planning:</b> The new planning requirements describe using multiple scenarios for consideration by the MPO in the development of the LRTP. If the MPO chooses to develop these scenarios, they are encouraged to consider a number of factors including potential regional investment strategies, assumed distribution of population and employment, a scenario that maintains baseline conditions for identified performance measures, a scenario that improves the baseline conditions, revenue constrained scenarios, and include estimated costs and potential revenue available to support each scenario.</p>	<p>The <i>Scenario Network Modeling Technical Memorandum</i> (prepared under separate cover) details the revenue constrained scenarios.</p>



**Table A-2. Federal Requirements from FHWA/FTA (November 2012)**

Regulatory Requirement Summary	Where Requirements Are Addressed in the L RTP
<p><b>Projects in the L RTP</b> - Recently we have been responding to several questions regarding types of projects that need to be included in the L RTP. As stated in 23 CFR 450.322(f), the L RTP is required to include the projected transportation demand in the planning area, the existing and proposed transportation facilities that function as an integrated system, operational and management strategies, consideration of the results of the Congestion Management Plan, strategies to preserve the existing and projected future transportation infrastructure, pedestrian and bicycle facilities, and transportation and transit enhancement activities.</p> <p>As noted in 23 CFR 450.104, a regionally significant project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulation (40 CFR part 93.126, 127 and 128)) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.</p> <p>If a project meets the definition of regionally significant, then the project must be included in the Cost Feasible L RTP regardless of the project's activities (i.e. construction, facility widening, ITS installations, etc.).</p>	<p>Regionally significant projects include those listed in Chapter 6 – Cost Feasible Plan, Table 6-1. Additionally, projects resulting from M-CORES referenced in Chapter 7 – Implementation will have regional significance.</p>
<p><b>Grouped Projects in the L RTP</b> - Federal regulations allow a specifically defined type of project(s) to be grouped in the TIP. Similar groupings in the L RTP would be permissible. However, the ability to group project(s) depends on the regional significance of the project(s). Grouped projects in the TIP are typically ones that are not of an appropriate scale to be individually identified and can be combined with other projects which are similar in function, work type, and/or geographic area. Classifications of these grouped project types are listed under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. Examples are: activities which do not involve or lead directly to construction (such as planning and technical studies or grants for training and research programs); construction of non-regionally significant bicycle and pedestrian lanes, paths, and facilities; landscaping; installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur; rest areas and truck weigh stations; ridesharing activities; and highway safety or traffic operations improvement projects. Therefore, if grouping projects in the L RTP, the groups need to be specific enough to determine consistency between the L RTP and the TIP.</p>	<p>Group projects in the L RTP include the congestion management projects listed on Table 6-4 which will be funded with TMA Funds; and the bicycle/pedestrian projects listed on Table 6-7 which will be funded with TMA/TA Funds.</p>

**Table A-2. Federal Requirements from FHWA/FTA (November 2012)**

Regulatory Requirement Summary	Where Requirements Are Addressed in the L RTP
<b>Fiscal Constraint</b>	
<p><b>Operations &amp; Maintenance</b> - L RTP cost estimates need to be provided for the Operations and Maintenance (O&amp;M) activities for the entire timeframe of the L RTP. System level estimates for O&amp;M costs may be shown for each of the five-year cost bands or may be provided as a total estimate for the full L RTP timeframe. System level is interpreted to mean the system within the MPO planning boundaries. Local agencies, working with the MPO, need to provide cost estimates for locally-maintained facilities covered in the Plan. FDOT, working with the MPO, needs to provide cost estimates for the state-maintained facilities covered in the Plan. System level estimates at the FDOT District level are acceptable for the state-maintained facilities. The L RTP will also need to identify the general source of funding for the O&amp;M activities. Since O&amp;M costs and related revenues are not available to balance the fiscal constraint of capital investment projects, a clear separation of costs for operations and maintenance activities from other grouped and/or regionally significant projects will need to be shown in order to demonstrate fiscal constraint. (23 CFR 450.322(f)(10)(i)).</p>	Chapter 6 – Cost Feasible Plan
<p><b>Total Project Costs</b> - For total project costs, all phases of a project must be described in sufficient detail to estimate and provide an estimated total project cost and explain how the project is expected to be implemented. Any project which will go beyond the horizon year of the L RTP must include an explanation of the project elements beyond the horizon year and what phases/work will be performed beyond the horizon year of the plan. The costs of work and phases beyond the horizon year of the plan must be estimated using Year of Expenditure (YOE) methodologies and the estimated completion date may be described as a band (i.e. Construction expected 2040-2050, \$40M). If there is more than one phase remaining to be funded, these may be shown as a combined line item for the project (i.e. ROW/Construction expected 2040-2050, \$50M). FHWA does not expect that this paragraph will apply to routine system preservation or maintenance activities. Total project costs will be shown for capacity expansion projects and for regionally significant projects. (23 CFR 450.322(f)).</p>	Chapter 6 – Cost Feasible Plan
<p><b>Cost Feasible Plan</b> - Revenues to support the costs associated with the work/phase must be demonstrated. For a project to be included in the cost feasible plan, an estimate of the cost and source of funding for each phase of the project being funded (including the Project Development and Environment (PD&amp;E) phase) must be included. The phases to be shown in L RTPs include Preliminary Engineering, ROW and Construction (FHWA and FTA support the option of combining PD&amp;E and Design phases into “Preliminary Engineering”). Boxed funds can be utilized as appropriate to finance projects. However, the individual projects utilizing the box need to be listed, or at a minimum, described in bulk in the L RTP (i.e. PD&amp;E for projects in Years 2016-2020). (23 CFR 450.322(f)(10)).</p>	Chapter 6 – Cost Feasible Plan

**Table A-2. Federal Requirements from FHWA/FTA (November 2012)**

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
<p><b>New Revenue Sources</b> - If the LRTP assumes a new revenue source as part of the cost feasible plan, the source must be clearly explained, why it is considered to be reasonably available, when it will be available, what actions would need to be taken for the revenue to be available, and what would happen with projects if the revenue source was not available. If, for example, the most recent action of a governing body or a referendum of the public defeated a similar revenue source, then the new revenue source may not be included in the Cost Feasible LRTP unless the MPO can justify the revenue source and explain the difference between the action that failed and the action being proposed (for further details, please see FHWA Guidance Financial Planning and Fiscal Constraint for Transportation Plans and Programs issued by Gloria Shepherd, Associate Administrator for Planning, Environment and Realty on April 17, 2009). This applies to all revenue sources in the LRTP (i.e. federal, state, local, private, etc.)</p>	<p>Chapter 5 – Financial Resources</p>
<p><b>Federal Revenue Sources</b> - Federal and state participation on projects in the Cost Feasible LRTP can be shown as a combined source for the cost feasible projects. Projects within the first ten years of the Plan must be notated or flagged to identify which projects are planned to be implemented with federal funds. Beyond the first ten year period, the specific federal funding notation is not expected. The project funding, however, must be clearly labeled as a combined Federal/State source in the Cost Feasible LRTP. (23 CFR 450.322(10)f(iii))</p> <p>For FTA funded projects, MAP-21 has repealed eight programs from SAFETEA-LU and shifted many of the eligible activities to formula programs. Repealed programs (or uses consolidated in other formula programs) include Clean Fuels (5308), Fixed Guideway Modernization (5309), Bus and Bus Facilities (5309), JARC (5316), New Freedom (5317), Paul Sarbanes Transit in the Parks (5320), Alternatives Analysis (5339) and Over the Road Bus (3038). Formula programs now include Metropolitan Planning and State Planning (5305); Urbanized Area Formula (5307); Enhanced Mobility of Seniors and Persons with Disability (5310); Rural Area Formula (5311) and RTAP (5311); Formula Grants for Public Transportation on Indian Reservations (5311); Research and Development, Demonstration and Deployment (5312), State of Good Repair (5337), Bus and Bus Facilities Formula Grants (5339). Eligible new uses which are notable include Safety Programs and Transit Asset Management, Operations in areas with 200,000 or more population with up to 100 buses; Transit Oriented Development Planning and Bus Rapid Transit demonstration projects; Core Capacity Improvements and several others.</p> <p>Discretionary awards that have been repealed under MAP-21 however, may have unspent funds awarded under SAFETEA-LU in the repealed programs that still must be shown in the LRTP, TIP and STIP to obligate the funds in FTA’s TEAM system. Hence, project categories such as Bus Livability, Clean Fuels, Alternatives Analysis, Transit in the Parks, etc.) may still need to be described and/or pursued by the transit grantee within the LRTP for FFY 2011 and FFY 2012 funds remaining. However, MAP-21 greatly reduced the number and type of discretionary awards through FTA. As such, the MPO and the transit grantee may no longer need to consider how to account for the possibility of placing a discretionary transit</p>	<p>Chapter 5 – Financial Resources</p>



**Table A-2. Federal Requirements from FHWA/FTA (November 2012)**

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
<p>project through a competitive award (as well as formula funds) as part of the cost feasible LRTP except for New Starts, Small Starts, Core Capacity, Bus Rapid Transit Demonstration or Transit Oriented Development Demonstration Planning programs.</p> <p>The purpose, need and perceived benefit of the transit project as well as geographic distribution of funds may play a role in project selection. As such, a transit needs plan with projects which may be unfunded when the LRTP is prepared may need to be considered, especially for major New Start/Small Start and other capital projects like the new Core Capacity program which must eventually be placed within the cost feasible LRTP to have funds awarded. Regardless, discretionary awards if any must also be eventually listed within the cost feasible LRTP for FTA to obligate the awarded funds in a grant to a transit grantee.</p>	
<p><b>Full Timespan of the LRTP</b> - The LRTP is a document that has a planning horizon of at least 20 years. The LRTP is based upon the region's visioning of the future within the bounds of the financial resources that are available to the region during that timeframe. The LRTP is not a programming document, but rather a planning document that describes how the implementation of projects will help achieve the vision. Therefore, the MPOs will need to show all the projects and project funding for the entire time period covered by the LRTP, from the base year to the horizon year. (23 CFR 450.322(a))</p>	<p>Chapter 6 – Cost Feasible Plan</p>
<p><b>Environmental Mitigation</b> - For highway projects, the LRTP must include a discussion on the types of potential environmental mitigation activities and opportunities which are developed in consultation with Federal, State and Tribal wildlife, land management and regulatory agencies. This discussion should occur at more of a system-wide level to identify areas where mitigation may be undertaken (perhaps illustrated on a map) and what kinds of mitigation strategies, policies and/or programs may be used. This discussion in the LRTP would identify broader environmental mitigation needs and opportunities that individual transportation projects might later take advantage of. MPOs should be aware that the use of ETDM alone is not environmental mitigation. That effort would be considered project screening and is not a system-wide review. Documentation of the consultation with the relevant agencies should be maintained by the MPO.(23 CFR 450.322(f)(7) and (g))</p> <p>For transit capital projects, the environmental class of action is usually considered by FTA regional offices in concert with transit grantees as the projects are analyzed and developed. Transit maintenance and transfer facilities and major capacity projects like light, heavy or commuter rail, BRT, etc. may require a separate National Environmental Policy Act (NEPA) document while acquisition of vehicles, provision of repairs, planning studies, engineering, etc., would not require a document. As such, environmental mitigation issues would tend to be developed as part of the NEPA document for specific projects with a NEPA decision made prior to the award of FTA funds. Likewise, transit environmental benefits like</p>	<p>Chapter 4 – 2045 Needs Plan, Section 4-2</p>

**Table A-2. Federal Requirements from FHWA/FTA (November 2012)**

Regulatory Requirement Summary	Where Requirements Are Addressed in the L RTP
<p>reduction in SOV trips and VMT, reduction in greenhouse gases, pedestrian and bicycle linkages, transit oriented/compact development (which is more walkable) may need to be stated within the broad parameters in the L RTP. Most FTA planning studies are required to be listed in the Unified Planning Work Program (UPWP) and not necessarily the TIP and STIP (although many MPO's still list the studies in the TIP and STIP). Preliminary engineering, final design, right of way, utility relocation, construction, etc. for transit capital projects would need to be listed in the L RTP, TIP and STIP.</p>	
<p><b>Linking Planning and NEPA</b> - Since 2008, prior to FHWA approving an environmental document (Type-2 Categorical Exclusion, Finding of No Significant Impact, or Record of Decision) and thereby granting location design concept approval, the project must be determined to be consistent within the L RTP, the TIP and Statewide Transportation Improvement Program (STIP). The project consistency refers to the description (for example project name, termini and work activity) between the L RTP, the TIP and the STIP (23 CFR 450.216(k), 450.324(g) and 450.216(b)). The NEPA document must also describe how the project is going to be implemented and funded. The project implementation description in the NEPA document needs to be consistent with the implementation schedule in the L RTP and TIP/STIP as well.</p>	<p>Future projects (design and PD&amp;E) listed with FDOT District One in Collier County are included in either the Cost Feasible Plan (Chapter 6) or the Collier MPO FY2021 – 2025 TIP.</p>
<p><b>L RTP Documentation/Final Board Approval</b> - FHWA and FTA expect that at the time the MPO board adopts the L RTP, a substantial amount of L RTP analysis and documentation will have been completed, and all final documentation will be available for distribution no later than 90 days after the plan's adoption. The Board and its advisory committees, as well as the public should have periodically reviewed and commented on products from interim tasks and reports that culminate into the final Plan. Finalizing the L RTP and its supporting documentation should be the last activity in a lengthy process. All final documents should be posted online and available through the MPO office no later than 90 days after adoption. The MPOs' schedules for this round of L RTP development are expected to allow for the Board to adopt the final L RTP no later than 5 years from the MPOs' adoption of the previous L RTP.</p>	<p>The MPO is committed to make the L RTP documentation available for distribution within 90 days of the adoption of the 2045 L RTP.</p>
<p><b>Documented L RTP Modification Procedures</b> - If not already in place, MPOs need established written and Board approved procedures that document how modifications to the L RTP are addressed after Board adoption. The procedures should specifically explain what qualifies as a modification as opposed to an amendment as defined in 23 CFR 450.104. These procedures can be included as part of the L RTP, the PPP, or provided elsewhere as appropriate. FHWA is currently beginning work with FDOT and the MPOs on an L RTP amendment process which will include statewide procedures and thresholds, similar to the STIP amendment process. This effort will assist the MPOs in determining when L RTP amendments are required.</p>	<p>L RTP amendment procedures are addressed in the FDOT MPO Program Management Handbook and in the Collier MPO's adopted PPP (adopted June 2020).</p>

**Table A-2. Federal Requirements from FHWA/FTA (November 2012)**

Regulatory Requirement Summary	Where Requirements Are Addressed in the L RTP
<p><b>L RTP &amp; STIP/TIP Amendment Consistency</b> - The STIP and TIPs must be consistent with the relevant L RTPs. When amendments to the STIP/TIP are made, the projects must also be consistent with the L RTP from which they are derived. FHWA and FTA staff will be checking for this consistency. Projects with inconsistencies between the STIP/TIP and the respective L RTP will not be approved for use of federal funds or federal action until the issue is addressed. (23 CFR 450.328 and 23 CFR 450.216(b))</p> <p>FHWA and FTA understand that when developing project cost estimates in an L RTP, the cost is an estimate which becomes more refined as a project advances. Projects being refined between plans will not be required to update their costs in the existing L RTP if new, more accurate information regarding project cost becomes available. However, it is expected that upon the next scheduled adoption of the L RTP, the latest project cost estimates shall be used.</p>	<p>The 2045 L RTP is consistent with the STIP and Collier MPO FY2021-2025 TIP (adopted June 2020), the current TIP at the time of adoption.</p>
Transit Projects and Studies	
<p><b>Major Transit Capital Projects</b> - For L RTP development purposes, federal funding sources for major transit capital projects must be proposed and may not currently be identifiable (or currently allocated) for use in the urbanized area. The Federal Transit Administration funds projects such as New Start rail and BRT, as well as major capital facilities such as administrative buildings or maintenance facilities with formula and/or discretionary program dollars allocated on an annual basis. As mentioned, MAP-21 made changes to and reductions in transit discretionary programs. Therefore in order to plan for a transit “New Start” in the L RTP, the MPO must assume they will be successful in competing for discretionary FTA New Starts program dollars. A reasonable funding mix might be to assume 50% FTA/25% Local/25% State funding, as is currently the norm in Florida. Also, MAP-21 greatly expands the use of TIFIA loans. Grantees may be proposing use of a TIFIA loan or other loan to help bridge the gap in capital financing for a New Start which in some cases for large projects in multiple phases may take up to five years to design and build (per phase).</p> <p>With regard to the planning of a major capital transit facility other than a New Start, the assumption must be made that FTA program funds such as “State of Good Repair” or “Bus and Bus Facilities” will be awarded to the transit system based on formula. As mentioned, large discretionary awards will be fewer under MAP-21. In most cases, a likely funding mix for State of Good Repair or Bus and Bus Facilities might be 80% FTA/20% local, or up to 100% FTA matched with toll revenue credits.</p>	<p>Chapter 6 – Cost Feasible Plan, Section 6-3</p>
<p><b>Transit Facility</b> - The transit grantee may propose a specific transit maintenance facility, transfer facility, multi-modal station, park n ride lot with transit service or other transit facility for rehabilitation, renovation or new construction. Generally, such facility improvements remain eligible for FTA 5307, 5309, 5337 (new State of Good Repair formula program), 5339 (new bus and bus facility formula program) funds from FTA, or for FLEX funds from FHWA flexed to FTA for the transit use by</p>	<p>Chapter 6 – Cost Feasible Plan, Section 6-3</p>



**Table A-2. Federal Requirements from FHWA/FTA (November 2012)**

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
the transit grantee. At a minimum, such facilities should be contained within the TIP, STIP and be “consistent with” the LRTP. For example, consistent with the LRTP might mean a general statement, paragraph, line item or section on the specific facilities and their general location if known. Inclusion might also mention feasibility studies, preliminary engineering, appraisals, final design, property acquisition and relocation (if any) and NEPA documents and perhaps the intent to seek local, state or federal funding for same. The award of such funds may require an LRTP amendment to show such funds in the constrained LRTP.	
<b>Transit Service including Fixed Route Bus, Deviated Route, Para-transit, Enhanced or Express Bus</b> - The transit grantee may propose a specific new transit service for a new area or corridor. Generally, such new service is eligible for 5307 or 5310 funds from FTA, or for L230 FLEX funds from FHWA to the transit grantee. At a minimum, such new service should be “consistent with” the LRTP. For example, consistent with the LRTP might mean a general statement, paragraph, line item or section on the specific service improvements to be undertaken (and the general location if known). Inclusion might also mention feasibility studies, operational plans, strategic plans and perhaps the intent to seek local, state or federal funding for same. The award of such funds may require an LRTP amendment to show such funds.	Chapter 6 – Cost Feasible Plan, Section 6-3
<b>Transit Service Including Bus Rapid Transit (BRT), Light Rail Transit (LRT) Heavy Rail Transit (HRT), Commuter Rail Transit (CRT), Streetcar through the New Starts/Small Starts Program</b> - The transit grantee may propose a specific new fixed guideway transit service (like BRT, LRT, HRT, CRT or Streetcar) to serve a new area or corridor as part of FTA’s New Starts/Small Starts or Core Capacity Program. Generally, such new service is eligible for 5307 or 5309 funds from FTA, or for FLEX funds from FHWA to the transit grantee. At a minimum, such new service should be “consistent with” the LRTP. As such service may be a large capital expenditure, the project, termini and cost would need to be specified in the constrained LRTP. Inclusion might also mention feasibility studies, NEPA studies, preliminary engineering and final design, right of way acquisition, operational plans, modeling improvements, strategic plans and perhaps the intent to seek local, state or federal funding for same. The award of such funds would require an LRTP amendment to show such funds in the constrained LRTP.	There are no specific new fixed guideway transit service projects identified in the CFP.
<b>Emerging Issues (Not Required)</b>	
<b>Safety and Transit Asset Management</b> - MAP-21 also includes significant additions to safety planning and transit asset management on the part of transit grantees and the states. Federal Register guidance is expected on transit safety and transit asset management within the near future.	Chapter 6 – Cost Feasible Plan, Tables 6-5 and 6-6
<b>Performance Measurement</b> - FHWA and FTA encourage the MPOs to consider ways to incorporate performance measures/metrics for system-wide operation, as well as more localized measures/metrics into their LRTPs. As funding for	Chapter 7 – Implementation and Appendix F

**Table A-2. Federal Requirements from FHWA/FTA (November 2012)**

Regulatory Requirement Summary	Where Requirements Are Addressed in the L RTP
<p>transportation capacity projects becomes more limited, increasing emphasis will be placed on maximizing the efficiency and effectiveness of our current transportation system. Consequently, measures to assess the L RTP’s effectiveness in increasing system performance will be needed. Per the recent passage of MAP-21, USDOT will establish performance measures in consultation with State DOTs, MPOs and other stakeholders within 18 months of MAP-21’s enactment. Once performance measures are identified, the States will have up to one year to set state level targets. Once state level targets have been set, MPOs will have up to six-month to set local level targets that support the state targets. The process and schedule for performance measure implementation and L RTP documentation is expected to evolve over the next two years.</p>	
<p><b>Freight</b> - The planning process is required to address the eight planning factors as described in 23 CFR 450.306(a). The degree to which each factor is addressed will vary depending upon the unique conditions of the MPO areas, but efforts should be made to think through and carefully consider how to address each factor. The importance of freight to the nation’s economic wellbeing and global competitiveness, as well as its support and promotion of job creation and retention has heightened its status at the national and regional level. MPOs should be aware that discussions in MAP-21 have largely included a reference to the increasing importance of freight, including the development of Statewide Freight Plans. While this is part of one of the eight planning factors, special emphasis should be given to the freight factor, as it is anticipated to play a more prominent role in future planning requirements.</p>	<p>Chapter 4 – 2045 Needs Plan, Section 4-2</p>
<p><b>Sustainable Transportation and Context Sensitive Solutions</b> - The MPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors. For example, Context Sensitive Solutions (CSS) may be appropriate for historic parkways, historic districts, town centers, dense “walkable” neighborhood areas, arterial “gateways”, greenway trails and pedestrian ways, environmentally sensitive areas or simply where right of way is not readily available. Under MAP-21, Transportation Alternatives like bicycle and pedestrian improvements and trails remain eligible under the formula programs while transportation enhancement set-asides have been removed and some uses like historic building renovation and scenic easements may be more restrictive. The value of the resources present may suggest the need for alternative or special treatments (or even accepting a level of congestion and lower speeds that respects the resources). In these instances, specific livability principles adopted by the MPO might be employed for improved pedestrian and transit access – especially to schools and even traffic calming.</p> <p>Also, spatial relationships that support public transit like transit oriented development and the “trip not taken” while reducing greenhouse gases might be recognized as characteristics of a town center or mixed use area with public transit access. Other livability planning goals might also need to be recognized like preserving affordable housing, improving/preserving special resources like parks, monuments and tourism areas, increasing floor area ratios and reducing parking</p>	<p>Chapter 4 – 2045 Needs Plan, Section 4-1</p>

**Table A-2. Federal Requirements from FHWA/FTA (November 2012)**

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
minimums in select corridors to encourage walking trips and public transit, transportation demand management, etc.	
<b>Proactive Improvements (Not Required)</b>	
<b>Linking Planning and NEPA</b> - For highway projects, we are continually looking for strategies that improve the linkage between planning and environmental processes. For the inclusion of regionally significant projects in the Cost Feasible Plan of the LRTP, MPOs should strongly consider including a purpose and need statement for the project in the LRTP. This purpose and need statement will be carried into the National Environmental Policy Act (NEPA) process and will be one way to enhance the linkage between planning and NEPA. For example, this purpose and need statement could briefly provide the rationale as to why the project warranted inclusion in the LRTP. (450.324 (d); 450 Appendix A to Part 450, Section II Substantive Issues, 8)	Future projects (design and PD&E) listed with FDOT District One in Collier County are included in either the Cost Feasible Plan (Chapter 6) or the Collier MPO FY2021 – 2025 TIP.
<b>Climate Change</b> - MPOs may also wish to give consideration to climate change and strategies which minimize impacts from the transportation system. FHWA supports and recognizes the importance of exploring the effects of climate change on transportation, as well as the limited environmental resources and fuel alternatives. State legislation now encourages each MPO to consider strategies that integrate transportation and land use planning in their LRTP to provide for sustainable development and reduce greenhouse gas emissions, as well as include energy considerations in all state, regional and local planning. As a result, MPO LRTP Updates are encouraged to include discussions and strategies aimed at addressing this issue.	Chapter 4 – 2045 Needs Plan, Section 4-2, Climate Change Vulnerability and Risks
<b>Scenario Planning</b> - Pursuant to MAP-21, MPOs may elect to develop multiple scenarios for consideration in the development of the LRTP. If the MPO chooses to develop these scenarios, it is encouraged to consider a number of factors including potential regional investment strategies, assumed distribution of population and employment, a scenario that maintains baseline conditions for identified performance measures, revenue constrained scenarios, and estimated costs and potential revenue available to support each scenario.	Collier MPO 2045 LRTP Scenario Network Modeling Technical Memorandum (prepared under separate cover) explains the revenue constrained scenarios

**Table A-3. Federal Requirements from FHWA/FTA (December 2008)**

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
<p><b>Plan Horizon</b> - Plans are required to have at least a 20 year horizon. FHWA and FTA support Florida's efforts to standardize the horizon year and establish a uniform format to report the transportation needs of each MPO in their next LRTP updates that can also be used to compile and identify the regional and statewide transportation needs of Florida's metropolitan areas. FDOT and Florida's MPOs (via the MPOAC) have agreed to use 2035 as the horizon year. The base year for the next LRTP updates will be 2009. These efforts to standardize the MPOs' plans will provide consistency among plans and allow for better analysis and apples to apples comparisons, so unmet needs can be more accurately quantified and demonstrated. More information on this issue is provided in the "Financial Guidelines for MPO Long Range Plans" paper adopted by the MPOAC.</p>	<p>Plan is through 2045, reference Chapter 4 – 2045 Needs Plan and Chapter 6 – Cost Feasible Plan</p>
<p><b>Planning Factors</b> - The planning process is required to address the eight planning factors as described in 23 CFR 450.306(a). The degree to which each factor is addressed will vary depending on the unique conditions of the area, but efforts should be made to think through and carefully consider how to address each factor. The Safety factor seems to create challenges for some MPOs as to how safety should be addressed. The LRTP should contain a safety element, as described in 23 CFR 450.322 (h). The planning process needs to be consistent with the State Strategic Highway Safety Plan (SHSP). Consequently, the MPO must be familiar with the Plan in order to identify MPO goals and strategies that would address safety, and integrate SHSP goals and strategies into the activities and planning efforts of the MPO. Suggestions for how this consistency can be accomplished can be obtained through discussions with, and examples provided by, FHWA, FDOT and other MPOs. A safety guide providing a menu of recommendations for MPO actions is being developed by FHWA Florida Division as a result of meetings with FDOT planning and safety personnel and MPO staff members from throughout the state over the past year. A draft document will be circulated for review by December 2008.</p>	<p>Chapter 3 – 2045 LRTP Goals and Objectives</p>
<p><b>Year of Expenditure</b> - All LRTP Update financial plans shall be in Year of Expenditure (YOE) dollars and shall include estimates of all revenue sources that can reasonably be anticipated over the lifetime of the plan. Revenue and cost estimates for capacity and non-capacity projects and programs, including operations and maintenance costs (state and local) are to be included, consistent with the methodology presented in the financial guidance developed by FDOT in coordination with FHWA and the MPOs. The financial guidance should be included in the appendices of the LRTP. Note: The December 2007 interim YOE Compliance Process guidance previously developed by FDOT/FHWA/FTA to address LRTP amendments and modifications prior to LRTP Updates being completed is no longer applicable once the MPOs have adopted their LRTP Updates.</p>	<p>Chapter 5 – Financial Resources</p>

**Table A-3. Federal Requirements from FHWA/FTA (December 2008)**

Regulatory Requirement Summary	Where Requirements Are Addressed in the L RTP
<p><b>Fiscal Constraint</b> - Projects in Long Range Transportation Plans (LRTPs) are required to be described in enough detail to develop cost estimates in the LRTP financial plan that show how the projects will be implemented. These estimates could reflect known costs of mitigation. The LRTP documentation of project costs will enable FHWA/FTA and FDOT to determine fiscal constraint of the document.</p> <p>For a project to be included in the cost feasible plan, the cost of and source of funding for each phase being funded (including the PD&amp;E phase) must be documented. The source of funds for the PD&amp;E phase can be shown as “boxed funds” reserved for “PD&amp;E” in a state or local revenue forecast (e.g., a percentage of state/federal “Product Support” funds estimated to be available during a 5-year planning period) or be individually assigned to each project. Boxed funds should also be reserved for the Final Design phase as well or be individually assigned to each project. A third option is to use boxed funds entitled “PD&amp;E and Final Design”. Regardless of how the boxed funds are titled, the individual projects utilizing the box need to be listed, or at a minimum, described in bulk in the LRTP (i.e. PD&amp;E for projects in Years 2016-2020).</p> <p>Please note that the FHWA guidance refers to Preliminary Engineering (PE). In most states this would include two of Florida phases: PD&amp;E and Final Design. PD&amp;E could also be referred to as “PE for NEPA”.</p>	<p>Chapter 6 – Cost Feasible Plan</p>
<p><b>NEPA Approvals</b> - Prior to FHWA approving an environmental document (Type-2 CE, EA-FONSI, or FEIS) and thereby granting location design concept approval, the project must be consistent with the LRTP and described in the STIP/TIP. The NEPA document must describe how the project is going to be implemented and funded. That description also needs to be reflected in the LRTP and STIP/TIP. For guidance related to NEPA approvals, see the “Guidance on Consistency Among Metropolitan Long Range Transportation Plans, the State Transportation Improvement Program, Metropolitan Transportation Improvement Programs and NEPA Approvals”.</p>	<p>Future projects (design and PD&amp;E) listed with FDOT District One in Collier County are included in either the Cost Feasible Plan (Chapter 6) or the Collier MPO FY2021 – 2025 TIP.</p>
<p><b>Environmental Mitigation</b> - The LRTP must include a discussion on environmental mitigation that is developed in consultation with Federal, State and Tribal wildlife, land management and regulatory agencies. This discussion should occur at more of a system-wide level to identify areas where mitigation may be undertaken (perhaps illustrated on a map) and what kinds of mitigation strategies, policies and/or programs may be used. This discussion in the LRTP would identify broader environmental mitigation needs and opportunities that individual transportation projects might later take advantage of. For example, as a result of consultation with resource agencies, the plan might identify an expanse of degraded wetlands associated with a troubled body of water that represents a good candidate for establishing a wetlands bank or habitat bank for wildlife and waterfowl. The plan might identify locations where the purchase of Development rights would assist in preserving a historic battlefield or historic farmstead.</p>	<p>Chapter 4 – 2045 Needs Plan, Section 4-2</p>



**Table A-3. Federal Requirements from FHWA/FTA (December 2008)**

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
<p><b>Congestion Management Process</b> - Since the passage of SAFETEA-LU in 2005, the emphasis on congestion management has been on the process, and how that process results in strategies that can be reflected in the LRTP and TIP. The CMP shall be developed, established and implemented as part of the metropolitan transportation planning process and should be integrated into project prioritization and performance evaluation of the multi-modal transportation system.</p>	<p>-Chapter 4 – 2045 Needs Plan, Section 4-2</p> <p>-Chapter 6 – Cost Feasible Plan, Section 6-1</p> <p>Chapter 7 – Implementation, Section 7-2</p>
<p><b>Environmental/Tribal Consultation</b> - Consultation involving the appropriate Tribal governments, federal and state wildlife, land management and regulatory agencies should be documented in the public participation plan. This consultation shall involve comparisons of state conservation plans/maps, and inventories of natural or historical resources with transportation plans, as appropriate and available. Tribal governments and resource agencies should also be involved in the actual development of the Plan, as well as in the discussions of how their plans may affect the proposed transportation plan. The process for how tribal governments and resource agencies are involved in the planning process needs to be developed in collaboration with those agencies.</p> <p>Public Participation processes should also include the Tribal governments, federal and state wildlife, land management and regulatory agencies and should be documented, along with public participation activities and efforts with the other transportation partners and interested parties as required, in the public participation plan.</p>	<p>-Chapter 2 – Plan Process, Section 2-4</p> <p>-<i>Public Information Summary Report</i> (prepared under separate cover)</p>
<p><b>LRTP Impact Analysis</b> - In accordance with Title VI, MPOs need to have and document a proactive, effective public involvement process that includes outreach to low income, minorities and traditionally underserved populations, as well as all other citizens of the metropolitan area, throughout the transportation planning process. Using this process, the LRTP needs to document the overall transportation needs of the metropolitan area and be able to demonstrate how public feedback and input helped shape the resulting plan.</p> <p>MPOs may use a variety of strategies to demonstrate that their planning process is consistent with Title VI and other federal anti-discrimination provisions in the development of the LRTP. MPOs need to include this information in summary form in the LRTP. This information should be derived from the MPO's public involvement program elements. The summary of public involvement should be supported by more detailed information, such as the specific strategies used, feedback received and feedback responses, findings, etc. The detailed information should then be referenced and included in the form of a technical memorandum or report that can be appended to the LRTP, or included in a separate, stand-alone document that is also available for public review in support of the LRTP.</p>	<p>-Chapter 2 – Plan Process, Section 2-4</p> <p><i>Public Information Summary Report</i> (prepared under separate cover)</p>

**Table A-3. Federal Requirements from FHWA/FTA (December 2008)**

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
<b>Emerging Issues (Not Required)</b>	
<p><b>Indirect and Cumulative Impacts</b> - A discussion of indirect and cumulative effects and an evaluation of the level of effect would be appropriate at the overall plan level, rather than just at the project level. This information could be expanded upon during the project development project phase, but the initial groundwork could be laid during LRTP development.</p>	
<p><b>Multimodal Feasibility</b> - The analysis for utilizing other modes, particularly evaluating transit on a plan and system wide level, as opposed to project level, could and should be explored to provide more efficient and effective mobility and connectivity of the entire multimodal transportation system. This process is especially relevant given the current situation with limited resources for transportation being a major issue.</p>	Chapter 6 – Cost Feasible Plan, Sections 6-2 and 6-3
<p><b>Performance Measurement</b> - As funding for transportation capacity projects becomes more limited, increasing emphasis will be placed on maximizing the efficiency and effectiveness of our current transportation system. As congestion management processes and operations strategies are evaluated to determine their effectiveness in improving system performance, it is likely to follow that LRTPs will also need to be evaluated on their ability to improve system performance. As MPOs begin the LRTP update process, performance measures to assess the LRTP’s effectiveness in increasing system performance should be developed.</p>	Chapter 7 – Implementation and Appendix F
<p><b>Air Quality</b> - Although Florida is currently in attainment for all pollutants, the Environmental Protection Agency (EPA) has recently proposed changes to lower the threshold for ground level ozone which will affect the attainment status of a number of MPO areas within Florida. Although the effects and the exact areas affected are not certain at this time, it is prudent to begin looking at what would be required to meet the new standards if/when they are implemented, which could be in the next few years. This is particularly important for those MPOs in areas that have been identified as potential areas that may not meet new standards. Discussions will be initiated with EPA, the Florida Department of Environmental Protection (DEP), FHWA and FDOT to decide how best address this issue. Training has been requested by FHWA for FDOT and the MPOs on Air Quality and Conformity for the coming year.</p>	The Collier MPO geographic area is a designated attainment area for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act.

**Table A-3. Federal Requirements from FHWA/FTA (December 2008)**

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
<p><b>Climate Change</b> - Much attention has been given by all levels of government to the issue of climate change and how it affects all aspects of life, including the transportation system.</p> <p>Legislation was recently passed in Florida that encourages each MPO to consider strategies that integrate transportation and land use planning in their LRTP to provide for sustainable development and reduce greenhouse gas emissions, as well as include energy considerations in all state, regional and local planning. As a result, it is anticipated that the MPO LRTP Updates will include discussions and strategies aimed addressing this issue. FHWA also supports and recognizes the importance of exploring the effects of climate change on transportation, as well as the limited environmental resources and fuel alternatives. FHWA's recently released report, "Integrating Climate Change Considerations into the Transportation Planning Process" (<a href="http://www.fhwa.dot.gov/hep/index.htm">www.fhwa.dot.gov/hep/index.htm</a>) serves as a good resource on this topic.</p>	<p>Chapter 4 – 2045 Needs Plan, Section 4-2, Climate Change Vulnerability and Risks</p>

**Table A-4. Other Federal Law and Requirements the LRTP Shall Include**

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan. [23 C.F.R. 450.324(f)(1)]	Chapter 2 – Plan Process, Section 2-3
Emphasis should be given to those existing or proposed transportation facilities that serve important national and regional transportation functions over the period of the transportation plan, including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, non-motorized transportation facilities, and intermodal connectors. Additionally, the locally preferred alternative selected from an Alternative Analysis under the FTA Capital Investment Grant Program needs to be adopted as a part of the plan. [23 C.F.R. 450.324(f)(2)]	Chapter 6 – Cost Feasible Plan
A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with the required performance management approach. [23 C.F.R. 450.324(f)(3)]	Chapter 7 – Implementation, Section 7-1
A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the required performance targets, including progress achieved by the MPO in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data; and, for MPOs that voluntarily elect to develop multiple scenarios, 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. [23 C.F.R. 450.324(f)(4)]	Chapter 7 – Implementation and Appendix F
Operational and management strategies to improve the performance of existing transportation facilities in order to relieve vehicular congestion and maximize the safety and mobility of people and goods. [23 C.F.R. 450.324(f)(5)]	Chapter 6 – Cost Feasible Plan, Section 6-1
Consideration of the results of the congestion management process in Transportation Management Areas (TMA), including the identification of single occupancy vehicle (SOV) projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide. [23 C.F.R. 450.324(f)(6)]	Chapter 6 – Cost Feasible Plan, Section 6-1
Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. May consider projects and strategies that address corridors or areas where congestion threatens the efficient functioning of the MPO’s transportation system. [23 C.F.R. 450.324(f)(7)]	Chapter 6 – Cost Feasible Plan

**Table A-4. Other Federal Law and Requirements the LRTP Shall Include**

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems. Activities would also include systems that are privately owned and operated. [23 C.F.R. 450.324(f)(8)]	Chapter 6 – Cost Feasible Plan, Section 6-3
Descriptions of proposed improvements in sufficient detail to develop cost estimates (e.g., design concept and design scope descriptions). [23 C.F.R. 450.324(f)(9)]	Chapter 4 – 2045 Needs Plan, Table 4-6 and Table 4-12
A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the LRTP. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation. [23 C.F.R. 450.324(f)(10)]	Chapter 4 – 2045 Needs Plan, Section 4-2
A financial plan that demonstrates how the adopted transportation plan can be implemented. Revenue and cost estimates must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s). For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available. [23 C.F.R. 450.324(f)(11)]	Chapter 6 – Cost Feasible Plan
Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g). [23 C.F.R. 450.324(f)(12)]	Chapter 6 – Cost Feasible Plan, Section 6-2
The plan shall include both long and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. [23 C.F.R. 450.324(b)]	Chapter 6 – Cost Feasible Plan
The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update. [23 C.F.R. 450.324(f)]	Chapter 2 – Plan Process, Section 2-3



**Table A-4. Other Federal Law and Requirements the LRTP Shall Include**

<b>Regulatory Requirement Summary</b>	<b>Where Requirements Are Addressed in the LRTP</b>
The MPO shall integrate priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the Highway Safety Improvement Program (HSIP), including the Strategic Highway Safety Plan (SHSP), or an Interim Agency Safety Plan, as in effect until completion of the Public Transportation Agency Safety Plan; and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users. [23 C.F.R. 450.324(h)]	Chapter 3 – 2045 LRTP Goals and Objectives

Source: FDOT – MPO Handbook, Chapter 4: [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/fdot-mpo-handbook99c4d55af487435394909e5f80818235.pdf?sfvrsn=861c81ff\\_27](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/fdot-mpo-handbook99c4d55af487435394909e5f80818235.pdf?sfvrsn=861c81ff_27)

**Table A-5. Other State Requirements for the LRTP**

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
LRTPs are to identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve important national, state, and regional transportation functions, including facilities on the Strategic Intermodal System (SIS) and facilities for which projects have been identified pursuant to Transportation Regional Incentive Program. [Section 339.175(1), F.S.]	Chapter 6 – Cost Feasible Plan, Section 6-1
The LRTP must address at least a 20-year planning horizon, include both long-range and short-range strategies, and comply with all other State and Federal requirements. The LRTP must also consider these prevailing principles: preserving the existing transportation infrastructure, enhancing Florida’s economic competitiveness, and improving travel choices to ensure mobility. [Section 339.175(7), F.S.]	Chapter 6 – Cost Feasible Plan
The LRTP must be consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved local government comprehensive plans of the units of local government located within the jurisdiction of the MPO. [Section 339.175(7), F.S.]	Chapter 4 – 2045 Needs Plan, Section 4-1
Each MPO is encouraged to consider strategies that integrate transportation and land use planning in order to provide for sustainable development and reduce greenhouse gas emissions. [Section 339.175(7), F.S.]	Chapter 2 – Plan Process, Section 2-2
The approved LRTP must be considered by local governments in the development of the transportation elements in local government comprehensive plans and any amendments thereto. [Section 339.175(7), F.S.]	The 2045 LRTP will be provided to all local governments for development of their comprehensive plans.
The LRTP must identify transportation facilities, including, but not limited to, major roadways, airports, seaports, spaceports, commuter rail systems, transit systems, and intermodal or multimodal terminals that will function as an integrated metropolitan transportation system. [Section 339.175(7)(a), F.S.]	-Chapter 4 – 2045 Needs Plan -Chapter 6 – Cost Feasible Plan -Chapter 7 - Implementation
The LRTP must give emphasis to those transportation facilities that serve national, statewide, or regional functions; and must consider the goals and objectives identified in the Florida Transportation Plan. If a project is located within the boundaries of more than one MPO, the MPOs must coordinate plans regarding the project in their LRTPs. [Section 339.175(7)(a), F.S.]	Table 6-1 in Chapter 6 presents projects that are considered regionally or nationally significant. The Florida Transportation Plan is listed as a referenced document for the LRTP update, in Chapter 4 – 2045 Needs

**Table A-5. Other State Requirements for the LRTP**

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
	Plan, Section 4-1. The goals and objectives in the FTP were considered and are similar to the goals and objectives identified for the 2045 LRTP update. Coordination with Lee County MPO took place several times throughout the LRTP update.
The LRTP must assess capital investment and other measures necessary to ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities. [Section 339.175(7)(c)(1), F.S.]	Chapter 6 – Cost Feasible Plan
The LRTP must 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. [Section 339.175(7)(c)(2), F.S.]	Chapter 6 – Cost Feasible Plan
The LRTP must indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising. [Section 339.175(7)(d), F.S.]	At this time, the 2045 LRTP does not specifically address proposed transportation enhancement activities with the exception of pedestrian and bicycle facilities.
The LRTP must be approved by each MPO on a recorded roll-call vote or hand-counted vote of the majority of the MPO membership present. [Section 339.175(13), F.S.]	The Collier MPO is committed to the adoption of the LRTP during a recorded roll call vote or hand-counted vote of the majority of the MPO Board members.

Source: FDOT – MPO Handbook, Chapter 4: [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/fdot-mpo-handbook99c4d55af487435394909e5f80818235.pdf?sfvrsn=861c81ff\\_27](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/fdot-mpo-handbook99c4d55af487435394909e5f80818235.pdf?sfvrsn=861c81ff_27)

# FDOT LRTP Review Checklist

## Collier MPO 2045 LRTP

Section A- Federal Requirements		Where and How Addressed
<b>23 C.F.R. Part 450 – Planning Assistance and Standards</b>		
A-1	<p>Does the plan cover a 20-year horizon from the date of adoption?</p> <p>Please see the “Administrative Topics” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(a)</p>	Yes. The plan covers 2025 through 2045.
A-2	<p>Does the plan address the planning factors described in 23 C.F.R. 450.306(b)?</p> <p>Please see the “Fiscal Constraint” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>Please see the “New Requirements” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>Risk and Resiliency Does the plan improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation?</p> <p>Travel and Tourism Does that plan enhance travel and tourism?</p> <p>Please see the “Proactive Improvements” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(a)</p>	<p>Yes. Reference Chapter 3 – 2045 LRTP Goals and Objectives.</p> <p>Yes. Chapter 3 – LRTP Goals and Objectives, Table 3-1 presents how projects identified in the Needs Plan were scored based on Goal #10.</p> <p>Yes. Chapter 3 – LRTP Goals and Objectives, Table 3-1 presents how projects identified in the Needs Plan were scored based on Goal #3.</p>

Section A- Federal Requirements		Where and How Addressed
A-3	<p>Does the plan include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand?</p> <p>Please see the “Technical Topics” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(b)</p>	Yes. Reference Chapter 6 – Cost Feasible Plan.
A-4	<p>Was the requirement to update the plan at least every five years met?</p> <p>Please see the “Administrative Topics” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(c)</p>	Yes. The last approved LRTP was the 2040 LRTP adopted in December 2015.
A-5	<p>Did the MPO coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)?</p> <p>23 C.F.R. 450.324(d)</p>	The Collier MPO geographic area is a designated attainment area for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act.
A-6	<p>Was the plan updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity?</p> <p>Please see the “Proactive Improvements” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(e)</p>	Yes. Reference Chapter 2 – Plan Process, Section 2-3.



Section A- Federal Requirements		Where and How Addressed
A-7	<p>Does the plan include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan?</p> <p>Please see the “Technical Topics” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>Please see the “Administrative Topics” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(1)</p>	Yes. Reference Chapter 2 – Plan Process, Section 2-3.
A-8	<p>Does the plan include existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan?</p> <p>23 C.F.R. 450.324(f)(2)</p>	Yes. Reference Chapter 6 – Cost Feasible Plan.
A-9	<p>Does the plan include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d)?</p> <p>Please see the “New Requirements” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(3)</p>	Yes. Reference Chapter 7 – Implementation and Appendix F (System Performance Report).

Section A- Federal Requirements	Where and How Addressed
<p>A-10 Does the plan include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in §450.306(d), including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data?</p> <p>Please see the “New Requirements” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(4)(i)</p>	<p>Yes. Reference Chapter 7 – Implementation and Appendix F (System Performance Report).</p>

Section A- Federal Requirements	Where and How Addressed
<p>A-11 Did the MPO integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including:</p> <p>(i) The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326;</p> <p>(ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148;</p> <p>(iii) The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d);</p> <p>(iv) Other safety and security planning and review processes, plans, and programs, as appropriate;</p> <p>(v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(l), as applicable;</p> <p>(vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);</p> <p>(vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and</p> <p>(viii) Other State transportation plans and transportation processes required as part of a performance-based program.</p> <p>Please see the “New Requirements” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.306 (d)(4)</p>	<p>Yes. Reference Chapter 4 – 2045 Needs Plan, Section 4-2, referenced plans.</p>

Section A- Federal Requirements		Where and How Addressed
A-12	<p>Does the plan include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods?</p> <p>Please see the "Technical Topics" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(5)</p>	<p>Yes. Reference the following:</p> <ul style="list-style-type: none"> <li>-Chapter 4 – 2045 Needs Plan, Section 4-2</li> <li>-Chapter 6 – Cost Feasible Plan, Section 6-1</li> <li>-Chapter 7 – Implementation, Section 7-2</li> </ul>
A-13	<p>Does the plan include consideration of the results of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide?</p> <p>Please see the "Technical Topics" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(6)</p>	<p>Yes. Chapter 6 – Cost Feasible Plan, Section 6-1. No single occupancy vehicle projects were identified as the Collier MPO geographic area is a designated attainment area for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act.</p>
A-14	<p>Does the plan include assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters?</p> <p>23 C.F.R. 450.324(f)(7)</p>	<p>Yes. Reference Chapter 6 – Cost Feasible Plan and Chapter 4 – 2045 Needs Plan (Ranking the Needs).</p>
A-15	<p>Does the plan include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a)?</p> <p>23 C.F.R. 450.324(f)(8)</p>	<p>Yes. Reference Chapter 6 – Cost Feasible Plan, Section 6-3.</p>

Section A- Federal Requirements		Where and How Addressed
A-16	<p>Does the plan describe all proposed improvements in sufficient detail to develop cost estimates?</p> <p>Please see the “Fiscal Constraint” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(9)</p>	Yes. Reference Chapter 4 – 2045 Needs Plan, Table 4-6 and Table 4-12.
A-17	<p>Does the plan include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan?</p> <p>Please see the “Technical Topics” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(10)</p>	Yes. Chapter 4 – 2045 Needs Plan, Section 4-2
A-18	<p>Does the plan include a financial plan that demonstrates how the adopted transportation plan can be implemented?</p> <p>Please see the “Fiscal Constraint” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(11)</p>	Yes. Reference Chapter 6 – Cost Feasible Plan.
A-19	<p>Does the plan include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation?</p> <p>23 C.F.R. 450.324(f)(11)(i)</p>	Yes. Reference Chapter 5 – Financial Resources and Chapter 6 – Cost Feasible Plan.
A-20	<p>Did the MPO, public transportation operator(s), and State cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a)?</p> <p>Please see the “Proactive Improvements” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(11)(ii)</p>	Yes. Reference Chapter 5 – Financial Resources.

Section A- Federal Requirements		Where and How Addressed
A-21	<p>Does the financial plan include recommendations on additional financing strategies to fund projects and programs included in the plan, and, in the case of new funding sources, identify strategies for ensuring their availability?</p> <p>23 C.F.R. 450.324(f)(11)(iii)</p>	Yes. Reference Chapter 5 – Financial Resources
A-22	<p>Does the plan's revenue and cost estimates use inflation rates that reflect year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)?</p> <p>23 C.F.R. 450.324(f)(11)(iv)</p>	Yes. Reference Chapter 5 – Financial Resources and Chapter 6 – Cost Feasible Plan.
A-23	<p>Does the financial plan address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP?</p> <p>23 C.F.R. 450.324(f)(11)(vi)</p>	The Collier MPO geographic area is a designated attainment area for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act. Therefore no specific financial strategies were required to ensure implementation of TCMs.
A-24	<p>Does the plan include pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C.17(g)?</p> <p>23 C.F.R. 450.324(f)(12)</p>	Yes. Reference Chapter 6 – Cost Feasible Plan, Section 6-2.
A-25	<p>Does the plan integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan?</p> <p>Please see the “Technical Topics” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(h)</p>	Yes. Reference Chapter 3 – 2045 LRTP Goals and Objectives.
A-26	<p>Does the plan identify the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan?</p> <p>23 C.F.R. 450.324(g)(1)</p>	Yes. Reference Chapter 2 – Plan Process, Section 2-3.



Section A- Federal Requirements	Where and How Addressed
<p>A-27 Did the MPO provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under §450.316(a)?</p> <p>23 C.F.R. 450.324(j)</p>	<p>Yes. Through coordination with the Collier MPO's committees, plan updates provided to the Collier MPO Advisor Network, and public outreach documented in Chapter 2 and the <i>Public Involvement Summary Report</i> (prepared under separate cover), the MPO provided individuals, affected public agencies, and all other agencies noted (with the exception of public ports), reasonable opportunity to comment on the 2045 LRTP.</p>
<p>A-28 Did the MPO publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web?</p> <p>Please see the "Stakeholder and Coordination Input" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>Please see the "Administrative Topics" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(k), 23 C.F.R. 450.316(a)(1)(iv)</p>	<p>Yes. The MPO posted the Draft LRTP and the Final LRTP on their website for public comments.</p>
<p>A-29 Did the MPO provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan?</p> <p>Please see the "Stakeholder and Coordination Input" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R 450.316(a)(1)(i)</p>	<p>Yes. Reference the <i>Public Involvement Summary Report</i> (prepared under separate cover).</p>

Section A- Federal Requirements		Where and How Addressed
A-30	<p>In developing the plan, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households?</p> <p>Please see the “Stakeholder and Coordination Input” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>Please see the “Proactive Improvements” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R 450.316(a)(1)(vii)</p>	<p>Yes. Reference the <i>Public Involvement Summary Report</i> (prepared under separate cover).</p>
A-31	<p>Has the MPO demonstrated explicit consideration of and response to public input received during development of the plan? If significant written and oral comments were received on the draft plan, is a summary, analysis, and report on the disposition of the comments part of the final plan?</p> <p>Please see the “Stakeholder and Coordination Input” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.316(a)(1)(vi) &amp; 23 C.F.R. 450.316(a)(2)</p>	<p>Yes. Reference the <i>Public Involvement Summary Report</i> (prepared under separate cover), where a summary of comments is presented. No significant comments were received on the draft plan.</p>
A-32	<p>Did the MPO provide an additional opportunity for public comment if the final plan differs significantly from the version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts?</p> <p>Please see the “Stakeholder and Coordination Input” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R 450.316(a)(1)(viii)</p>	<p>The final plan and draft plan were not significantly different.</p>

Section A- Federal Requirements		Where and How Addressed
A-33	<p>Did the MPO consult with agencies and officials responsible for other planning activities within the MPO planning area that are affected by transportation, or coordinate its planning process (to the maximum extent practicable) with such planning activities?</p> <p>Please see the “Proactive Improvements” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.316(b)</p>	Yes. Reference Chapter 2 – Plan Process, Table 2-2.
A-34	<p>If the MPO planning area includes Indian Tribal lands, did the MPO appropriately involve the Indian Tribal government(s) in the development of the plan?</p> <p>23 C.F.R 450.316(c)</p>	Yes. Reference Chapter 2 – Plan Process, Table 2-2.
A-35	<p>If the MPO planning area includes Federal public lands, did the MPO appropriately involve Federal land management agencies in the development of the plan?</p> <p>23 C.F.R 450.316(d)</p>	Yes. The MPO Advisor Network includes the National Park Service (Everglades National Park and Big Cypress National Preserve), US Fish and Wildlife Service (Florida Panther National Wildlife Refuge and Ten Thousand Islands National Wildlife Refuge). The MPO also coordinates with State and non-profit land management agencies.
A-36	<p>In urbanized areas that are served by more than one MPO, is there written agreement among the MPOs, the State, and public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent plans across the planning area boundaries, particularly in cases in which a proposed transportation investment extends across those boundaries?</p> <p>23 C.F.R. 450.314(e)</p>	<p>Yes. Reference the Interlocal Agreement for Joint Regional Transportation Planning and Coordination Between the Collier and Lee County MPOs.</p> <p><a href="https://www.colliermopo.org/wp-content/uploads/2018/11/Interlocal-Agreement-for-Joint-Regional-Transportation-Planning-and-Coordination-Between-the-Collier-and-Lee-County-MPOs-1.pdf">https://www.colliermopo.org/wp-content/uploads/2018/11/Interlocal-Agreement-for-Joint-Regional-Transportation-Planning-and-Coordination-Between-the-Collier-and-Lee-County-MPOs-1.pdf</a></p>

## Section B- State Requirements

## Where and How Addressed

### Florida Statutes: Title XXVI – Public Transportation, Chapter 339, Section 175

B-1	Are the prevailing principles in s. 334.046(1), F.S. – preserving the existing transportation infrastructure, enhancing Florida’s economic competitiveness, and improving travel choices to ensure mobility – reflected in the plan?  ss.339.175(1), (5) and (7), F.S.	Yes. Reference Chapter 3 – Goals and Objectives.
B-2	Does the plan give emphasis to facilities that serve important national, state, and regional transportation functions, including SIS and TRIP facilities?  ss.339.175(1) and (7)(a), F.S.	Yes. Reference Chapter 2 – Plan Process and Chapter 3 – Goals and Objectives. The Collier 2045 LRTP is consistent with the local government comprehensive plans.
B-3	Is the plan consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved comprehensive plans for local governments in the MPO’s metropolitan planning area?  ss.339.175(5) and (7), F.S.	Yes. Reference the plan list in Chapter 4.
B-4	Did the MPO consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions?  ss.339.175(1) and (7) F.S.	Yes. Reference Chapter 3 – Goals and Objectives.
B-5	Were the goals and objectives identified in the Florida Transportation Plan considered?  s.339.175(7)(a), F.S.	Yes. Reference plans listed in Chapter 4 – 2045 Needs Plan and the goals and objectives identified in Chapter 3 – Goals and Objectives.
B-6	Does the plan assess capital investment and other measures necessary to 1) ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and 2) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods?  s.339.175(7)(c), F.S.	Yes. Reference Chapter 6 – Cost Feasible Plan.

Section B- State Requirements		Where and How Addressed
B-7	Does the plan indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising?  s.339.175(7)(d), F.S.	At this time, the 2045 LRTP does not specifically address proposed transportation enhancement activities with the exception of pedestrian and bicycle facilities.
B-8	Was the plan approved on a recorded roll call vote or hand-counted vote of the majority of the membership present?  s.339.175(13) F.S.	Yes. The MPO is committed to the adoption of the LRTP during a recorded roll call vote or hand-counted vote of the majority of the MPO Board members.

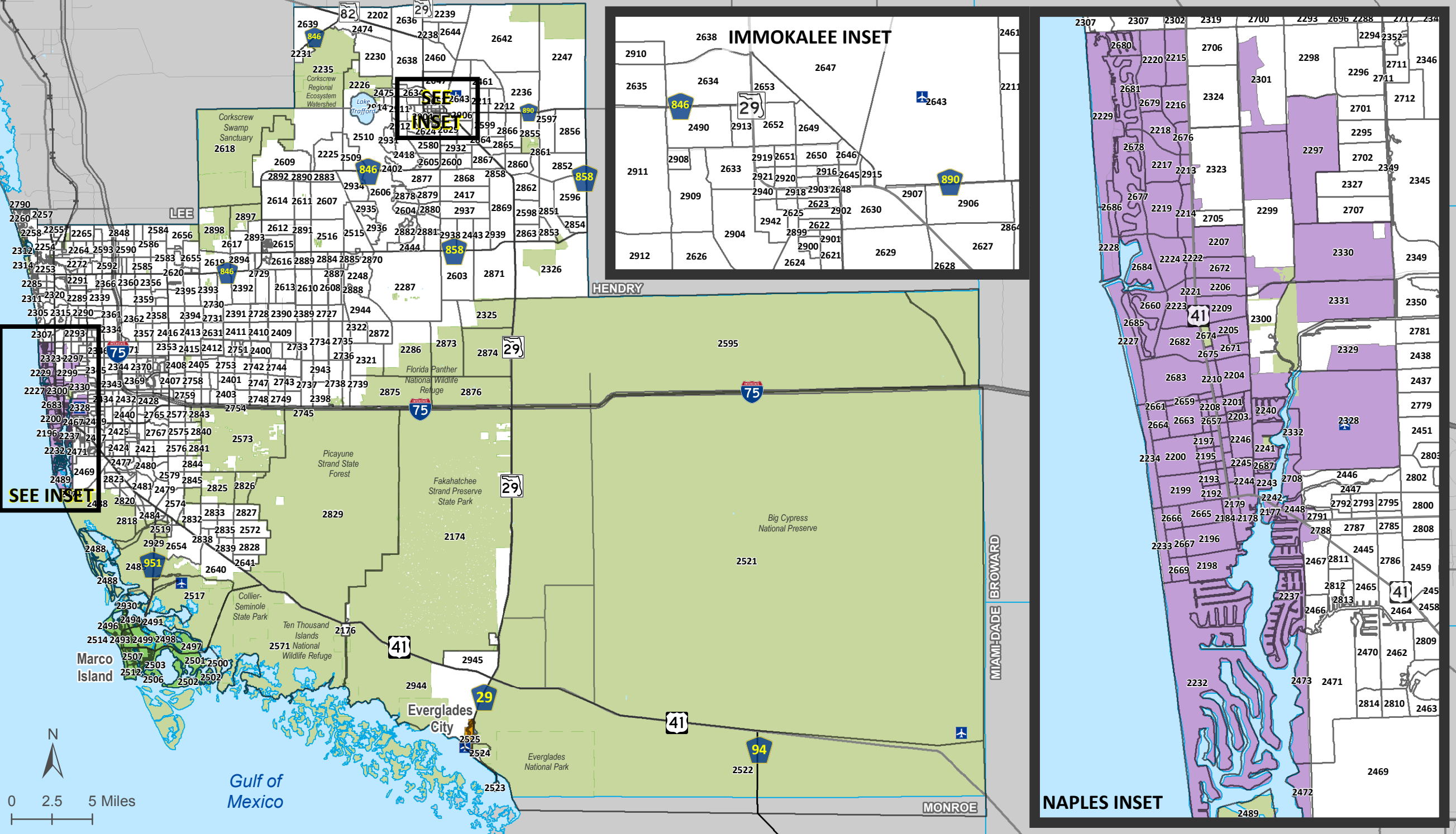
Section C- Proactive Recommendations		Where and How Addressed
C-1	Does the plan attempt to improve the resilience and reliability of the transportation system or mitigate the impacts of stormwater on surface transportation?  23 C.F.R 450.306(b)(9)	Yes. Reference Chapter 3 – Goals and Objectives and Chapter 4 – 2045 Needs Plan.
C-2	Does the plan proactively identify climate adaptation strategies including—but not limited to—assessing specific areas of vulnerability, identifying strategies to reduce emissions by promoting alternative modes of transportation, or devising specific climate adaptation policies to reduce vulnerability?	Yes. Reference the ranking of the needs in Chapter 4 – 2045 Needs Plan.
C-3	Do the plan consider the transportation system’s accessibility, mobility, and availability to better serve an aging population?	Yes. Reference the ranking of the needs in Chapter 4 – 2045 Needs Plan.
C-4	Does the plan consider strategies to promote inter-regional connectivity to accommodate both current and future mobility needs?	Yes. Reference Chapter 6 – Cost Feasible Plan.
C-5	Is the MPO considering the short- and long-term effects of population growth and or shifts on the transportation network?	Yes. Reference Chapter 2 – Plan Process, Section 2-3, Forecasting Growth.

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## Appendix B

### Collier County Traffic Analysis Zones







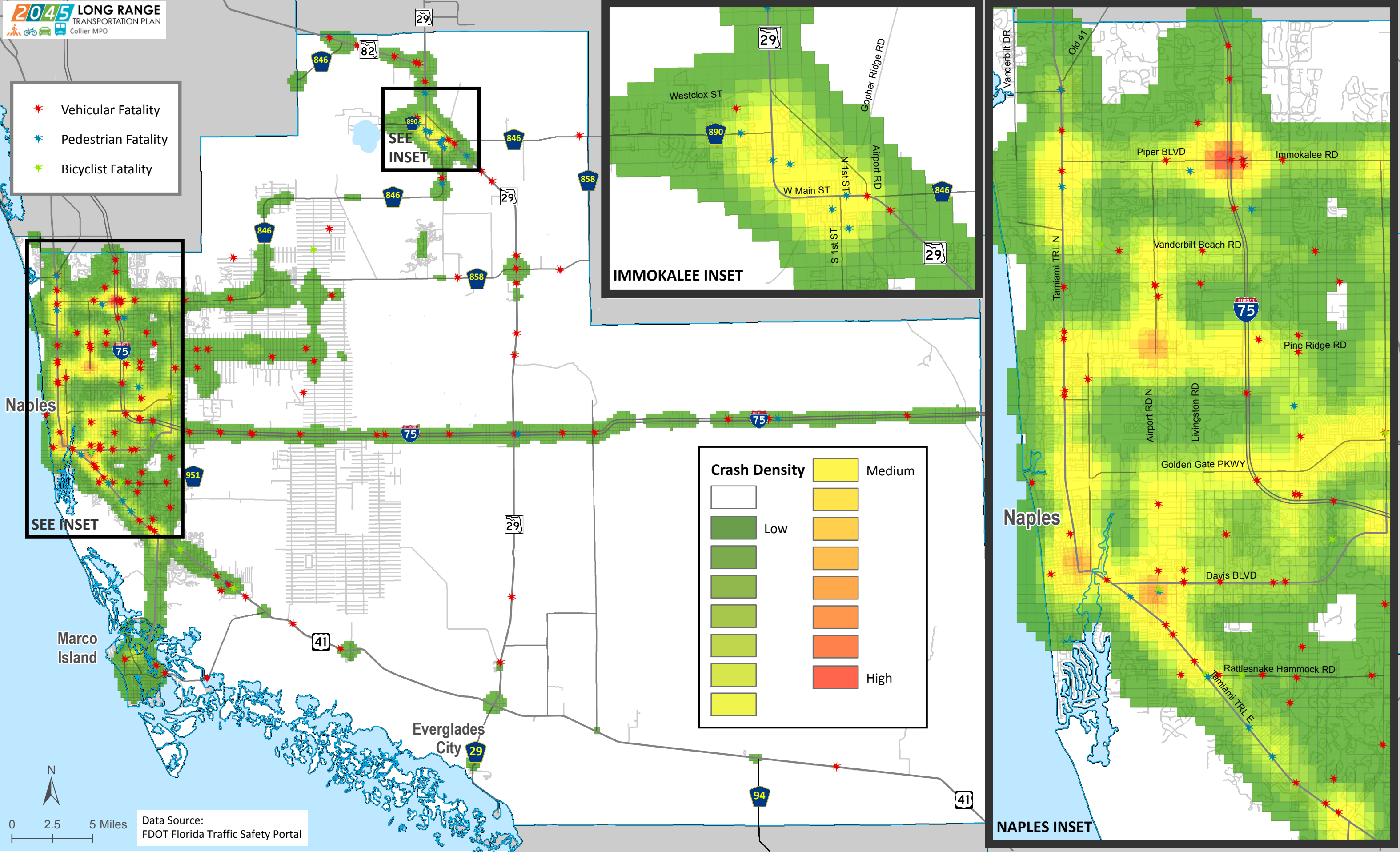
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## Appendix C

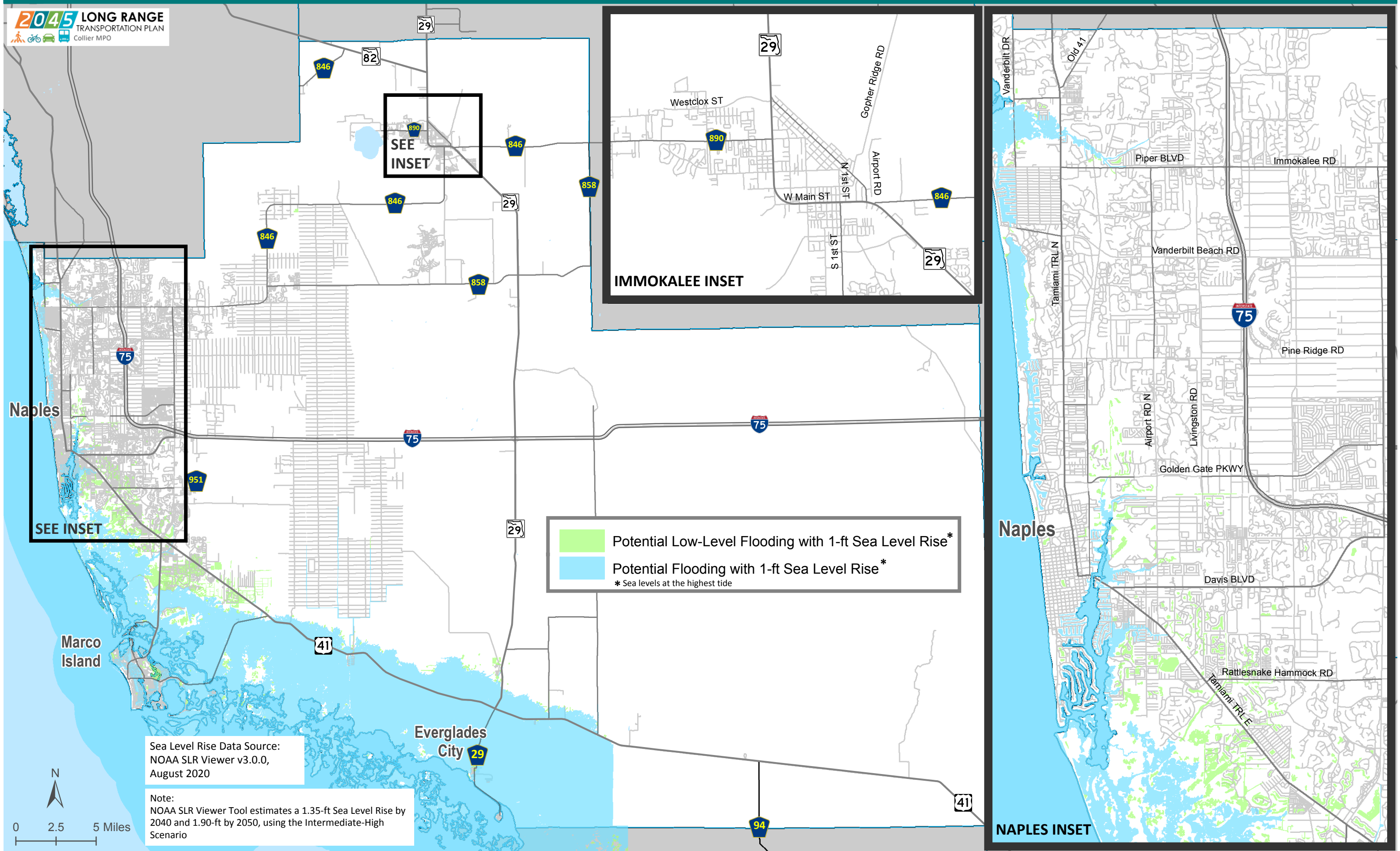
### 2045 Map Series



- ★ Vehicular Fatality
- ★ Pedestrian Fatality
- ★ Bicyclist Fatality



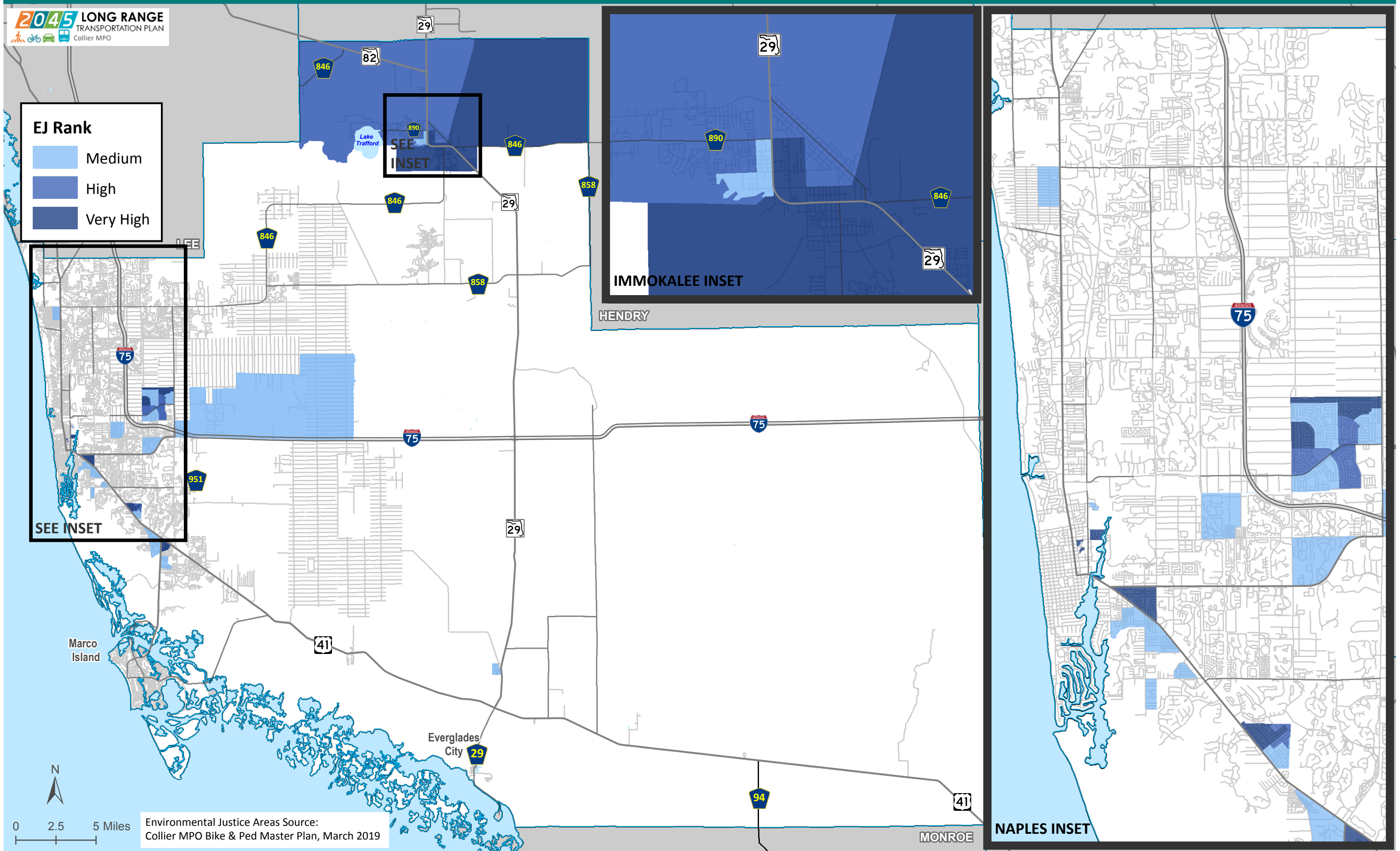
# Map of 1-ft Sea Level Rise and Coastal Flooding





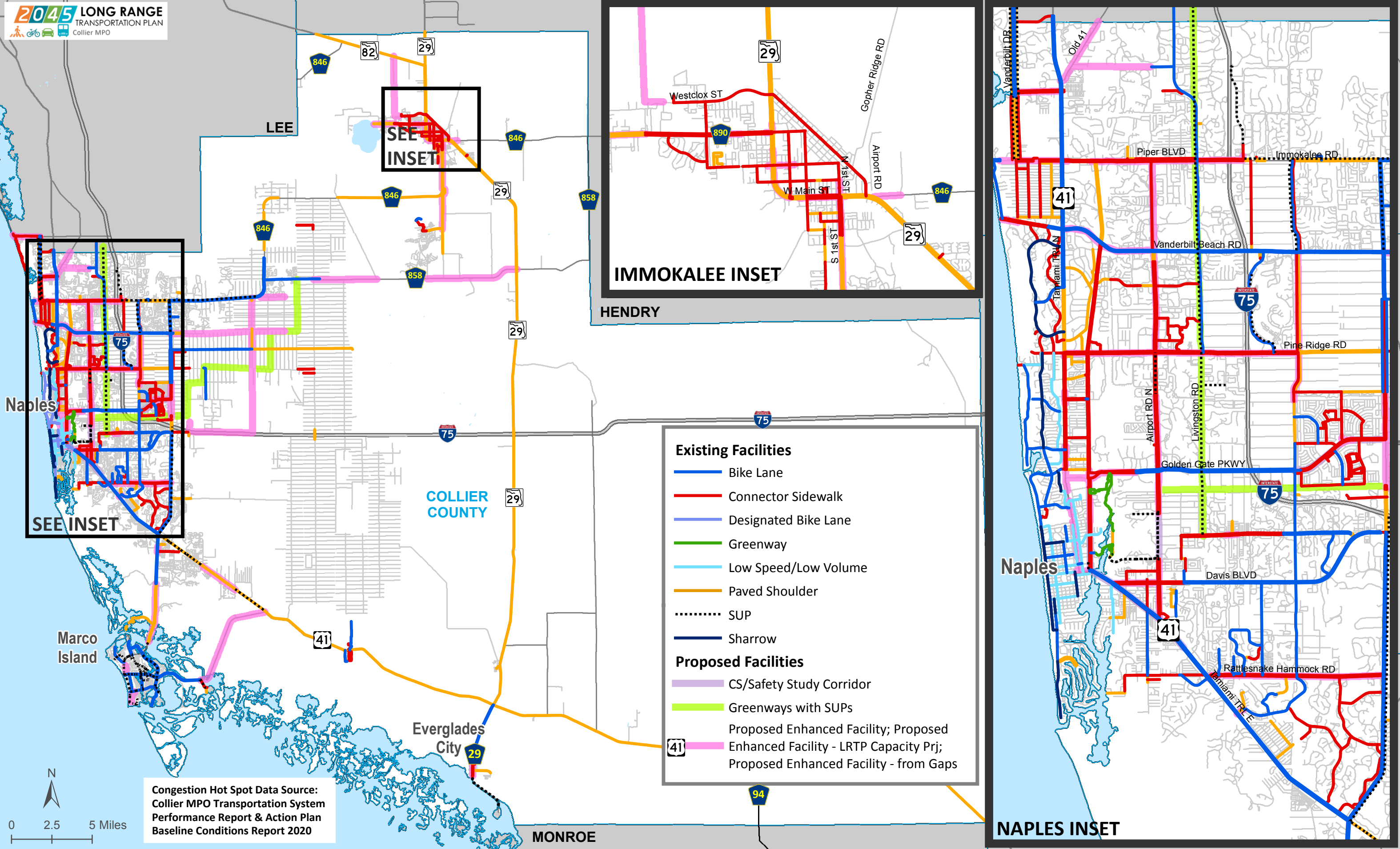
**EJ Rank**

- Medium
- High
- Very High



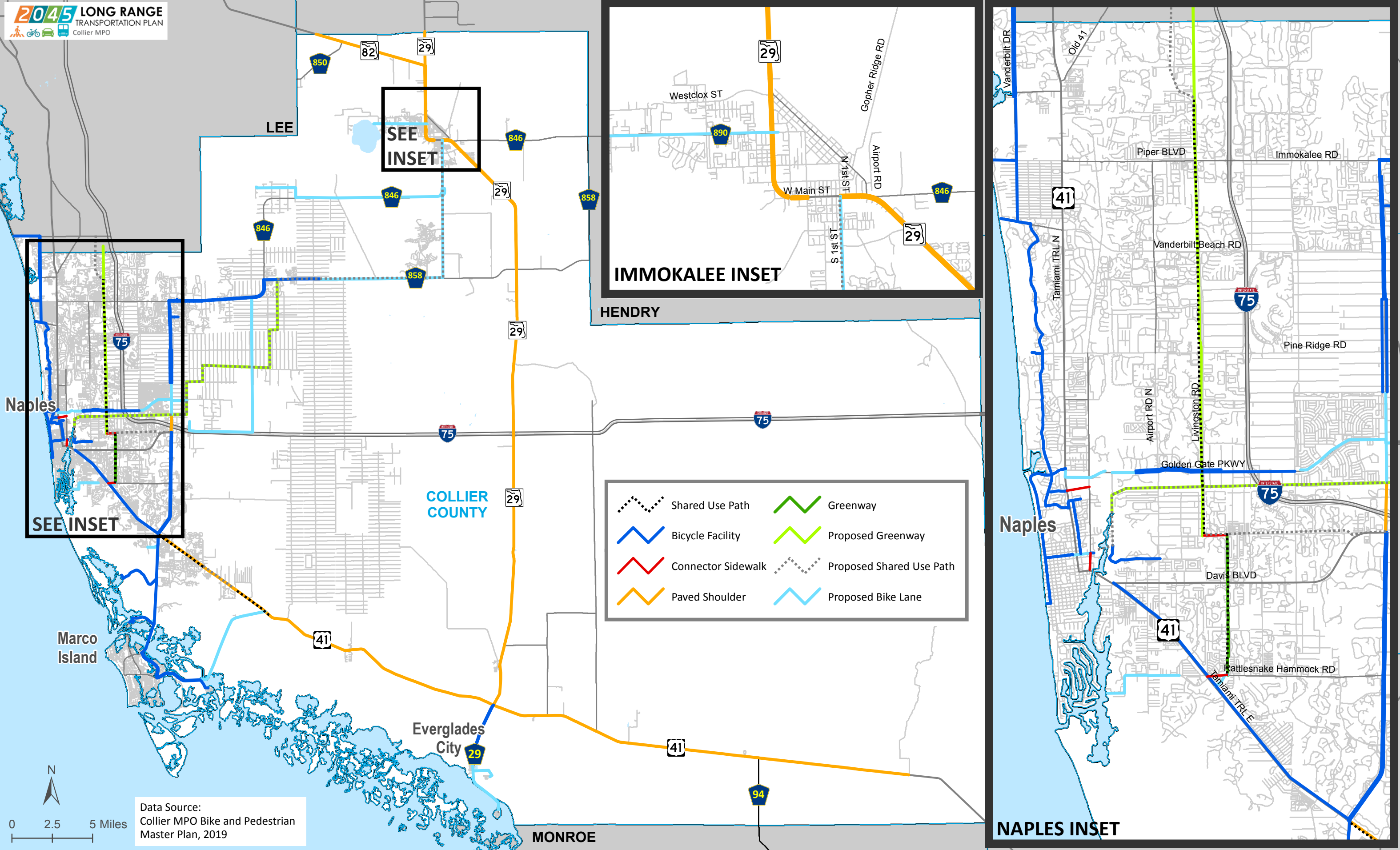
Existing Plus Proposed Facilities

Bicycle and Pedestrian Facilities

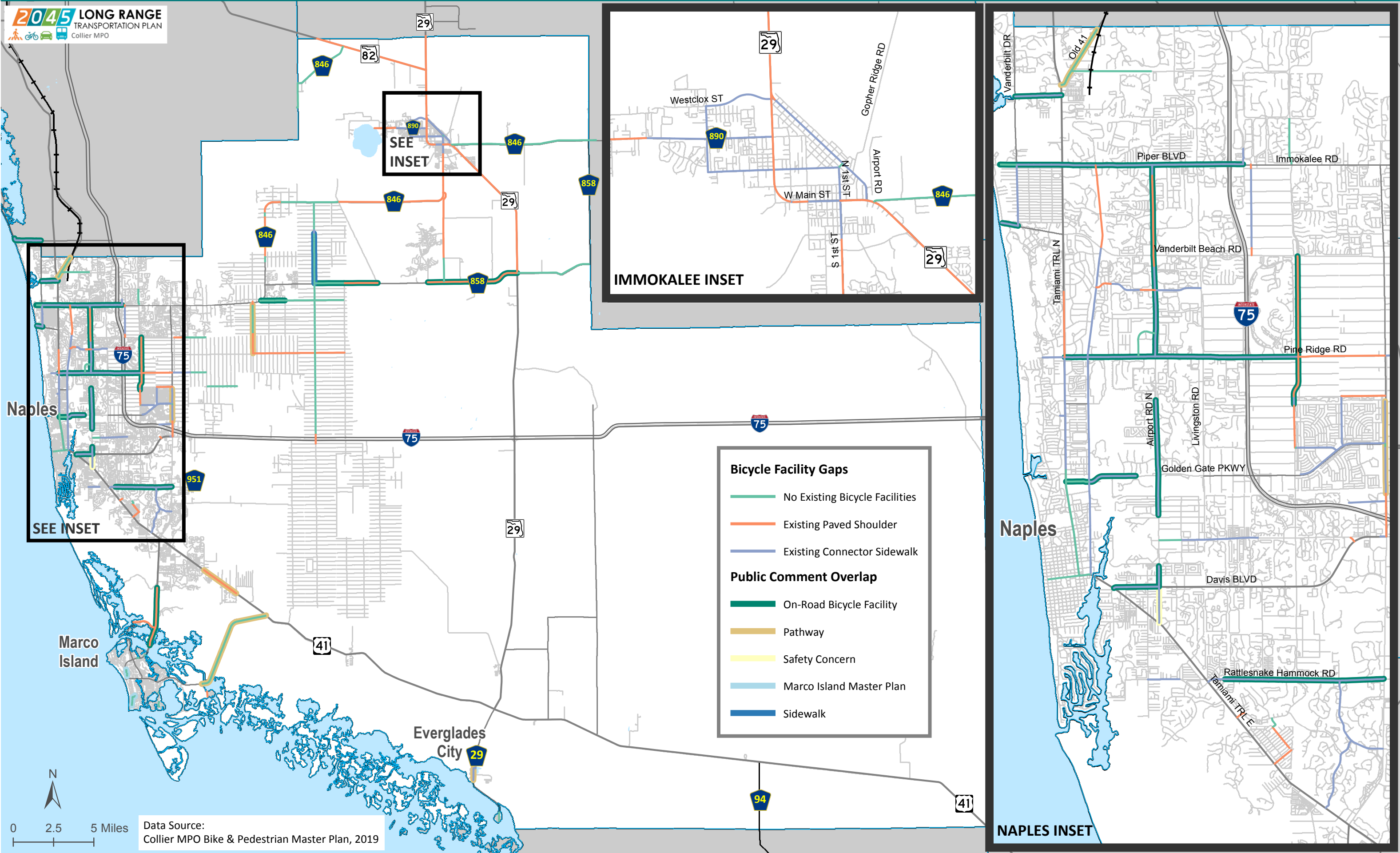




Map of SunTrail Alignments and Spine Pathway Corridors



## Map of Bicycle and Pedestrian Facility Gaps Overlapped with Public Comment





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## Appendix D

### Collier MPO FY 2021–FY 2025 TIP Summary



in \$ YOY						FY 2020/2021					FY 2021/2022					FY 2022/2023					FY 2023/2024					FY 2024/2025					Total Project Costs
FPN	Roadway	From	To	Description	Agency	ENV	PD&E	PE	ROW	CST	ENV	PD&E	PE	ROW	CST	ENV	PD&E	PE	ROW	CST	ENV	PD&E	PE	ROW	CST	ENV	PD&E	PE	ROW	CST	
Highway Projects - Roadway																															
4175402	SR 29	Oil Well Rd	Sunniland Nursery Rd	Add lanes and Reconstruct	FDOT																\$885,000		\$7,440,000								8,325,000
4175403	SR 29	Sunniland Nursery Rd	S of Argicultural Way	Widen 2-4 lanes	FDOT											500,000															500,000
4175404	SR 29	S of Argicultural Way	CR 846 E	Add lanes and Reconstruct	FDOT											270,000															270,000
4175405	SR 29	CR 846 E	N of New Markey Rd	New Road CST	FDOT																			\$975,253		\$60,000		\$5,708,149			6,743,402
4175406	SR 29	N of New Market Rd	SR 82	Add lanes and Reconstruct	FDOT											380,000								\$1,091,754							1,471,754
4178784	SR 29	SR 82	Hendry C/L	Add lanes and Reconstruct	FDOT	15,000			1,298,542							50,000															1,363,542
4258432	I-75	SR 951		Ultimate Interchange Impro	FDOT				6,900,638							50,000		870,392			\$100,000				\$45,150				\$96,221,815		104,187,995
4308481	SR 82	Hendry C/L	Gator Slough Ln	Add lanes and Reconstruct	FDOT				2,118,990		20,000					50,000								\$41,143,813				\$1,400,000			44,732,803
4351112	SR 951	Manatee Rd	N of Tower Rd	Add lanes and Reconstruct	FDOT				1,956,693															\$15,385,189							17,341,882
4404411	Airport Pulling Rd	Vanderbilt Bch RD	Immokalee Rd	Add Thru Lanes	Collier			3,000,000												\$9,856,200											12,856,200
4452962	I-75	Pine Ridge Rd		Interchnage Imporvement	FDOT															\$5,450,000											5,450,000
4463231	Corkscrew Rd N	Wildcat Dr	E of Wildcat Dr	Widen/Resurface	Collier					1,478,586																					1,478,586
4463232	Corkscrew Rd S	Lee County Curve	Collier County Curve	Widen/Resurface	Collier																				\$1,321,000						1,321,000
4463381	Vanderbilt Beach Rd	US 41	E of Goodlette-Frank	Add lanes and Reconstruct	Collier																							\$8,428,876			8,428,876
4463411	Goodlette Frank Rd	Vanderbilt Bch RD	Immokalee Rd	Add lanes and Reconstruct	Collier																			\$5,500,000							5,500,000
4464121	CR 951 (Collier Blvd)	Golden Gate Canal	Green Blvd	Widen/Resurface	Collier																		\$3,200,000								3,200,000
Bridge Projects																															
4318953	16th St Bridge NE	Golden Gate Blvd	Randall Blvd	New Bridge Cst	Collier									4,933,943																	4,933,943
CMS/ITS Projects																															
4463171	Harbour Dr	at Crayton Rd		Roundabout	Naples																				\$892,211						892,211
4463172	Mooring Line Dr	Crayton Rd		Roundabout	Naples																						\$126,000				126,000
4464511	US 41	Golden Gate Parkway		Intersection	FDOT / NHS													270,000							\$225,942						495,942
CIP Projects																															
60168	Vanderbilt Beach Rd	Collier Blvd	16th St	N/A	Collier					75,000,000											\$10,000,000		\$10,000,000		\$10,000,000						105,000,000
60201	Pine Ridge Rd	Livingston Blvd	I-75	N/A	Collier																										0
60147	Randall Blvd	at Immokalee Rd		Intersection Improvements	Collier															8,800,000											8,800,000
60190	Airport Pulling Rd	Vanderbilt Beach Rd	Immokalee Rd	N/A	Collier															\$14,500,000											14,500,000
60211	Orange Blossom	Airport Pulling Rd	Livingston	N/A	Collier		200,000																								200,000
60198	Veterans Memorial			N/A	Collier			1,800,000	1,800,000	8,800,000																					12,400,000
60199	Vanderbilt Beach Rd	US 41	E of Goodlette	N/A	Collier			250,000	250,000					8,900,000																	9,400,000
60129	Benfield Ext	Lords Way	City Gate N	N/A	Collier				1,000,000	7,000,000				1,000,000				1,000,000						\$1,000,000							11,000,000
60144	Oil Well Rd	Everglades	Oil Well Grade	N/A	Collier			908,000						300,000						300,000					\$300,000						1,808,000
68057	Collier Blvd	Green Blvd	Golden Gate Main Can	N/A	Collier								3,200,000						7,000,000					\$4,900,000							15,100,000
60065	Randall Blvd	Immokalee Rd	Oil Weell rd	N/A	Collier																			\$1,500,000							1,500,000
TBD	Immokalee Rd	at Northbrook Dr/Tarpon Bay Dr		N/A	Collier									1,000,000																	1,000,000
TBD	Goodlette Frank Rd	Vanderbilt Bch Rd	Immokalee Rd	N/A	Collier								2,000,000					5,500,000						\$6,750,000							14,250,000
TBD	Green Blvd	Santa Barbara Blvd	Sunshine	N/A	Collier											500,000															500,000
60229	Wilson Blvd	Golden Gate Blvd	Immokalee Rd	N/A	Collier				2,000,000					10,000,000						\$10,000,000											22,000,000
TBD	Vanderbilt Beach Rd	16th St	Everglades	N/A	Collier									2,000,000				11,250,000						\$5,000,000							18,250,000
TBD	Immokalee Rd	Livingston Blvd	Logan Blvd	N/A	Collier							1,000,000																			1,000,000

236,708,000

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## Appendix E

### Roadway Needs Evaluation Matrix



Collier MPO 2045 Long Range Transportation Plan  
Needs Assessment Plan

**Table 1B.Draft Evaluation Matrix**  
**DRAFT - July 2020; updated 9/3/2020**

2045 Map ID	2045 RANK	2045 Weighted Score	Project	From	To	Description
1	51	126	Benfield Road Extension	The Lords Way	City Gate Boulevard North	New 2-Lane Road (Expandable to 4-Lanes)
2	41	138	Benfield Road	US 41 (SR 90) (Tamiami Trail East)	Rattlesnake-Hammock Ext	New 2-Lane Road (Expandable to 4-Lanes)
3	72	75	Big Cypress Parkway	North of I-75	Golden Gate Blvd	New 2-Lane Road (Expandable to 4-Lanes)
4	70	83	Big Cypress Parkway	Golden Gate Blvd	Vanderbilt Beach Road Ext.	New 2-Lane Road (Expandable to 4-Lanes)
5	71	81	Big Cypress Parkway	Vanderbilt Beach Road Ext.	Oil Well Road	New 2-Lane Road (Expandable to 4-Lanes)
6	82	52	Big Cypress Parkway	Oil Well Road	Immokalee Rd	New 2-Lane Road (Expandable to 4-Lanes)
7	62	100	Camp Keais Road	Pope John Paul Blvd	Oil Well Road	Widen from 2-Lane to 4 Lanes
8	80	74	Camp Keais Road	Immokalee Road	Pope John Paul Blvd	Widen from 2-Lane to 4-Lanes
9	1	286	Collier Blvd (CR 951)	Golden Gate Main Canal	Green Blvd	Widen from 4-Lanes to 6 Lanes
10	21	182	CR 951 Extension (new)	Heritage Bay Entrance (Collier Blvd (CR 951) northern terminus)	Lee/Collier County Line	New 2-Lane Road
11	34	152	Everglades Boulevard	Randall Blvd	South of Oil Well Road	Widen from 2-Lanes to 4-Lanes
12	35	152	Everglades Boulevard	Vanderbilt Bch Rd Ext	Randall Blvd	Widen from 2-Lanes to 4-Lanes
13	54	121	Everglades Boulevard	Golden Gate Blvd	Vanderbilt Bch Rd Ext	Widen from 2-Lanes to 4-Lanes
14	63	99	Everglades Boulevard	I-75 (SR-93)	Golden Gate Blvd	Widen from 2-Lanes to 4-Lanes
15	37	147	Golden Gate Boulevard	Everglades Blvd	Desoto Boulevard	Widen from 2-Lanes to 4-Lanes
16	58	105	Golden Gate Boulevard Ext	Desoto Blvd	Big Cypress Parkway	New 4-Lane Road
17	31	161	Goodlette-Frank Road	Vanderbilt Beach Road	Immokalee Road	Widen from 2-Lanes to 4-Lanes
18	66	91	Green Boulevard	Santa Barbara / Logan Boulevard	Sunshine Boulevard	Widen from 2-Lane to 4-Lane
19	27	166	Green Boulevard Ext / 16th Ave SW	23rd St SW	Wilson Blvd Ext	New 2-Lane (Future Study Area)
20	33	154	Green Boulevard Ext / 16th Ave SW	CR 951	23rd Street SW	New 4-Lane (Future Study Area)
21	42	138	Green Boulevard Ext / 16th Ave SW	Wilson Blvd Ext	Everglades Boulevard	New 2-Lane Road
22	60	102	Critical Needs Intersection @ I-75	Everglades Blvd		New Interchange
23	8	250	Critical Needs Intersection @ I-75	Golden Gate Parkway @ I-75		Interchange Improvement
24	2	285	Critical Needs Intersection @ I-75	Collier Blvd (SR 951) @ I-75		Interchange Improvement
25	22	180	Critical Needs Intersection @ I-75	Immokalee Rd @ I-75		Interchange Improvement
26	18	190	Critical Needs Intersection @ I-75	Pine Ridge Rd @ I-75		Interchange Improvement
27	40	146	I-75 (SR-93) Interchange (new)(not in SIS)	Vanderbilt Beach Rd		New Interchange - Partial (to / from the North)
29	5	269	I-75 (SR-93) Managed (Toll) Lanes	Collier Blvd (CR 951)	Collier/Lee County Line	New 4-Lane Express (Toll) Lanes
30	7	251	Immokalee Rd (CR 846)	Camp Keais Rd	Carver St	Widen from 2-Lanes to 4 Lanes
31	23	172	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	Widen from 2-Lanes to 4 Lanes
32	81	72	Keane Avenue	Inez Rd	Wilson Blvd Ext.	New 2-Lane Road (Future Study Area)
33	50	127	Little League Rd. Ext.	SR-82	Westclox St.	New 2-Lane Road
34	65	92	Logan Boulevard	Green Boulevard	Pine Ridge Road	Widen from 4-Lanes to 6-Lanes
35	52	125	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	Widen from 2-Lanes to 4-Lanes
36	67	89	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	Widen from 2-Lanes to 4-Lanes
37	38	147	Oil Well Road / CR 858	Everglades Blvd	Oil Well Grade Rd	Widen from 2-Lanes to 6-Lanes
38	46	131	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road	Widen from 2-Lanes to 4-Lanes
39	10	236	Old US 41	US 41 (SR 45)	Lee/Collier County Line	Widen from 2-Lanes to 4-Lanes
40	45	135	Orange Blossom Drive	Airport Pulling Road	Livingston Road	Widen from 2-Lanes to 6-Lanes
42	39	147	Randall Boulevard	8th St NE	Everglades Blvd	Widen from 2-Lanes to 4-Lanes
43	59	103	Randall Boulevard	Everglades Blvd	Desoto Blvd	Widen from 2-Lanes to 4-Lanes
44	61	101	Randall Boulevard Ext.	Desoto Blvd	Big Cypress Parkway	New 4-Lane Road
45	44	136	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Widen from 4-Lanes to 6-Lanes
46	56	112	SR 29	SR 82	Collier/Hendry Line	Widen from 2-Lane to 4 Lanes
48	49	128	SR 29	I-75 (SR 93)	Oil Well Rd	Widen from 2-Lane to 4 Lanes
50	24	172	SR 29	New Market Road North	North of SR-82	Widen from 2-Lane to 4-Lane
51	13	212	SR 29/New Market Road W - New Road	Immokalee Rd (CR 846)	New Market Road North	Widen from 2-Lane to 4-Lane
52	3	277	SR 29	Agriculture Way	CR 846 E	Widen from 2-Lane to 4-Lane
53	15	197	SR 29	Sunniland Nursery Rd	Agriculture Way	Widen from 2-Lane to 4-Lane
54	16	197	SR 29	Oil Well Road	Sunniland Nursery Rd	Widen from 2-Lane to 4-Lane
55	6	263	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	Widen from 2-Lane to 4-Lane
56	9	242	Collier Blvd (SR 951)	South of Manatee Rd	North of Tower Rd	Widen from 2-Lane to 4-Lane
57	4	275	Critical Needs Intersection @ US 41	Goodlette Rd @ US 41		Intersection Improvement
58	12	219	US 41	Greenway Rd	6 L Farm Rd	Widen from 2-Lane to 4-Lane
59	11	232	Critical Needs Intersection @ US 41	Collier Blvd (SR 951) @ US 41		Intersection Improvement
60	14	201	US 41	Immokalee Road	Old US 41	Widen from 2-Lane to 4-Lane
62	73	75	Vanderbilt Beach Road Ext	16th St	Big Cypress Parkway	New 2-Lane Road (Expandable to 4-Lanes)
63	53	122	Westclox Street Extension	Little League Road	West of Carson Road	New 2-Lane Road
64	30	162	Wilson Blvd	Golden Gate Boulevard	Immokalee Rd	Widen from 2-Lanes to 4-Lanes
65	32	156	Wilson Blvd	Keane Avenue	Golden Gate Boulevard	New 2-Lane Road (Expandable to 4-Lanes)
66	17	195	Immokalee Rd intersection	Livingston Rd		Intersection Improvement
67	57	106	Veterans Memorial Blvd Extension	Strand Blvd	I-75	New 4-Lane Road
68	83	45	Big Cypress Parkway intersection (new)	Oil Well Grade Rd		New At-Grade Intersection
69	408	142	Everglades Boulevard	Oil Well Rd / CR 858	Immokalee Rd	Widen from 2-Lane to 4-Lane
70	68	86	Green Boulevard Extension	Everglades Blvd	Big Cypress Parkway	New 2-Lane Road
73	20	190	Immokalee Rd (CR 846) intersection	Collier Blvd (CR 951)		Intersection Improvement
74	28	165	Immokalee Rd (CR 846) intersection	Wilson Blvd		Intersection Improvement
75	55	115	I-75 (SR-93) Interchange (new) (not in SIS)	Veterans Memorial Blvd		New Partial Interchange
76	43	137	Vanderbilt Drive	Immokalee Rd	Woods Edge Parkway	Widen from 2-Lanes to 4-Lanes
77	25	170	Pine Ridge Rd intersection	Livingston Rd		Intersection Improvement
78	29	165	Golden Gate Parkway intersection	Livingston Rd		Intersection Improvement
80	47	131	Vanderbilt Beach Road	Goodlette-Frank Road	Airport Pulling Road	Widen from 4-Lanes to 6-Lanes
81	74	75	Bridge @ 47th Avenue NE	West of Everglades Boulevard		New Bridge over Canal
82	75	75	Bridge @ Wilson Boulevard	South of 33rd Avenue NE		New Bridge over Canal
83	69	85	Bridge @ 18th Ave NE	between Wilson Boulevard N and 8th Street NE		New Bridge over Canal
84	76	75	Bridge @ 18th Ave NE	between 8th Street NE and 16th Street NE		New Bridge over Canal
85	64	95	Bridge @ 13th Street NW	north end at proposed Vanderbilt Beach Road Extension		New Bridge over Canal
86	77	75	Bridge @ 16th Street SE	South end		New Bridge over Canal
87	78	75	Bridge @ Location TBD - Assume 10th Avenue SE	East of Everglades Blvd		New Bridge over Canal
88	48	130	Bridge @Wilson Boulevard South, south end			New Bridge over Canal
89	79	75	Bridge @ 62nd Avenue NE	West of 40th Street NE		New Bridge over Canal
90	26	167	Pine Ridge Rd	Logan Blvd S	Collier Blvd (CR 951)	Widen from 4-Lanes to 6-Lanes
93	32	157	Immokalee Rd (CR 846)	43rd Ave NE/Shady Hollow Blvd E	North of 47th Avenue NE/Immokalee	Widen from 2-Lanes to 4-Lanes
94	57	113	Immokalee Road Rural Village Blvd (new)	Immokalee Rd (CR 846)	Immokalee Rd (CR 846)	New 4-Lane Road
41A	19	190	Critical Needs Intersection @ Immokalee Rd	Oil Well Road @ Randall Blvd		Ultimate Intersection Improvement: Overpass
41B	36	151	Randall Boulevard	Immokalee Road	8th St NE	Widen from 2-Lanes to 6-Lanes

Note: Does not include Critical Needs Intersections [#95 through #114]; it was necessary to rank or prioritize

1.Ensure the Security of Transportation System for Users				2. Protect Environmental Resources							
1A - Improves Evacuation Routes		1B - Provides Enhanced or potential new evacuation routes		2A - Amount of wetland encroachment based on NWI		2B - Proximity to protected natural areas (0.5 mile)		2C - Amount of habitat encroachment based on <u>secondary</u> panther habitat		2D - Amount of habitat encroachment based on <u>primary</u> panther habitat	
Is the roadway a current evacuation route? Yes = 5 No = 0				No impact = 0 0 - 5 acres = -1 6 - 10 acres = -2 11 - 15 = -3 15 - 20 = -4 21 or more = -5 (max)		Within 0.5 miles of Conservation Areas/Preserves lands? Yes = -1 No = 0		No impact = 0 0 - 10 acres = -1 11 - 20 acres = -2 21 - 30 = -3 31 - 40 = -4 40 or more = -5 (max)		No impact = 0 0 - 10 acres = -1 11 - 20 acres = -2 21 - 30 = -3 31 - 40 = -4 40 or more = -5 (max)	
4.00		4.00		4.00		4.00		-		4.00	
Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score
0	-	5	20	-5	(20)	-1	(4)	-1	-	-5	(20)
0	-	5	20	-5	(20)	-1	(4)	-1	-	-5	(20)
0	-	5	20	-2	(8)	0	-	0	-	-3	(12)
0	-	5	20	-1	(4)	0	-	0	-	-2	(8)
0	-	5	20	-2	(8)	0	-	0	-	-4	(16)
0	-	5	20	-4	(16)	0	-	0	-	-3	(12)
0	-	5	20	-3	(12)	0	-	-4	-	-2	(8)
0	-	5	20	-2	(8)	0	-	-4	-	-2	(8)
5	20	0	-	-1	(4)	0	-	0	-	0	-
0	-	5	20	-4	(16)	0	-	0	-	-3	(12)
5	20	0	-	-1	(4)	-1	(4)	-2	-	0	-
5	20	0	-	-2	(8)	0	-	-3	-	0	-
5	20	0	-	-1	(4)	0	-	-2	-	0	-
5	20	0	-	-4	(16)	-1	(4)	-3	-	-4	(16)
0	-	5	20	-1	(4)	0	-	-1	-	-1	(4)
0	-	5	20	-1	(4)	0	-	0	-	-4	(16)
5	20	0	-	0	-	-1	(4)	0	-	0	-
0	-	5	20	-1	(4)	0	-	0	-	0	-
0	-	5	20	-1	(4)	0	-	0	-	0	-
0	-	5	20	-3	(12)	-1	(4)	0	-	0	-
0	-	5	20	-1	(4)	0	-	-1	-	-2	(8)
5	20	0	-	-5	(20)	-1	(4)	-1	-	-1	(4)
5	20	0	-	0	-	0	-	0	-	0	-
5	20	0	-	0	-	0	-	0	-	0	-
5	20	0	-	0	-	0	-	0	-	0	-
5	20	0	-	0	-	0	-	0	-	0	-
5	20	0	-	-1	(4)	0	-	0	-	0	-
5	20	0	-	-2	(8)	0	-	0	-	0	-
5	20	0	-	-1	(4)	0	-	0	-	0	-
0	-	5	20	0	-	0	-	0	-	-2	(8)
0	-	0	-	-2	(8)	0	-	-3	-	0	-
0	-	5	20	-1	(4)	-1	(4)	0	-	0	-
0	-	5	20	-1	(4)	-1	(4)	0	-	0	-
0	-	5	20	0	-	0	-	0	-	0	-
0	-	5	20	0	-	-1	(4)	0	-	-3	(12)
5	20	0	-	-4	(16)	-1	(4)	0	-	-2	(8)
5	20	0	-	-1	(4)	0	-	0	-	0	-
0	-	5	20	0	-	-1	(4)	0	-	0	-
0	-	5	20	0	-	0	-	0	-	0	-
0	-	5	20	-1	(4)	0	-	-1	-	-1	(4)
0	-	5	20	-1	(4)	0	-	0	-	-2	(8)
0	-	5	20	-1	(4)	0	-	0	-	0	-
0	-	5	20	-1	(4)	0	-	0	-	0	-
5	20	0	-	-1	(4)	0	-	-1	-	-1	(4)
5	20	0	-	-1	(4)	-1	(4)	-1	-	-1	(4)
5	20	0	-	-1	(4)	0	-	-1	-	-1	(4)
0	-	5	20	-1	(4)	0	-	-1	-	-1	(4)

Collier MPO 2045 Long Range Transportation Plan  
Needs Assessment Plan

3. Improve System Continuity and Connectivity

4. Reduce Roadway Congestion - TBD

Table 1B.Draft Evaluation Matrix  
DRAFT - July 2020; updated 9/3/2020

2045 Map ID	2045 RANK	2045 Weighted Score	Project	From	To	Description	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score
1	51	126	Benfield Road Extension	The Lords Way	City Gate Boulevard North	New 2-Lane Road (Expandable to 4-Lanes)	0	-	5	25	5	45	0	-
2	41	138	Benfield Road	IUS 41 (SR 90) (Tamiami Trail East)	Rattlesnake-Hammock Ext.	New 2-Lane Road (Expandable to 4-Lanes)	0	-	5	25	5	45	0	-
3	72	75	Big Cypress Parkway	North of I-75	Golden Gate Blvd	New 2-Lane Road (Expandable to 4-Lanes)	0	-	5	25	5	45	0	-
4	70	83	Big Cypress Parkway	Golden Gate Blvd	Vanderbilt Beach Road Ext.	New 2-Lane Road (Expandable to 4-Lanes)	0	-	5	25	5	45	0	-
5	71	81	Big Cypress Parkway	Vanderbilt Beach Road Ext.	Oil Well Road	New 2-Lane Road (Expandable to 4-Lanes)	0	-	5	25	5	45	0	-
6	82	52	Big Cypress Parkway	Oil Well Road	Immokalee Rd	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	5	45	0	-
7	62	100	Camp Keais Road	Pope John Paul Blvd	Oil Well Road	Widen from 2-Lane to 4 Lanes	5	25	0	-	5	45	0	-
8	80	74	Camp Keais Road	Immokalee Road	Pope John Paul Blvd	Widen from 2-Lane to 4-Lanes	0	-	0	-	5	45	0	-
9	1	286	Collier Blvd (CR 951)	Golden Gate Main Canal	Green Blvd	Widen from 4-Lanes to 6 Lanes	5	25	0	-	5	45	5	45
10	21	182	CR 951 Extension (new)	Heritage Bay Entrance (Collier Blvd (CR 951) northern terminus)	Lee/Collier County Line	New 2-Lane Road	0	-	5	25	5	45	0	-
11	34	152	Everglades Boulevard	Randall Blvd	South of Oil Well Road	Widen from 2-Lanes to 4-Lanes	5	25	0	-	5	45	5	45
12	35	152	Everglades Boulevard	Vanderbilt Bch Rd Ext	Randall Blvd	Widen from 2-Lanes to 4-Lanes	5	25	0	-	5	45	5	45
13	54	121	Everglades Boulevard	Golden Gate Blvd	Vanderbilt Bch Rd Ext	Widen from 2-Lanes to 4-Lanes	0	-	0	-	5	45	5	45
14	63	99	Everglades Boulevard	I-75 (SR-93)	Golden Gate Blvd	Widen from 2-Lanes to 4-Lanes	0	-	0	-	5	45	5	45
15	37	147	Golden Gate Boulevard	Everglades Blvd	Desoto Boulevard	Widen from 2-Lanes to 4-Lanes	0	-	0	-	5	45	5	45
16	58	105	Golden Gate Boulevard Ext	Desoto Blvd	Big Cypress Parkway	New 4-Lane Road	0	-	5	25	5	45	0	-
17	31	161	Goodlette-Frank Road	Vanderbilt Beach Road	Immokalee Road	Widen from 2-Lanes to 4-Lanes	0	-	0	-	5	45	5	45
18	66	91	Green Boulevard	Santa Barbara/ Logan Boulevard	Sunshine Boulevard	Widen from 2-Lane to 4-Lane	0	-	0	-	5	45	0	-
19	27	166	Green Boulevard Ext / 16th Ave SW	23rd St SW	Wilson Blvd Ext	New 2-Lane (Future Study Area)	0	-	5	25	5	45	5	45
20	33	154	Green Boulevard Ext / 16th Ave SW	CR 951	23rd Street SW	New 4-Lane (Future Study Area)	0	-	5	25	5	45	5	45
21	42	138	Green Boulevard Ext / 16th Ave SW	Wilson Blvd Ext	Everglades Boulevard	New 2-Lane Road	0	-	5	25	5	45	5	45
22	60	102	Critical Needs Intersection @ I-75	Everglades Blvd		New Interchange	5	25	0	-	0	-	0	-
23	8	250	Critical Needs Intersection @ I-75	Golden Gate Parkway @ I-75		Interchange Improvement	5	25	0	-	0	-	5	45
24	2	285	Critical Needs Intersection @ I-75	Collier Blvd (SR 951) @ I-75		Interchange Improvement	5	25	0	-	5	45	5	45
25	22	180	Critical Needs Intersection @ I-75	Immokalee Rd @ I-75		Interchange Improvement	0	-	0	-	0	-	0	-
26	18	190	Critical Needs Intersection @ I-75	Pine Ridge Rd @ I-75		Interchange Improvement	0	-	0	-	0	-	0	-
27	40	146	I-75 (SR-93) Interchange (new)(not in SIS)	Vanderbilt Beach Rd		New Interchange - Partial (to / from the North)	0	-	5	25	0	-	0	-
29	5	269	I-75 (SR-93) Managed (Toll) Lanes	Collier Blvd (CR 951)	Collier/Lee County Line	New 4-Lane Express (Toll) Lanes	0	-	5	25	5	45	5	45
30	7	251	Immokalee Rd (CR 846)	Camp Keais Rd	Carver St	Widen from 2-Lanes to 4 Lanes	5	25	0	-	-	-	5	45
31	23	172	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	Widen from 2-Lanes to 4 Lanes	5	25	0	-	-	-	0	-
32	81	72	Keane Avenue	Inez Rd	Wilson Blvd Ext.	New 2-Lane Road (Future Study Area)	0	-	5	25	5	45	0	-
33	50	127	Little League Rd. Ext.	SR-82	Westclox St.	New 2-Lane Road	0	-	5	25	5	45	0	-
34	65	92	Logan Boulevard	Green Boulevard	Pine Ridge Road	Widen from 4-Lanes to 6-Lanes	0	-	5	25	5	45	0	-
35	52	125	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	Widen from 2-Lanes to 4-Lanes	5	25	0	-	5	45	0	-
36	67	89	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	Widen from 2-Lanes to 4-Lanes	5	25	0	-	5	45	0	-
37	38	147	Oil Well Road / CR 858	Everglades Blvd	Oil Well Grade Rd	Widen from 2-Lanes to 6-Lanes	5	25	0	-	5	45	5	45
38	46	131	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road	Widen from 2-Lanes to 6-Lanes	5	25	0	-	5	45	0	-
39	10	236	Old US 41	US 41 (SR 45)	Lee/Collier County Line	Widen from 2-Lanes to 4-Lanes	5	25	0	-	5	45	5	45
40	45	135	Orange Blossom Drive	Airport Pulling Road	Livingston Road	Widen from 2-Lanes to 4-Lanes	5	25	0	-	5	45	0	-
42	39	147	Randall Boulevard	8th St NE	Everglades Blvd	Widen from 2-Lanes to 6-Lanes	5	25	0	-	5	45	5	45
43	59	103	Randall Boulevard	Everglades Blvd	Desoto Blvd	Widen from 2-Lanes to 4-Lanes	5	25	0	-	5	45	0	-
44	61	101	Randall Boulevard Ext.	Desoto Blvd	Big Cypress Parkway	New 4-Lane Road	0	-	5	25	5	45	0	-
45	44	136	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Widen from 4-Lanes to 6-Lanes	0	-	5	25	5	45	0	-
46	56	112	SR 29	SR 82	Collier/Hendry Line	Widen from 2-Lane to 4 Lanes	5	25	0	-	0	-	-	-
48	49	128	SR 29	I-75 (SR 93)	Oil Well Rd	Widen from 2-Lane to 4 Lanes	5	25	0	-	0	-	0	-
50	24	172	SR 29	New Market Road North	North of SR-82	Widen from 2-Lane to 4-Lane	5	25	0	-	0	-	5	45
51	13	212	SR 29/New Market Road W - New Road	Immokalee Rd (CR 846)	New Market Road North	Widen from 2-Lane to 4-Lane	0	-	5	25	5	45	0	-
52	3	277	SR 29	Agriculture Way	CR 846 E	Widen from 2-Lane to 4-Lane	5	25	0	-	5	45	5	45
53	15	197	SR 29	Sunniland Nursery Rd	Agriculture Way	Widen from 2-Lane to 4-Lane	5	25	0	-	5	45	5	45
54	16	197	SR 29	Oil Well Road	Sunniland Nursery Rd	Widen from 2-Lane to 4-Lane	5	25	0	-	5	45	5	45
55	6	263	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	Widen from 2-Lane to 4-Lane	5	25	0	-	5	45	0	-
56	9	242	Collier Blvd (SR 951)	South of Manatee Rd	North of Tower Rd	Widen from 2-Lane to 4-Lane	5	25	0	-	5	45	0	-
57	4	275	Critical Needs Intersection @ US 41	Goodlette Rd @ US 41		Intersection Improvement	5	25	0	-	0	-	5	45
58	12	219	US 41	Greenway Rd	6 L Farm Rd	Widen from 2-Lane to 4-Lane	5	25	0	-	0	-	5	45
59	11	232	Critical Needs Intersection @ US 41	Collier Blvd (SR 951) @ US 41		Intersection Improvement	0	-	5	25	0	-	5	45
60	14	201	US 41	Immokalee Road	Old US 41	Widen from 2-Lane to 4-Lane	0	-	0	-	0	-	5	45
62	73	75	Vanderbilt Beach Road Ext	16th St	Big Cypress Parkway	New 2-Lane Road (Expandable to 4-Lanes)	0	-	5	25	5	45	0	-
63	53	122	Westclox Street Extension	Little League Road	West of Carson Road	New 2-Lane Road	0	-	5	25	5	45	0	-
64	30	162	Wilson Blvd	Golden Gate Boulevard	Immokalee Rd	Widen from 2-Lanes to 4-Lanes	5	25	0	-	5	45	5	45
65	32	156	Wilson Blvd	Keane Ave	Golden Gate Boulevard	New 2-Lane Road (Expandable to 4-Lanes)	0	-	5	25	5	45	5	45
66	17	195	Immokalee Rd intersection	Livingston Rd		Intersection Improvement	0	-	5	25	0	-	5	45
67	57	106	Veterans Memorial Blvd Extension	Strand Blvd	I-75	New 4-Lane Road	0	-	5	25	5	45	0	-
68	83	45	Big Cypress Parkway intersection (new)	Oil Well Grade Rd		New At-Grade Intersection	5	25	0	-	0	-	0	-
69	40B	142	Everglades Boulevard	Oil Well Rd / CR 858	Immokalee Rd	Widen from 2-Lane to 4-Lane	5	25	0	-	5	45	0	-
70	68	86	Green Boulevard Extension	Everglades Blvd	Big Cypress Parkway	New 2-Lane Road	0	-	5	25	5	45	0	-
73	20	190	Immokalee Rd (CR 846) intersection	Collier Blvd (CR 951)		Intersection Improvement	0	-	5	25	0	-	5	45
74	28	165	Immokalee Rd (CR 846) intersection	Wilson Blvd		Intersection Improvement	0	-	5	25	0	-	5	45
75	55	115	I-75 (SR-93) Interchange (new) (not in SIS)	Veterans Memorial Blvd		New Partial Interchange	5	25	0	-	0	-	0	-
76	43	137	Vanderbilt Drive	Immokalee Rd	Woods Edge Parkway	Widen from 2-Lanes to 4-Lanes	5	25	0	-	5	45	0	-
77	25	170	Pine Ridge Rd intersection	Livingston Rd		Intersection Improvement	5	25	0	-	0	-	0	-
78	29	165	Golden Gate Parkway intersection	Livingston Rd		Intersection Improvement	0	-	5	25	0	-	5	45
80	47	131	Vanderbilt Beach Road	Goodlette-Frank Road	Airport Pulling Road	Widen from 4-Lanes to 6-Lanes	5	25	0	-	5	45	0	-
81	74	75	Bridge @ 47th Avenue NE	West of Everglades Boulevard		New Bridge over Canal	0	-	5	25	5	45	0	-
82	75	75	Bridge @ Wilson Boulevard	South of 33rd Avenue NE		New Bridge over Canal	0	-	5	25	5	45	0	-
83	69	85	Bridge @ 18th Ave NE	between Wilson Boulevard N and 8th Street NE		New Bridge over Canal	0	-	5	25	5	45	0	-
84	76	75	Bridge @ 18th Ave NE	between 8th Street NE and 16th Street NE		New Bridge over Canal	0	-	5	25	5	45	0	-
85	64	95	Bridge @ 13th Street NW	north end at proposed Vanderbilt Beach Road Extension		New Bridge over Canal	0	-	5	25	5	45	0	-
86	77	75	Bridge @ 16th Street SE	South end		New Bridge over Canal	0	-	5	25	5	45	0	-
87	78	75	Bridge @ Location TBD - Assume 10th Avenue SE	East of Everglades Blvd		New Bridge over Canal	0	-	5	25	5	45	0	-
88	48	130	Bridge @Wilson Boulevard South, south end			New Bridge over Canal	0	-	5	25	5	45	0	-
89	79	75	Bridge @ 62nd Avenue NE	West of 40th Street NE		New Bridge over Canal	0	-	5	25	5	45	0	-
90	26	167	Pine Ridge Rd	Logan Blvd S	Collier Blvd (CR 951)	Widen from 4-Lanes to 6-Lanes	5	25	0	-	5	45	0	-
93	32	157	Immokalee Rd (CR 846)	43rd Ave NE/Shady Hollow Blvd E	North of 47th Avenue NE/Immokalee	Widen from 2-Lanes to 4-Lanes	5	25	0	-	5	45	0	-
94	57	113	Immokalee Road Rural Village Blvd (new)	Immokalee Rd (CR 846)	Immokalee Rd (CR 846)	New 4-Lane Road	0	-	5	25	5	45	0	-
41A	19	190	Critical Needs Intersection @ Immokalee Rd	Immokalee Road @ Randall Blvd		Ultimate Intersection Improvement: Overpass	5	25	0	-	5	45	5	45
41B	36	151	Randall Boulevard	Immokalee Road	8th St NE	Widen from 2-Lanes to 6-Lanes	5	25	0	-	5	45	5	45

Note: Does not include Critical Needs Intersections (#95 through #114); it was necessary to rank or prioritize

Collier MPO 2045 Long Range Transportation Plan Needs Assessment Plan					5. Promote Freight Movement	6. Increase the Safety of Transportation System Users				
Table 1B.Draft Evaluation Matrix DRAFT - July 2020; updated 9/3/2020					5- Project enhances the facility identified as a major freight route	6A - Enhances safety of transportation system users	6B - Improves facility or intersection identified as having a high crash occurrence or a fatality	6C- Traffic calming	6D - Safety improvements that improve or reduce vehicular conflicts with bicycles and pedestrians	

2045 Map ID	2045 RANK	2045 Weighted Score	Project	From	To	Description	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score
1	51	126	Benfield Road Extension	The Lords Way	City Gate Boulevard North	New 2-Lane Road (Expandable to 4-Lanes)	0	-	5	10	0	-	0	-	0	-
2	41	138	Benfield Road	US 41 (SR 90) (Tamiami Trail East)	Rattlesnake-Hammock Ext	New 2-Lane Road (Expandable to 4-Lanes)	0	-	5	10	0	-	0	-	0	-
3	72	75	Big Cypress Parkway	North of I-75	Golden Gate Blvd	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	0	-	0	-	0	-
4	70	83	Big Cypress Parkway	Golden Gate Blvd	Vanderbilt Beach Road Ext.	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	0	-	0	-	0	-
5	71	81	Big Cypress Parkway	Vanderbilt Beach Road Ext.	Oil Well Road	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	0	-	0	-	0	-
6	82	52	Big Cypress Parkway	Oil Well Road	Immokalee Rd	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	0	-	0	-	0	-
7	62	100	Camp Keais Road	Pope John Paul Blvd	Oil Well Road	Widen from 2-Lane to 4 Lanes	0	-	5	10	0	-	0	-	0	-
8	80	74	Camp Keais Road	Immokalee Road	Pope John Paul Blvd	Widen from 2-Lane to 4-Lanes	0	-	5	10	0	-	0	-	0	-
9	1	286	Collier Blvd (CR 951)	Golden Gate Main Canal	Green Blvd	Widen from 4-Lanes to 6 Lanes	5	30	0	-	5	20	0	-	5	10
10	21	182	CR 951 Extension (new)	Heritage Bay Entrance (Collier Blvd (CR 951) northern terminus)	Lee/Collier County Line	New 2-Lane Road	5	30	0	-	0	-	0	-	0	-
11	34	152	Everglades Boulevard	Randall Blvd	South of Oil Well Road	Widen from 2-Lanes to 4-Lanes	0	-	5	10	0	-	0	-	0	-
12	35	152	Everglades Boulevard	Vanderbilt Bch Rd Ext	Randall Blvd	Widen from 2-Lanes to 4-Lanes	0	-	5	10	0	-	0	-	0	-
13	54	121	Everglades Boulevard	Golden Gate Blvd	Vanderbilt Bch Rd Ext	Widen from 2-Lanes to 4-Lanes	0	-	5	10	0	-	0	-	0	-
14	63	99	Everglades Boulevard	I-75 (SR-93)	Golden Gate Blvd	Widen from 2-Lanes to 4-Lanes	0	-	5	10	0	-	0	-	0	-
15	37	147	Golden Gate Boulevard	Everglades Blvd	Desoto Boulevard	Widen from 2-Lanes to 4-Lanes	5	30	5	10	0	-	0	-	0	-
16	58	105	Golden Gate Boulevard Ext	Desoto Blvd	Big Cypress Parkway	New 4-Lane Road	5	30	0	-	0	-	0	-	0	-
17	31	161	Goodlette-Frank Road	Vanderbilt Beach Road	Immokalee Road	Widen from 2-Lanes to 4-Lanes	0	-	5	10	0	-	0	-	0	-
18	66	91	Green Boulevard	Santa Barbara/ Logan Boulevard	Sunshine Boulevard	Widen from 2-Lane to 4-Lane	0	-	5	10	0	-	0	-	0	-
19	27	166	Green Boulevard Ext / 16th Ave SW	23rd St SW	Wilson Blvd Ext	New 2-Lane (Future Study Area)	0	-	5	10	0	-	0	-	0	-
20	33	154	Green Boulevard Ext / 16th Ave SW	CR 951	23rd Street SW	New 4-Lane (Future Study Area)	0	-	0	-	0	-	0	-	0	-
21	42	138	Green Boulevard Ext / 16th Ave SW	Wilson Blvd Ext	Everglades Boulevard	New 2-Lane Road	0	-	0	-	0	-	0	-	0	-
22	60	102	Critical Needs Intersection @ I-75	Everglades Blvd		New Interchange	0	-	0	-	5	20	0	-	5	10
23	8	250	Critical Needs Intersection @ I-75	Golden Gate Parkway @ I-75		Interchange Improvement	0	-	5	10	5	20	0	-	0	-
24	2	285	Critical Needs Intersection @ I-75	Collier Blvd (SR 951) @ I-75		Interchange Improvement	5	30	5	10	5	20	0	-	0	-
25	22	180	Critical Needs Intersection @ I-75	Immokalee Rd @ I-75		Interchange Improvement	5	30	5	10	5	20	0	-	0	-
26	18	190	Critical Needs Intersection @ I-75	Pine Ridge Rd @ I-75		Interchange Improvement	5	30	5	10	5	20	0	-	0	-
27	40	146	I-75 (SR-93) Interchange (new)(not in SIS)	Vanderbilt Beach Rd		New Interchange - Partial (to / from the North)	0	-	0	-	0	-	0	-	0	-
29	5	269	I-75 (SR-93) Managed (Toll) Lanes	Collier Blvd (CR 951)	Collier/Lee County Line	New 4-Lane Express (Toll) Lanes	5	30	0	-	5	20	0	-	0	-
30	7	251	Immokalee Rd (CR 846)	Camp Keais Rd	Carver St	Widen from 2-Lanes to 4 Lanes	5	30	5	10	0	-	0	-	0	-
31	23	172	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	Widen from 2-Lanes to 4 Lanes	0	-	5	10	0	-	0	-	0	-
32	81	72	Keane Avenue	Inez Rd	Wilson Blvd Ext.	New 2-Lane Road (Future Study Area)	0	-	0	-	0	-	0	-	0	-
33	50	127	Little League Rd. Ext.	SR-82	Westclox St.	New 2-Lane Road	0	-	0	-	0	-	0	-	0	-
34	65	92	Logan Boulevard	Green Boulevard	Pine Ridge Road	Widen from 4-Lanes to 6-Lanes	0	-	0	-	0	-	0	-	0	-
35	52	125	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	Widen from 2-Lanes to 4-Lanes	0	-	5	10	0	-	0	-	0	-
36	67	89	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	Widen from 2-Lanes to 4-Lanes	0	-	5	10	0	-	0	-	0	-
37	38	147	Oil Well Road / CR 858	Everglades Blvd	Oil Well Grade Rd	Widen from 2-Lanes to 6-Lanes	5	30	0	-	0	-	0	-	0	-
38	46	131	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road	Widen from 2-Lanes to 6-Lanes	5	30	0	-	0	-	0	-	0	-
39	10	236	Old US 41	US 41 (SR 45)	Lee/Collier County Line	Widen from 2-Lanes to 4-Lanes	5	30	5	10	0	-	0	-	0	-
40	45	135	Orange Blossom Drive	Airport Pulling Road	Livingston Road	Widen from 2-Lanes to 4-Lanes	0	-	5	10	0	-	0	-	0	-
42	39	147	Randall Boulevard	8th St NE	Everglades Blvd	Widen from 2-Lanes to 6-Lanes	0	-	0	-	0	-	0	-	0	-
43	59	103	Randall Boulevard	Everglades Blvd	Desoto Blvd	Widen from 2-Lanes to 4-Lanes	0	-	5	10	0	-	0	-	0	-
44	61	101	Randall Boulevard Ext.	Desoto Blvd	Big Cypress Parkway	New 4-Lane Road	0	-	0	-	0	-	0	-	0	-
45	44	136	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Widen from 4-Lanes to 6-Lanes	0	-	0	-	0	-	0	-	5	10
46	56	112	SR 29	SR 82	Collier/Hendry Line	Widen from 2-Lane to 4 Lanes	5	30	5	10	0	-	0	-	0	-
48	49	128	SR 29	I-75 (SR 93)	Oil Well Rd	Widen from 2-Lane to 4 Lanes	5	30	5	10	0	-	0	-	0	-
50	24	172	SR 29	New Market Road North	North of SR-82	Widen from 2-Lane to 4-Lane	5	30	5	10	0	-	0	-	0	-
51	13	212	SR 29/New Market Road W - New Road	Immokalee Rd (CR 846)	New Market Road North	Widen from 2-Lane to 4-Lane	5	30	0	-	5	20	0	-	0	-
52	3	277	SR 29	Agriculture Way	CR 846 E	Widen from 2-Lane to 4-Lane	5	30	5	10	0	-	0	-	0	-
53	15	197	SR 29	Sunniland Nursery Rd	Agriculture Way	Widen from 2-Lane to 4-Lane	5	30	5	10	0	-	0	-	0	-
54	16	197	SR 29	Oil Well Road	Sunniland Nursery Rd	Widen from 2-Lane to 4-Lane	5	30	5	10	0	-	0	-	0	-
55	6	263	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	Widen from 2-Lane to 4-Lane	5	30	0	-	5	20	0	-	5	10
56	9	242	Collier Blvd (SR 951)	South of Manatee Rd	North of Tower Rd	Widen from 2-Lane to 4-Lane	5	30	0	-	0	-	0	-	0	-
57	4	275	Critical Needs Intersection @ US 41	Goodlette Rd @ US 41		Intersection Improvement	0	-	5	10	5	20	0	-	5	10
58	12	219	US 41	Greenway Rd	6 L Farm Rd	Widen from 2-Lane to 4-Lane	5	30	5	10	0	-	0	-	0	-
59	11	232	Critical Needs Intersection @ US 41	Collier Blvd (SR 951) @ US 41		Intersection Improvement	5	30	0	-	5	20	0	-	0	-
60	14	201	US 41	Immokalee Road	Old US 41	Widen from 2-Lane to 4-Lane	5	30	0	-	5	20	0	-	5	10
62	73	75	Vanderbilt Beach Road Ext	16th St	Big Cypress Parkway	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	0	-	0	-	0	-
63	53	122	Westclox Street Extension	Little League Road	West of Carson Road	New 2-Lane Road	0	-	0	-	0	-	0	-	0	-
64	30	162	Wilson Blvd	Golden Gate Boulevard	Immokalee Rd	Widen from 2-Lanes to 4-Lanes	0	-	5	10	0	-	0	-	0	-
65	32	156	Wilson Blvd	Keane Ave	Golden Gate Boulevard	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	0	-	0	-	0	-
66	17	195	Immokalee Rd intersection	Livingston Rd		Intersection Improvement	5	30	0	-	5	20	0	-	0	-
67	57	106	Veterans Memorial Blvd Extension	Strand Blvd	I-75	New 4-Lane Road	0	-	0	-	0	-	0	-	0	-
68	83	45	Big Cypress Parkway intersection (new)	Oil Well Grade Rd		New At-Grade Intersection	0	-	0	-	0	-	0	-	0	-
69	40B	142	Everglades Boulevard	Oil Well Rd / CR 858	Immokalee Rd	Widen from 2-Lane to 4-Lane	0	-	5	10	0	-	0	-	0	-
70	68	86	Green Boulevard Extension	Everglades Blvd	Big Cypress Parkway	New 2-Lane Road	0	-	0	-	0	-	0	-	0	-
73	20	190	Immokalee Rd (CR 846) intersection	Collier Blvd (CR 951)		Intersection Improvement	5	30	0	-	5	20	0	-	0	-
74	28	165	Immokalee Rd (CR 846) intersection	Wilson Blvd		Intersection Improvement	5	30	0	-	0	-	0	-	0	-
75	55	115	I-75 (SR-93) Interchange (new) (not in SIS)	Veterans Memorial Blvd		New Partial Interchange	0	-	0	-	0	-	0	-	0	-
76	43	137	Vanderbilt Drive	Immokalee Rd	Woods Edge Parkway	Widen from 2-Lanes to 4-Lanes	0	-	5	10	0	-	0	-	0	-
77	25	170	Pine Ridge Rd intersection	Livingston Rd		Intersection Improvement	5	30	5	10	5	20	0	-	0	-
78	29	165	Golden Gate Parkway Intersection	Livingston Rd		Intersection Improvement	0	-	0	-	5	20	0	-	0	-
80	47	131	Vanderbilt Beach Road	Goodlette-Frank Road	Airport Pulling Road	Widen from 4-Lanes to 6-Lanes	0	-	0	-	0	-	0	-	0	-
81	74	75	Bridge @ 47th Avenue NE	West of Everglades Boulevard		New Bridge over Canal	0	-	0	-	0	-	0	-	0	-
82	75	75	Bridge @ Wilson Boulevard	South of 33rd Avenue NE		New Bridge over Canal	0	-	0	-	0	-	0	-	0	-
83	69	85	Bridge @ 18th Ave NE	between Wilson Boulevard N and 8th Street NE		New Bridge over Canal	0	-	0	-	0	-	0	-	0	-
84	76	75	Bridge @ 18th Ave NE	between 8th Street NE and 16th Street NE		New Bridge over Canal	0	-	0	-	0	-	0	-	0	-
85	64	95	Bridge @ 13th Street NW	north end at proposed Vanderbilt Beach Road Extension		New Bridge over Canal	0	-	0	-	0	-	0	-	0	-
86	77	75	Bridge @ 16th Street SE	South end		New Bridge over Canal	0	-	0	-	0	-	0	-	0	-
87	78	75	Bridge @ Location TBD - Assume 10th Avenue SE	East of Everglades Blvd		New Bridge over Canal	0	-	0	-	0	-	0	-	0	-
88	48	130	Bridge @Wilson Boulevard South, south end			New Bridge over Canal	0	-	0	-	0	-	0	-	0	-
89	79	75	Bridge @ 62nd Avenue NE	West of 40th Street NE		New Bridge over Canal	0	-	0	-	0	-	0	-	0	-
90	26	167	Pine Ridge Rd	Logan Blvd S	Collier Blvd (CR 951)	Widen from 4-Lanes to 6-Lanes	5	30	0	-	0	-	0	-	0	-
93	32	157	Immokalee Rd (CR 846)	43rd Ave NE/Shady Hollow Blvd E	North of 47th Avenue NE/Immokalee	Widen from 2-Lanes to 4-Lanes	5	30	5	10	0	-	0	-	0	-
94	57	113	Immokalee Road Rural Village Blvd (new)	Immokalee Rd (CR 846)	Immokalee Rd (CR 846)	New 4-Lane Road	5	30	0	-	0	-	0	-	0	-
41A	19	190	Critical Needs Intersection @ Immokalee Rd	Immokalee Road @ Randall Blvd		Ultimate Intersection Improvement: Overpass	0	-	5	10	0	-	0	-	0	-
41B	36	151	Randall Boulevard	Immokalee Road	8th St NE	Widen from 2-Lanes to 6-Lanes	0	-	0	-	0	-	0	-	0	-

Note: Does not include Critical Needs Intersections (#95 through #114); it was necessary to rank or prioritize



Collier MPO 2045 Long Range Transportation Plan  
Needs Assessment Plan

Table 1B.Draft Evaluation Matrix  
DRAFT - July 2020; updated 9/3/2020

7. Promote Multimodal Solutions					
7A - Trail improvements	7B - Multimodal improvement near health care, educational, recreational, and/or cultural facilities	7C - Multimodal improvement to low socioeconomic neighborhoods (poverty >10%)	7D - Transit improvements outside of current service area(SA) or within a CRA	7E - Bicycle or pedestrian improvement to transit access	7F- Bicycle/pedestrian infrastructure separation from vehicle travel lanes
New or improved trail/greenways = 5 No new or improved trail = 0	Improvement W/ 0.25 miles=5 Improvement not w/ 0.25 mile=0	Improvement W/1=5 No improvement W/1=0	Outside the TSA (bus route) = 5 Inside a CRA = 5 No improvement = 0	Improve Access = 5 No improvement = 0	Improvement = 5 No improvement = 0
2.00	2.00	2.00	1.00	2.00	1.00

2045 Map ID	2045 RANK	2045 Weighted Score	Project	From	To	Description	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score
1	51	126	Benfield Road Extension	The Lords Way	City Gate Boulevard North	New 2-Lane Road (Expandable to 4-Lanes)	5	10	0	-	5	10	5	5	0	-	0	-
2	41	138	Benfield Road	US 41 (SR 90) (Tamiami Trail East)	Rattlesnake-Hammock Ext	New 2-Lane Road (Expandable to 4-Lanes)	5	10	0	-	5	10	5	5	0	-	0	-
3	72	75	Big Cypress Parkway	North of I-75	Golden Gate Blvd	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	0	-	5	5	0	-	0	-
4	70	83	Big Cypress Parkway	Golden Gate Blvd	Vanderbilt Beach Road Ext.	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	0	-	5	5	0	-	0	-
5	71	81	Big Cypress Parkway	Vanderbilt Beach Road Ext.	Oil Well Road	New 2-Lane Road (Expandable to 4-Lanes)	5	10	0	-	0	-	5	5	0	-	0	-
6	82	52	Big Cypress Parkway	Oil Well Road	Immokalee Rd	New 2-Lane Road (Expandable to 4-Lanes)	5	10	0	-	0	-	5	5	0	-	0	-
7	62	100	Camp Keais Road	Pope John Paul Blvd	Oil Well Road	Widen from 2-Lane to 4 Lanes	5	10	0	-	0	-	5	5	0	-	0	-
8	80	74	Camp Keais Road	Immokalee Road	Pope John Paul Blvd	Widen from 2-Lane to 4-Lanes	5	10	0	-	0	-	0	-	0	-	0	-
9	1	286	Collier Blvd (CR 951)	Golden Gate Main Canal	Green Blvd	Widen from 4-Lanes to 6 Lanes	0	-	0	-	5	10	0	-	5	10	0	-
10	21	182	CR 951 Extension (new)	Heritage Bay Entrance (Collier Blvd (CR 951) northern terminus)	Lee/Collier County Line	New 2-Lane Road	5	10	0	-	5	10	5	5	0	-	0	-
11	34	152	Everglades Boulevard	Randall Blvd	South of Oil Well Road	Widen from 2-Lanes to 4-Lanes	5	10	0	-	0	-	5	5	0	-	0	-
12	35	152	Everglades Boulevard	Vanderbilt Bch Rd Ext	Randall Blvd	Widen from 2-Lanes to 4-Lanes	5	10	0	-	0	-	5	5	0	-	0	-
13	54	121	Everglades Boulevard	Golden Gate Blvd	Vanderbilt Bch Rd Ext	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-	5	5	0	-	0	-
14	63	99	Everglades Boulevard	I-75 (SR-93)	Golden Gate Blvd	Widen from 2-Lanes to 4-Lanes	0	-	5	10	0	-	5	5	0	-	0	-
15	37	147	Golden Gate Boulevard	Everglades Blvd	Desoto Boulevard	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-	5	5	0	-	0	-
16	58	105	Golden Gate Boulevard Ext	Golden Gate Boulevard Ext	Big Cypress Parkway	New 4-Lane Road	0	-	0	-	0	-	5	5	0	-	0	-
17	31	161	Goodlette-Frank Road	Vanderbilt Beach Road	Immokalee Road	Widen from 2-Lanes to 4-Lanes	0	-	5	10	0	-	0	-	0	-	0	-
18	66	91	Green Boulevard	Santa Barbara/ Logan Boulevard	Sunshine Boulevard	Widen from 2-Lane to 4-Lane	0	-	5	10	0	-	0	-	0	-	0	-
19	27	166	Green Boulevard Ext / 16th Ave SW	23rd St SW	Wilson Blvd Ext	New 2-Lane (Future Study Area)	5	10	0	-	0	-	5	5	0	-	0	-
20	33	154	Green Boulevard Ext / 16th Ave SW	CR 951	23rd Street SW	New 4-Lane (Future Study Area)	0	-	5	10	5	10	5	5	0	-	0	-
21	42	138	Green Boulevard Ext / 16th Ave SW	Wilson Blvd Ext	Everglades Boulevard	New 2-Lane Road	5	10	0	-	0	-	5	5	0	-	0	-
22	60	102	Critical Needs Intersection @ I-75	Everglades Blvd		New Interchange	0	-	0	-	5	10	0	-	0	-	0	-
23	8	250	Critical Needs Intersection @ I-75	Golden Gate Parkway @ I-75		Interchange Improvement	5	10	5	10	5	10	0	-	5	10	0	-
24	2	285	Critical Needs Intersection @ I-75	Collier Blvd (SR 951) @ I-75		Interchange Improvement	5	10	0	-	5	10	0	-	5	10	0	-
25	22	180	Critical Needs Intersection @ I-75	Immokalee Rd @ I-75		Interchange Improvement	5	10	5	10	5	10	0	-	5	10	0	-
26	18	190	Critical Needs Intersection @ I-75	Pine Ridge Rd @ I-75		Interchange Improvement	5	10	0	-	0	-	0	-	5	10	0	-
27	40	146	I-75 (SR-93) Interchange (new)(not in SIS)	Vanderbilt Beach Rd		New Interchange - Partial (to / from the North)	5	10	5	10	5	10	5	5	5	10	0	-
29	5	269	I-75 (SR-93) Managed (Toll) Lanes	Collier Blvd (CR 951)	Collier/Lee County Line	New 4-Lane Express (Toll) Lanes	5	10	5	10	0	-	0	-	0	-	0	-
30	7	251	Immokalee Rd (CR 846)	Camp Keais Rd	Carver St	Widen from 2-Lanes to 4 Lanes	5	10	5	10	5	10	5	5	5	10	0	-
31	23	172	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	Widen from 2-Lanes to 4 Lanes	5	10	5	10	5	10	5	5	0	-	5	5
32	81	72	Keane Avenue	Inez Rd	Wilson Blvd Ext.	New 2-Lane Road (Future Study Area)	5	10	0	-	0	-	0	-	0	-	0	-
33	50	127	Little League Rd. Ext.	SR-82	Westclox St.	New 2-Lane Road	0	-	5	10	5	10	5	5	0	-	0	-
34	65	92	Logan Boulevard	Green Boulevard	Pine Ridge Road	Widen from 4-Lanes to 6-Lanes	0	-	0	-	0	-	0	-	0	-	0	-
35	52	125	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	Widen from 2-Lanes to 4-Lanes	0	-	0	-	5	10	5	5	0	-	0	-
36	67	89	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-	5	5	0	-	0	-
37	38	147	Oil Well Road / CR 858	Everglades Blvd	Oil Well Grade Rd	Widen from 2-Lanes to 6-Lanes	5	10	0	-	0	-	0	-	0	-	0	-
38	46	131	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road	Widen from 2-Lanes to 6-Lanes	5	10	0	-	0	-	5	5	0	-	0	-
39	10	236	Old US 41	US 41 (SR 45)	Lee/Collier County Line	Widen from 2-Lanes to 4-Lanes	5	10	0	-	0	-	5	5	0	-	5	5
40	45	135	Orange Blossom Drive	Airport Pulling Road	Livingston Road	Widen from 2-Lanes to 4-Lanes	5	10	5	10	5	10	5	5	0	-	0	-
42	39	147	Randall Boulevard	8th St NE	Everglades Blvd	Widen from 2-Lanes to 6-Lanes	5	10	0	-	0	-	5	5	0	-	0	-
43	59	103	Randall Boulevard	Everglades Blvd	Desoto Blvd	Widen from 2-Lanes to 4-Lanes	5	10	0	-	0	-	5	5	0	-	0	-
44	61	101	Randall Boulevard Ext.	Desoto Blvd	Big Cypress Parkway	New 4-Lane Road	5	10	0	-	0	-	5	5	0	-	0	-
45	44	136	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Widen from 4-Lanes to 6-Lanes	5	10	5	10	5	10	0	-	0	-	0	-
46	56	112	SR 29	SR 82	Collier/Hendry Line	Widen from 2-Lane to 4 Lanes	0	-	0	-	5	10	0	-	0	-	0	-
48	49	128	SR 29	I-75 (SR 93)	Oil Well Rd	Widen from 2-Lane to 4 Lanes	0	-	5	10	5	10	0	-	0	-	0	-
50	24	172	SR 29	New Market Road North	North of SR-82	Widen from 2-Lane to 4-Lane	0	-	5	10	5	10	0	-	0	-	0	-
51	13	212	SR 29/New Market Road W - New Road	Immokalee Rd (CR 846)	New Market Road North	Widen from 2-Lane to 4-Lane	5	10	5	10	5	10	5	5	0	-	0	-
52	3	277	SR 29	Agriculture Way	CR 846 E	Widen from 2-Lane to 4-Lane	5	10	5	10	5	10	0	-	0	-	0	-
53	15	197	SR 29	Sunniland Nursery Rd	Agriculture Way	Widen from 2-Lane to 4-Lane	0	-	0	-	0	-	0	-	0	-	0	-
54	16	197	SR 29	Oil Well Road	Sunniland Nursery Rd	Widen from 2-Lane to 4-Lane	0	-	0	-	0	-	5	5	0	-	0	-
55	6	263	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	Widen from 2-Lane to 4-Lane	5	10	5	10	5	10	0	-	5	10	0	-
56	9	242	Collier Blvd (SR 951)	South of Manatee Rd	North of Tower Rd	Widen from 2-Lane to 4-Lane	5	10	0	-	5	10	0	-	5	10	0	-
57	4	275	Critical Needs Intersection @ US 41	Goodlette Rd @ US 41		Intersection Improvement	0	-	0	-	5	10	0	-	5	10	0	-
58	12	219	US 41	Greenway Rd	6 L Farm Rd	Widen from 2-Lane to 4-Lane	5	10	0	-	5	10	0	-	0	-	0	-
59	11	232	Critical Needs Intersection @ US 41	Collier Blvd (SR 951) @ US 41		Intersection Improvement	5	10	5	10	5	10	0	-	5	10	0	-
60	14	201	US 41	Immokalee Road	Old US 41	Widen from 2-Lane to 4-Lane	5	10	5	10	0	-	0	-	0	-	0	-
62	73	75	Vanderbilt Beach Road Ext	16th St	Big Cypress Parkway	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	0	-	5	5	0	-	0	-
63	53	122	Westclox Street Extension	Little League Road	West of Carson Road	New 2-Lane Road	0	-	5	10	5	10	0	-	0	-	0	-
64	30	162	Wilson Blvd	Golden Gate Boulevard	Immokalee Rd	Widen from 2-Lanes to 4-Lanes	5	10	5	10	0	-	0	-	0	-	0	-
65	32	156	Wilson Blvd	Keane Ave	Golden Gate Boulevard	New 2-Lane Road (Expandable to 4-Lanes)	5	10	5	10	0	-	0	-	0	-	0	-
66	17	195	Immokalee Rd intersection	Livingston Rd		Intersection Improvement	5	10	0	-	0	-	0	-	5	10	0	-
67	57	106	Veterans Memorial Blvd Extension	Strand Blvd	I-75	New 4-Lane Road	5	10	0	-	0	-	0	-	0	-	0	-
68	83	45	Big Cypress Parkway Intersection (new)	Oil Well Grade Rd		New At-Grade Intersection	0	-	0	-	0	-	0	-	0	-	0	



Collier MPO 2045 Long Range Transportation Plan  
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Table 1B.Draft Evaluation Matrix  
DRAFT - July 2020; updated 9/3/2020

2045 Map ID	2045 RANK	2045 Weighted Score	Project	From	To	Description	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score
1	51	126	Benfield Road Extension	The Lords Way	City Gate Boulevard North	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	0	-	0	-	5	5
2	41	138	Benfield Road	US 41 (SR 90) (Tamiami Trail East)	Rattlesnake-Hammock Ext	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	0	-	0	-	5	5
3	72	75	Big Cypress Parkway	North of I-75	Golden Gate Blvd	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	0	-	0	-	0	-
4	70	83	Big Cypress Parkway	Golden Gate Blvd	Vanderbilt Beach Road Ext.	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	0	-	0	-	0	-
5	71	81	Big Cypress Parkway	Vanderbilt Beach Road Ext.	Oil Well Road	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	0	-	0	-	0	-
6	82	52	Big Cypress Parkway	Oil Well Road	Immokalee Rd	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	0	-	0	-	0	-
7	62	100	Camp Keais Road	Pope John Paul Blvd	Oil Well Road	Widen from 2-Lane to 4 Lanes	0	-	0	-	0	-	0	-	5	5
8	80	74	Camp Keais Road	Immokalee Road	Pope John Paul Blvd	Widen from 2-Lane to 4-Lanes	0	-	0	-	0	-	0	-	5	5
9	1	286	Collier Blvd (CR 951)	Golden Gate Main Canal	Green Blvd	Widen from 4-Lanes to 6 Lanes	5	20	5	10	0	-	0	-	5	5
10	21	182	CR 951 Extension (new)	Heritage Bay Entrance (Collier Blvd (CR 951) northern terminus)	Lee/Collier County Line	New 2-Lane Road	5	20	0	-	0	-	5	5	0	-
11	34	152	Everglades Boulevard	Randall Blvd	South of Oil Well Road	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-	0	-	0	-
12	35	152	Everglades Boulevard	Vanderbilt Bch Rd Ext	Randall Blvd	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-	0	-	0	-
13	54	121	Everglades Boulevard	Golden Gate Blvd	Vanderbilt Bch Rd Ext	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-	0	-	0	-
14	63	99	Everglades Boulevard	I-75 (SR-93)	Golden Gate Blvd	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-	0	-	0	-
15	37	147	Golden Gate Boulevard	Everglades Blvd	Desoto Boulevard	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-	0	-	0	-
16	58	105	Golden Gate Boulevard Ext	Golden Gate Boulevard Ext	Big Cypress Parkway	New 4-Lane Road	0	-	0	-	0	-	0	-	0	-
17	31	161	Goodlette-Frank Road	Vanderbilt Beach Road	Immokalee Road	Widen from 2-Lanes to 4-Lanes	0	-	5	10	0	-	0	-	5	5
18	66	91	Green Boulevard	Santa Barbara/ Logan Boulevard	Sunshine Boulevard	Widen from 2-Lane to 4-Lane	0	-	5	10	0	-	0	-	0	-
19	27	166	Green Boulevard Ext / 16th Ave SW	23rd St SW	Wilson Blvd Ext	New 2-Lane (Future Study Area)	0	-	5	10	0	-	0	-	0	-
20	33	154	Green Boulevard Ext / 16th Ave SW	CR 951	23rd Street SW	New 4-Lane (Future Study Area)	0	-	5	10	0	-	0	-	0	-
21	42	138	Green Boulevard Ext / 16th Ave SW	Wilson Blvd Ext	Everglades Boulevard	New 2-Lane Road	0	-	0	-	0	-	0	-	0	-
22	60	102	Critical Needs Intersection @ I-75	Everglades Blvd		New Interchange	5	20	0	-	0	-	5	5	0	-
23	8	250	Critical Needs Intersection @ I-75	Golden Gate Parkway @ I-75		Interchange Improvement	5	20	0	-	0	-	5	5	5	5
24	2	285	Critical Needs Intersection @ I-75	Collier Blvd (SR 951) @ I-75		Interchange Improvement	5	20	5	10	0	-	5	5	5	5
25	22	180	Critical Needs Intersection @ I-75	Immokalee Rd @ I-75		Interchange Improvement	5	20	5	10	0	-	5	5	5	5
26	18	190	Critical Needs Intersection @ I-75	Pine Ridge Rd @ I-75		Interchange Improvement	5	20	-	0	-	5	5	5	5	5
27	40	146	I-75 (SR-93) Interchange (new)(not in SIS)	Vanderbilt Beach Rd		New Interchange - Partial (to/ from the North)	5	20	5	10	0	-	5	5	5	5
29	5	269	I-75 (SR-93) Managed (Toll) Lanes	Collier Blvd (CR 951)	Collier/Lee County Line	New 4-Lane Express (Toll) Lanes	5	20	5	10	0	-	5	5	5	5
30	7	251	Immokalee Rd (CR 846)	Camp Keais Rd	Carver St	Widen from 2-Lanes to 4 Lanes	5	20	5	10	5	10	0	-	0	-
31	23	172	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	Widen from 2-Lanes to 4 Lanes	5	20	5	10	5	10	0	-	5	5
32	81	72	Keane Avenue	Inez Rd	Wilson Blvd Ext.	New 2-Lane Road (Future Study Area)	0	-	0	-	0	-	0	-	0	-
33	50	127	Little League Rd. Ext.	SR-82	Westclox St.	New 2-Lane Road	0	-	5	10	5	10	0	-	0	-
34	65	92	Logan Boulevard	Green Boulevard	Pine Ridge Road	Widen from 4-Lanes to 6-Lanes	0	-	5	10	0	-	0	-	0	-
35	52	125	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	Widen from 2-Lanes to 4-Lanes	0	-	5	10	0	-	0	-	0	-
36	67	89	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-	0	-	0	-
37	38	147	Oil Well Road / CR 858	Everglades Blvd	Oil Well Grade Rd	Widen from 2-Lanes to 6-Lanes	0	-	0	-	0	-	0	-	0	-
38	46	131	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road	Widen from 2-Lanes to 6-Lanes	0	-	0	-	0	-	0	-	0	-
39	10	236	Old US 41	US 41 (SR 45)	Lee/Collier County Line	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-	5	5	0	-
40	45	135	Orange Blossom Drive	Airport Pulling Road	Livingston Road	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-	0	-	0	-
42	39	147	Randall Boulevard	8th St NE	Everglades Blvd	Widen from 2-Lanes to 6-Lanes	0	-	0	-	0	-	0	-	5	5
43	59	103	Randall Boulevard	Everglades Blvd	Desoto Blvd	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-	0	-	0	-
44	61	101	Randall Boulevard Ext.	Desoto Blvd	Big Cypress Parkway	New 4-Lane Road	0	-	0	-	0	-	0	-	0	-
45	44	136	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Widen from 4-Lanes to 6-Lanes	0	-	5	10	0	-	0	-	0	-
46	56	112	SR 29	SR 82	Collier/Hendry Line	Widen from 2-Lane to 4 Lanes	5	20	0	-	0	-	5	5	0	-
48	49	128	SR 29	I-75 (SR 93)	Oil Well Rd	Widen from 2-Lane to 4 Lanes	5	20	5	10	0	-	5	5	0	-
50	24	172	SR 29	New Market Road North	North of SR-82	Widen from 2-Lane to 4-Lane	5	20	0	-	5	10	0	-	0	-
51	13	212	SR 29/New Market Road W - New Road	Immokalee Rd (CR 846)	New Market Road North	Widen from 2-Lane to 4-Lane	5	20	5	10	5	10	0	-	5	5
52	3	277	SR 29	Agriculture Way	CR 846 E	Widen from 2-Lane to 4-Lane	5	20	5	10	5	10	0	-	0	-
53	15	197	SR 29	Sunniland Nursery Rd	Agriculture Way	Widen from 2-Lane to 4-Lane	5	20	0	-	5	10	0	-	0	-
54	16	197	SR 29	Oil Well Road	Sunniland Nursery Rd	Widen from 2-Lane to 4-Lane	5	20	0	-	0	-	5	5	0	-
55	6	263	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	Widen from 2-Lane to 4-Lane	0	-	5	10	5	10	0	-	5	5
56	9	242	Collier Blvd (SR 951)	South of Manatee Rd	North of Tower Rd	Widen from 2-Lane to 4-Lane	5	20	5	10	0	-	5	5	5	5
57	4	275	Critical Needs Intersection @ US 41	Goodlette Rd @ US 41		Intersection Improvement	5	20	5	10	5	10	0	-	5	5
58	12	219	US 41	Greenway Rd	6 L Farm Rd	Widen from 2-Lane to 4-Lane	5	20	0	-	0	-	0	-	5	5
59	11	232	Critical Needs Intersection @ US 41	Collier Blvd (SR 951) @ US 41		Intersection Improvement	5	20	5	10	0	-	5	5	5	5
60	14	201	US 41	Immokalee Road	Old US 41	Widen from 2-Lane to 4-Lane	5	20	5	10	0	-	5	5	5	5
62	73	75	Vanderbilt Beach Road Ext	16th St	Big Cypress Parkway	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	0	-	0	-	0	-
63	53	122	Westclox Street Extension	Little League Road	West of Carson Road	New 2-Lane Road	0	-	5	10	5	10	0	-	0	-
64	30	162	Wilson Blvd	Golden Gate Boulevard	Immokalee Rd	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-	0	-	5	5
65	32	156	Wilson Blvd	Keane Ave	Golden Gate Boulevard	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	0	-	0	-	5	5
66	17	195	Immokalee Rd intersection	Livingston Rd		Intersection Improvement	5	20	5	10	0	-	0	-	5	5
67	57	106	Veterans Memorial Blvd Extension	Strand Blvd	I-75	New 4-Lane Road	0	-	5	10	0	-	0	-	0	-
68	83	45	Big Cypress Parkway intersection (new)	Oil Well Grade Rd		New At-Grade Intersection	0	-	0	-	0	-	0	-	0	-
69	40B	142	Everglades Boulevard	Oil Well Rd / CR 858	Immokalee Rd	Widen from 2-Lane to 4-Lane	0	-	0	-	0	-	0	-	0	-
70	68	86	Green Boulevard Extension	Everglades Blvd	Big Cypress Parkway	New 2-Lane Road	0	-	0	-	0	-	0	-	0	-
73	20	190	Immokalee Rd (CR 846) intersection	Collier Blvd (CR 951)		Intersection Improvement	5	20	0	-	0	-	5	5	5	5
74	28	165	Immokalee Rd (CR 846) intersection	Wilson Blvd		Intersection Improvement	5	20	0	-	0	-	0	-	5	5
75	55	115	I-75 (SR-93) Interchange (new) (not in SIS)	Veterans Memorial Blvd		New Partial Interchange	5	20	0	-	0	-	5	5	0	-
76	43	137	Vanderbilt Drive	Immokalee Rd	Woods Edge Parkway	Widen from 2-Lanes to 4-Lanes	0	-	5	10	0	-	5	5	0	-
77	25	170	Pine Ridge Rd intersection	Livingston Rd		Intersection Improvement	5	20	0	-	0	-	5	5	0	-
78	29	165	Golden Gate Parkway Intersection	Livingston Rd		Intersection Improvement	5	20	0	-	0	-	5	5	0	-
80	47	131	Vanderbilt Beach Road	Goodlette-Frank Road	Airport Pulling Road	Widen from 4-Lanes to 6-Lanes	0	-	0	-	0	-	0	-	5	5
81	74	75	Bridge @ 47th Avenue NE	West of Everglades Boulevard		New Bridge over Canal	0	-	0	-	0	-	0	-	0	-
82	75	75	Bridge @ Wilson Boulevard	South of 33rd Avenue NE		New Bridge over Canal	0	-	0	-	0	-	0	-	0	-
83	69	85	Bridge @ 18th Ave NE	between Wilson Boulevard N and 8th Street NE		New Bridge over Canal	0	-	0	-	0	-	0	-	0	-
84	76	75	Bridge @ 18th Ave NE	between 8th Street NE and 16th Street NE		New Bridge over Canal	0									

Note: Does not include Critical Needs Intersections (#95 through #114); it was necessary to rank or prioritize

Collier MPO 2045 Long Range Transportation Plan Needs Assessment Plan	9. Promote Sustainability in the Planning of Transportation and Land Use	10. Consider Climate Change Vulnerability and Risk in Transportation Decision Making	11. Consider Autonomous and Connected Vehicles (A/V) Technology in the Future
Table 1B.Draft Evaluation Matrix DRAFT - July 2020; updated 9/3/2020	Project benefits low income areas and improves sustainability and equity through increased housing choices and reduced auto dependency	Project promotes transportation infrastructure resiliency in the face of climate change and sea level rise	Utilize technological improvements (Intelligent Transportation Systems, Transit Signal Priority, etc.)
	Does the project bring better mobility to a low income areas and CRA's (i.e., bike/ped, improvement along a bus route or stop, etc.) Project in target area=5 Project not in target area=0	If project within 0.25 miles of 1 ft SLR Flooding =5  If project within 0.25 miles of 1 ft SLR Low Lying Area = 3  Not in high risk area=0	travel modes improved=5 travel modes not improved=0
	8.00	4.00	4.00

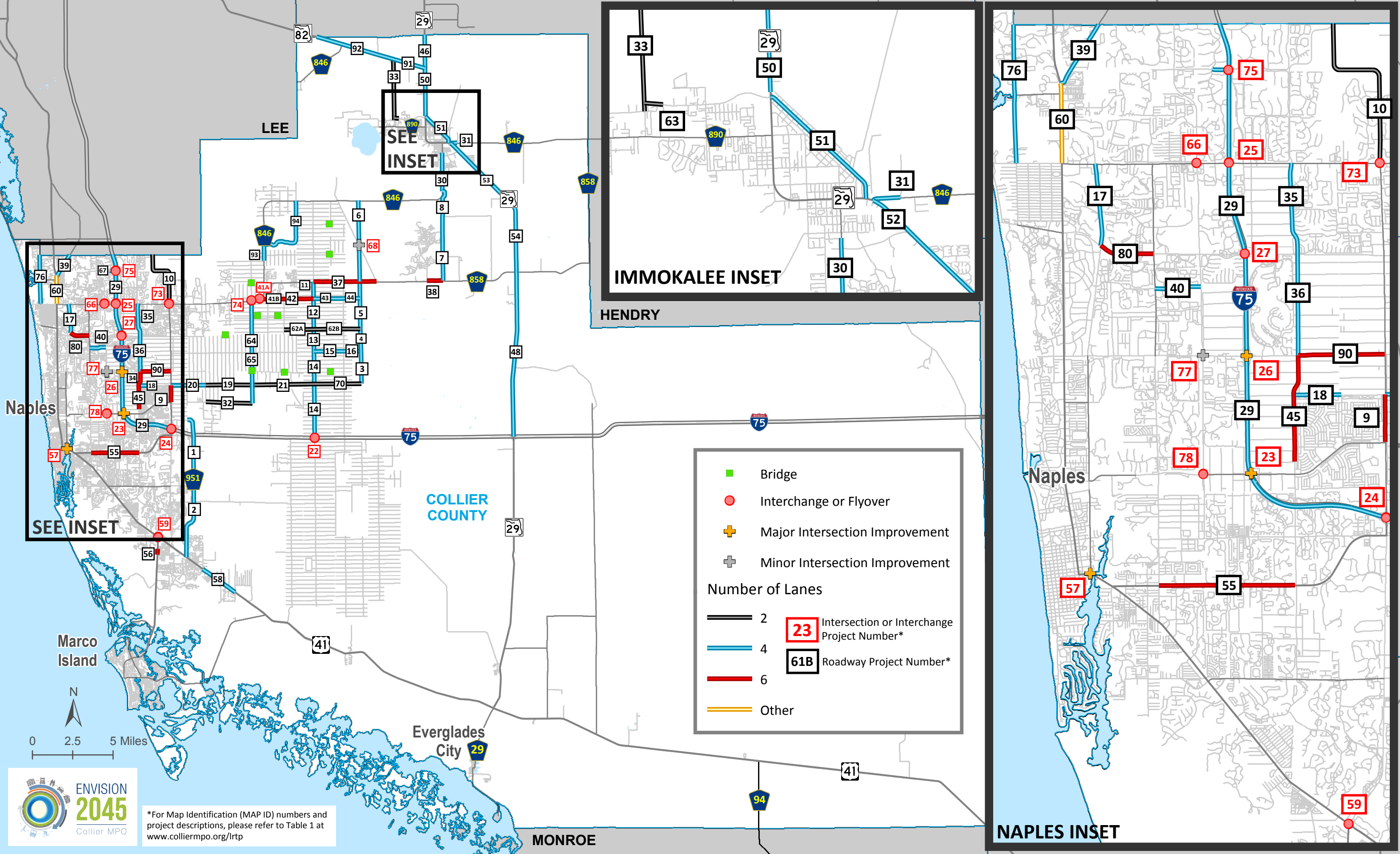
2045 Map ID	2045 RANK	2045 Weighted Score	Project	From	To	Description	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score
1	51	126	Benfield Road Extension	The Lords Way	City Gate Boulevard North	New 2-Lane Road (Expandable to 4-Lanes)	5	40	0	-	0	-
2	41	138	Benfield Road	US 41 (SR 90) (Tamiami Trail East)	Rattlesnake-Hammock Ext	New 2-Lane Road (Expandable to 4-Lanes)	5	40	3	12	0	-
3	72	75	Big Cypress Parkway	North of I-75	Golden Gate Blvd	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	0	-
4	70	83	Big Cypress Parkway	Golden Gate Blvd	Vanderbilt Beach Road Ext.	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	0	-
5	71	81	Big Cypress Parkway	Vanderbilt Beach Road Ext.	Oil Well Road	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	0	-
6	82	52	Big Cypress Parkway	Oil Well Road	Immokalee Rd	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	0	-
7	62	100	Camp Keais Road	Pope John Paul Blvd	Oil Well Road	Widen from 2-Lane to 4 Lanes	0	-	0	-	0	-
8	80	74	Camp Keais Road	Immokalee Road	Pope John Paul Blvd	Widen from 2-Lane to 4-Lanes	0	-	0	-	0	-
9	1	286	Collier Blvd (CR 951)	Golden Gate Main Canal	Green Blvd	Widen from 4-Lanes to 6 Lanes	5	40	0	-	0	-
10	21	182	CR 951 Extension (new)	Heritage Bay Entrance (Collier Blvd (CR 951) northern terminus)	Lee/Collier County Line	New 2-Lane Road	5	40	0	-	0	-
11	34	152	Everglades Boulevard	Randall Blvd	South of Oil Well Road	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-
12	35	152	Everglades Boulevard	Vanderbilt Bch Rd Ext	Randall Blvd	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-
13	54	121	Everglades Boulevard	Golden Gate Blvd	Vanderbilt Bch Rd Ext	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-
14	63	99	Everglades Boulevard	I-75 (SR-93)	Golden Gate Blvd	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-
15	37	147	Golden Gate Boulevard	Everglades Blvd	Desoto Boulevard	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-
16	58	105	Golden Gate Boulevard Ext	Desoto Blvd	Big Cypress Parkway	New 4-Lane Road	0	-	0	-	0	-
17	31	161	Goodlette-Frank Road	Vanderbilt Beach Road	Immokalee Road	Widen from 2-Lanes to 4-Lanes	0	-	5	20	0	-
18	66	91	Green Boulevard	Santa Barbara/ Logan Boulevard	Sunshine Boulevard	Widen from 2-Lane to 4-Lane	0	-	0	-	0	-
19	27	166	Green Boulevard Ext / 16th Ave SW	23rd St SW	Wilson Blvd Ext	New 2-Lane (Future Study Area)	0	-	0	-	0	-
20	33	154	Green Boulevard Ext / 16th Ave SW	CR 951	23rd Street SW	New 4-Lane (Future Study Area)	0	-	0	-	0	-
21	42	138	Green Boulevard Ext / 16th Ave SW	Wilson Blvd Ext	Everglades Boulevard	New 2-Lane Road	0	-	0	-	0	-
22	60	102	Critical Needs Intersection @ I-75	Everglades Blvd		New Interchange	0	-	0	-	5	20
23	8	250	Critical Needs Intersection @ I-75	Golden Gate Parkway @ I-75		Interchange Improvement	5	40	0	-	5	20
24	2	285	Critical Needs Intersection @ I-75	Collier Blvd (SR 951) @ I-75		Interchange Improvement	0	-	0	-	5	20
25	22	180	Critical Needs Intersection @ I-75	Immokalee Rd @ I-75		Interchange Improvement	0	-	0	-	5	20
26	18	190	Critical Needs Intersection @ I-75	Pine Ridge Rd @ I-75		Interchange Improvement	5	40	0	-	5	20
27	40	146	I-75 (SR-93) Interchange (new)(not in SIS)	Vanderbilt Beach Rd		New Interchange - Partial (to / from the North)	0	-	0	-	5	20
29	5	269	I-75 (SR-93) Managed (Toll) Lanes	Collier Blvd (CR 951)	Collier/Lee County Line	New 4-Lane Express (Toll) Lanes	0	-	3	12	5	20
30	7	251	Immokalee Rd (CR 846)	Camp Keais Rd	Carver St	Widen from 2-Lanes to 4 Lanes	5	40	0	-	0	-
31	23	172	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	Widen from 2-Lanes to 4 Lanes	5	40	0	-	0	-
32	81	72	Keane Avenue	Inez Rd	Wilson Blvd Ext.	New 2-Lane Road (Future Study Area)	0	-	0	-	0	-
33	50	127	Little League Rd. Ext.	SR-82	Westclox St.	New 2-Lane Road	0	-	0	-	0	-
34	65	92	Logan Boulevard	Green Boulevard	Pine Ridge Road	Widen from 4-Lanes to 6-Lanes	0	-	0	-	0	-
35	52	125	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-
36	67	89	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-
37	38	147	Oil Well Road / CR 858	Everglades Blvd	Oil Well Grade Rd	Widen from 2-Lanes to 6-Lanes	0	-	0	-	0	-
38	46	131	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road	Widen from 2-Lanes to 6-Lanes	0	-	0	-	0	-
39	10	236	Old US 41	US 41 (SR 45)	Lee/Collier County Line	Widen from 2-Lanes to 4-Lanes	5	40	0	-	0	-
40	45	135	Orange Blossom Drive	Airport Pulling Road	Livingston Road	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-
42	39	147	Randall Boulevard	8th St NE	Everglades Blvd	Widen from 2-Lanes to 6-Lanes	0	-	0	-	0	-
43	59	103	Randall Boulevard	Everglades Blvd	Desoto Blvd	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-
44	61	101	Randall Boulevard Ext.	Desoto Blvd	Big Cypress Parkway	New 4-Lane Road	0	-	0	-	0	-
45	44	136	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Widen from 4-Lanes to 6-Lanes	0	-	0	-	0	-
46	56	112	SR 29	SR 82	Collier/Hendry Line	Widen from 2-Lane to 4 Lanes	0	-	0	-	0	-
48	49	128	SR 29	I-75 (SR 93)	Oil Well Rd	Widen from 2-Lane to 4 Lanes	0	-	0	-	0	-
50	24	172	SR 29	New Market Road North	North of SR-82	Widen from 2-Lane to 4-Lane	0	-	0	-	0	-
51	13	212	SR 29/New Market Road W - New Road	Immokalee Rd (CR 846)	New Market Road North	Widen from 2-Lane to 4-Lane	-	-	0	-	0	-
52	3	277	SR 29	Agriculture Way	CR 846 E	Widen from 2-Lane to 4-Lane	5	40	0	-	0	-
53	15	197	SR 29	Sunniland Nursery Rd	Agriculture Way	Widen from 2-Lane to 4-Lane	0	-	0	-	0	-
54	16	197	SR 29	Oil Well Road	Sunniland Nursery Rd	Widen from 2-Lane to 4-Lane	0	-	0	-	0	-
55	6	263	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	Widen from 2-Lane to 4-Lane	5	40	3	12	0	-
56	9	242	Collier Blvd (SR 951)	South of Manatee Rd	North of Tower Rd	Widen from 2-Lane to 4-Lane	5	40	5	20	0	-
57	4	275	Critical Needs Intersection @ US 41	Goodlette Rd @ US 41		Intersection Improvement	5	40	5	20	5	20
58	12	219	US 41	Greenway Rd	6 L Farm Rd	Widen from 2-Lane to 4-Lane	5	40	3	12	0	-
59	11	232	Critical Needs Intersection @ US 41	Collier Blvd (SR 951) @ US 41		Intersection Improvement	0	-	3	12	0	-
60	14	201	US 41	Immokalee Road	Old US 41	Widen from 2-Lane to 4-Lane	0	-	5	20	0	-
62	73	75	Vanderbilt Beach Road Ext	16th St	Big Cypress Parkway	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	0	-
63	53	122	Westclox Street Extension	Little League Road	West of Carson Road	New 2-Lane Road	0	-	0	-	0	-
64	30	162	Wilson Blvd	Golden Gate Boulevard	Immokalee Rd	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-
65	32	156	Wilson Blvd	Keane Ave	Golden Gate Boulevard	New 2-Lane Road (Expandable to 4-Lanes)	0	-	0	-	0	-
66	17	195	Immokalee Rd intersection	Livingston Rd		Intersection Improvement	0	-	0	-	0	-
67	57	106	Veterans Memorial Blvd Extension	Strand Blvd	I-75	New 4-Lane Road	0	-	0	-	0	-
68	83	45	Big Cypress Parkway intersection (new)	Oil Well Grade Rd		New At-Grade Intersection	0	-	-	-	0	-
69	408	142	Everglades Boulevard	Oil Well Rd / CR 858	Immokalee Rd	Widen from 2-Lane to 4-Lane	0	-	0	-	0	-
70	68	86	Green Boulevard Extension	Everglades Blvd	Big Cypress Parkway	New 2-Lane Road	0	-	0	-	0	-
73	20	190	Immokalee Rd (CR 846) intersection	Collier Blvd (CR 951)		Intersection Improvement	0	-	0	-	0	-
74	28	165	Immokalee Rd (CR 846) intersection	Wilson Blvd		Intersection Improvement	0	-	0	-	0	-
75	55	115	I-75 (SR-93) Interchange (new) (not in SIS)	Veterans Memorial Blvd		New Partial Interchange	0	-	0	-	5	20
76	43	137	Vanderbilt Drive	Immokalee Rd	Woods Edge Parkway	Widen from 2-Lanes to 4-Lanes	0	-	5	20	0	-
77	25	170	Pine Ridge Rd intersection	Livingston Rd		Intersection Improvement	0	-	0	-	0	-
78	29	165	Golden Gate Parkway intersection	Livingston Rd		Intersection Improvement	0	-	0	-	0	-
80	47	131	Vanderbilt Beach Road	Goodlette-Frank Road	Airport Pulling Road	Widen from 4-Lanes to 6-Lanes	0	-	5	20	0	-
81	74	75	Bridge @ 47th Avenue NE	West of Everglades Boulevard		New Bridge over Canal	0	-	0	-	0	-
82	75	75	Bridge @ Wilson Boulevard	South of 33rd Avenue NE		New Bridge over Canal	0	-	0	-	0	-
83	69	85	Bridge @ 18th Ave NE	between Wilson Boulevard N and 8th Street NE		New Bridge over Canal	0	-	0	-	0	-
84	76	75	Bridge @ 18th Ave NE	between 8th Street NE and 16th Street NE		New Bridge over Canal	0	-	0	-	0	-
85	64	95	Bridge @ 13th Street NW	north end at proposed Vanderbilt Beach Road Extension		New Bridge over Canal	0	-	0	-	0	-
86	77	75	Bridge @ 16th Street SE	South end		New Bridge over Canal	0	-	0	-	0	-
87	78	75	Bridge @ Location TBD - Assume 10th Avenue SE	East of Everglades Blvd		New Bridge over Canal	0	-	0	-	0	-
88	48	130	Bridge @Wilson Boulevard South, south end			New Bridge over Canal	0	-	0	-	0	-
89	79	75	Bridge @ 62nd Avenue NE	West of 40th Street NE		New Bridge over Canal	0	-	0	-	0	-
90	26	167	Pine Ridge Rd	Logan Blvd S	Collier Blvd (CR 951)	Widen from 4-Lanes to 6-Lanes	5	40	0	-	0	-
93	32	157	Immokalee Rd (CR 846)	43rd Ave NE/Shady Hollow Blvd E	North of 47th Avenue NE/Immokalee	Widen from 2-Lanes to 4-Lanes	0	-	0	-	0	-
94	57	113	Immokalee Road Rural Village Blvd (new)	Immokalee Rd (CR 846)	Immokalee Rd (CR 846)	New 4-Lane Road	0	-	0	-	0	-
41A	19	190	Critical Needs Intersection @ Immokalee Rd	Immokalee Road @ Randall Blvd		Ultimate Intersection Improvement: Overpass	0	-	0	-	0	-
41B	36	151	Randall Boulevard	Immokalee Road	8th St NE	Widen from 2-Lanes to 6-Lanes	0	-	0	-	0	-

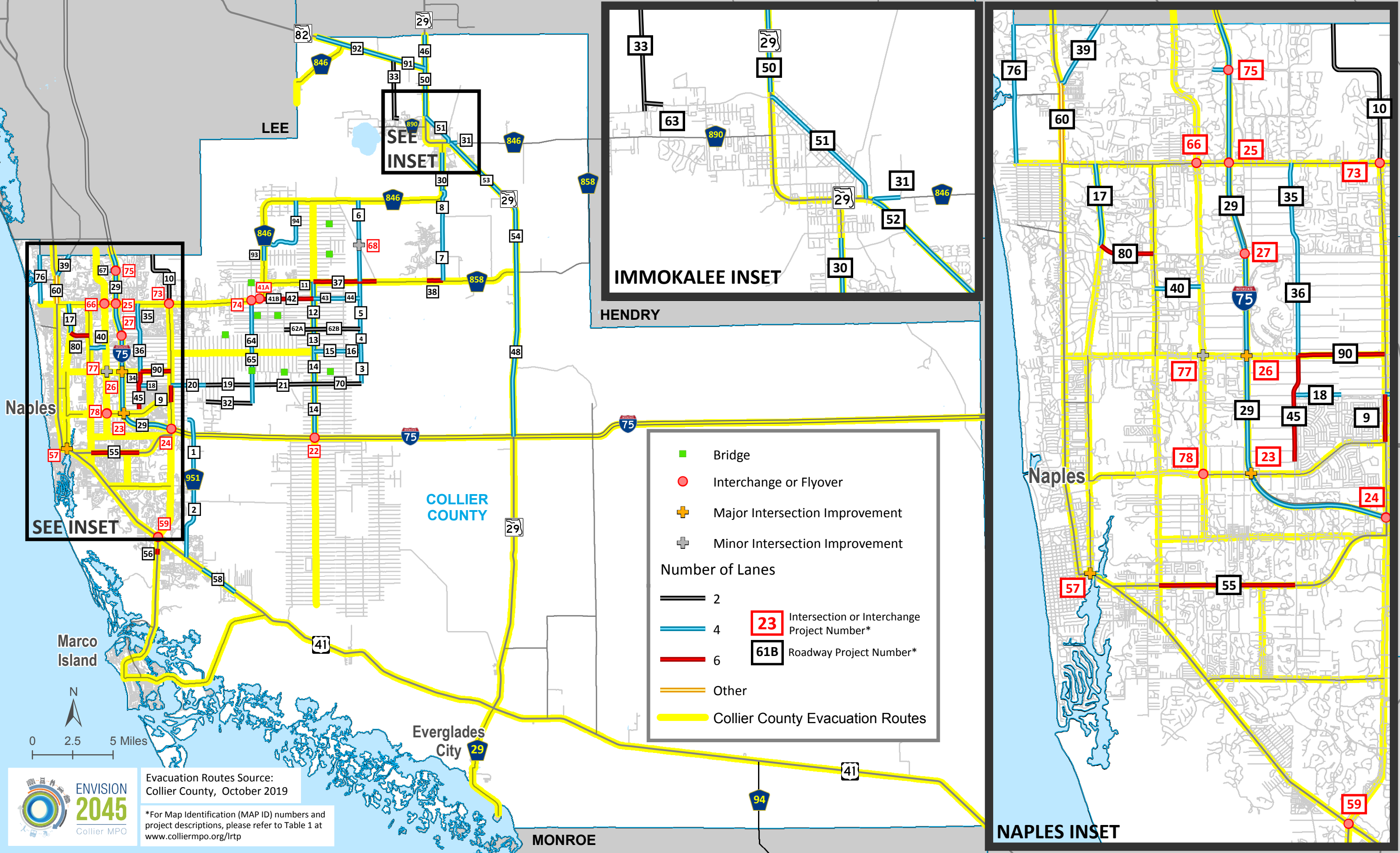
Note: Does not include Critical Needs Intersections (#95 through #114); it was necessary to rank or prioritize

Table 1A.2045 Needs Plan List of Projects					
Map ID	Needs Ranking	Project	From	To	Description
1	51	Benfield Rd. Ext.	The Lords Way	City Gate Blvd. N	New Two-Lane Road (Expandable to Four Lanes)
2	41	Benfield Rd.	US 41 (SR 90) (Tamiami Trail E)	Rattlesnake Hammock Ext.	New Two-Lane Road (Expandable to Four Lanes)
3	72	Big Cypress Pkwy.	Green Blvd.	Golden Gate Blvd.	New Two-Lane Road (Expandable to Four Lanes)
4	70	Big Cypress Pkwy.	Golden Gate Blvd.	Vanderbilt Beach Road Ext.	New Two-Lane Road (Expandable to Four Lanes)
5	71	Big Cypress Pkwy.	Vanderbilt Beach Rd. Ext.	Oil Well Rd.	New Two-Lane Road (Expandable to Four Lanes)
6	82	Big Cypress Pkwy.	Oil Well Rd.	Immokalee Rd.	New Two-Lane Road (Expandable to Four Lanes)
7	62	Camp Keais Rd.	Pope John Paul Blvd.	Oil Well Rd.	Widen from Two to Four Lanes
8	80	Camp Keais Rd.	Immokalee Rd.	Pope John Paul Blvd.	Widen from Two to Four Lanes
9	1	Collier Blvd. (CR 951)	Golden Gate Main Canal	Green Blvd.	Widen from Four to Six Lanes
10	21	CR 951 Ext.	Collier Blvd. (CR 951) (northern terminus)	Lee/Collier County Line	New 2-Lane Road
11	34	Everglades Blvd.	Randall Blvd.	South of Oil Well Road	Widen from Two to Four Lanes
12	35	Everglades Blvd.	Vanderbilt Beach Rd. Ext.	Randall Blvd.	Widen from Two to Four Lanes
13	54	Everglades Blvd.	Golden Gate Blvd.	Vanderbilt Beach Rd. Ext.	Widen from Two to Four Lanes
14	63	Everglades Blvd.	I-75 (SR-93)	Golden Gate Blvd.	Widen from Two to Four Lanes
15	37	Golden Gate Blvd.	Everglades Blvd.	Desoto Blvd.	Widen from Two to Four Lanes
16	58	Golden Gate Blvd. Ext.	Desoto Blvd.	Big Cypress Pkwy.	New Four-Lane Road
17	31	Goodlette-Frank Rd.	Vanderbilt Beach Rd.	Immokalee Rd.	Widen from Two to Four Lanes
18	66	Green Blvd.	Santa Barbara Blvd./ Logan Blvd.	Sunshine Blvd.	Widen from Two to Four Lanes
19	27	Green Boulevard Ext. (16th Ave. SW)	23rd St. SW	Wilson Blvd. Ext.	New Two-Lane (Future Study Area)
20	33	Green Boulevard Ext. (16th Ave. SW)	Collier Blvd. (CR 951)	23rd St. SW	New Four-Lane (Future Study Area)
21	42	Green Boulevard Ext. (16th Ave. SW)	Wilson Blvd. Ext	Everglades Blvd.	New Two-Lane Road
22	60	I-75 (SR-93) Interchange	Everglades Blvd.		New Interchange
23	8	I-75 (SR-93) Interchange (modified)	Golden Gate Pkwy.		Interchange Improvement
24	2	I-75 (SR-93) Interchange (modified)	Collier Blvd. (CR 951)		Interchange Improvement
25	22	I-75 (SR-93) Interchange (modified)	Immokalee Rd.		Interchange improvement (DDI proposed)
27	40	I-75 (SR-93) Interchange (new)	Vanderbilt Beach Rd.		New Interchange - Partial (to/from the north)
29	5	I-75 (SR-93) Managed (Toll) Lanes	Collier Blvd. (CR 951)	Collier/Lee County Line	New Ten-Lane Express (Toll) Lanes
30	7	Immokalee Rd. (CR 846)	Camp Keais Rd.	Carver St.	Widen from Two to Four Lanes
31	23	CR 846 E	SR 29	Airpark Blvd.	Widen from Two to Four Lanes
32	81	Keane Ave.	Inez Rd.	Wilson Blvd. Ext.	New Two-Lane Road (Future Study Area)
33	50	Little League Rd. Ext.	SR 82	Westclox St.	New Two-Lane Road
34	65	Logan Blvd.	Green Blvd.	Pine Ridge Rd.	Widen from Four to Six Lanes
35	52	Logan Blvd.	Vanderbilt Beach Rd.	Immokalee Rd.	Widen from Two to Four Lanes
36	67	Logan Blvd.	Pine Ridge Rd.	Vanderbilt Beach Rd.	Widen from Two to Four Lanes
37	38	Oil Well RoadCR 858	Everglades Blvd.	Oil Well Grade Rd.	Widen from Two to Six Lanes
38	46	Oil Well RoadCR 858	Ave Maria Entrance	Camp Keais Rd.	Widen from Two to Six Lanes
39	10	Old US 41	US 41 (Tamiami Trail E)	Lee/Collier County Line	Widen from Two to Four Lanes
40	45	Orange Blossom Drive	Airport Pulling Rd.	Livingston Rd.	Widen from Two to Four Lanes
41A	19	Randall Blvd. Intersection (flyover)	Immokalee Rd.		Ultimate Intersection Improvement: Overpass
41B	36	Randall Blvd.	Immokalee Rd.	8th St. NE	Widen from Two to Six Lanes
42	39	Randall Blvd.	8th St. NE	Everglades Blvd.	Widen from Two to Six Lanes
43	59	Randall Blvd.	Everglades Blvd.	Desoto Blvd.	Widen from Two to Four Lanes
44	61	Randall Blvd.	Desoto Blvd.	Big Cypress Pkwy.	New Four-Lane Road
45	44	Santa Barbara Blvd.	Painted Leaf Ln.	Green Blvd.	Widen from Four to Six Lanes
46	56	SR 29	SR 82	Collier/Hendry Line	Widen from Two to Four Lanes
48	49	SR 29	I-75 (SR 93)	Oil Well Rd.	Widen from Two to Four Lanes
50	24	SR 29	New Market Road North/Westclox Street	North of SR 82	Widen from Two to Four Lanes
51	13	SR 29/New Market Rd. W (New Road)	CR 846 E	New Market Rd. N	New Four-Lane Road
52	3	SR 29	Agriculture Way	CR 846 E	Widen from Two to Four Lanes
53	15	SR 29	Sunniland Nursery Rd.	Agriculture Way	Widen from Two to Four Lanes
54	16	SR 29	Oil Well Rd.	Sunniland Nursery Rd.	Widen from Two to Four Lanes
55	6	SR 84 (Davis Blvd.)	Airport Pulling Rd.	Santa Barbara Blvd.	Widen from Four to Six Lanes

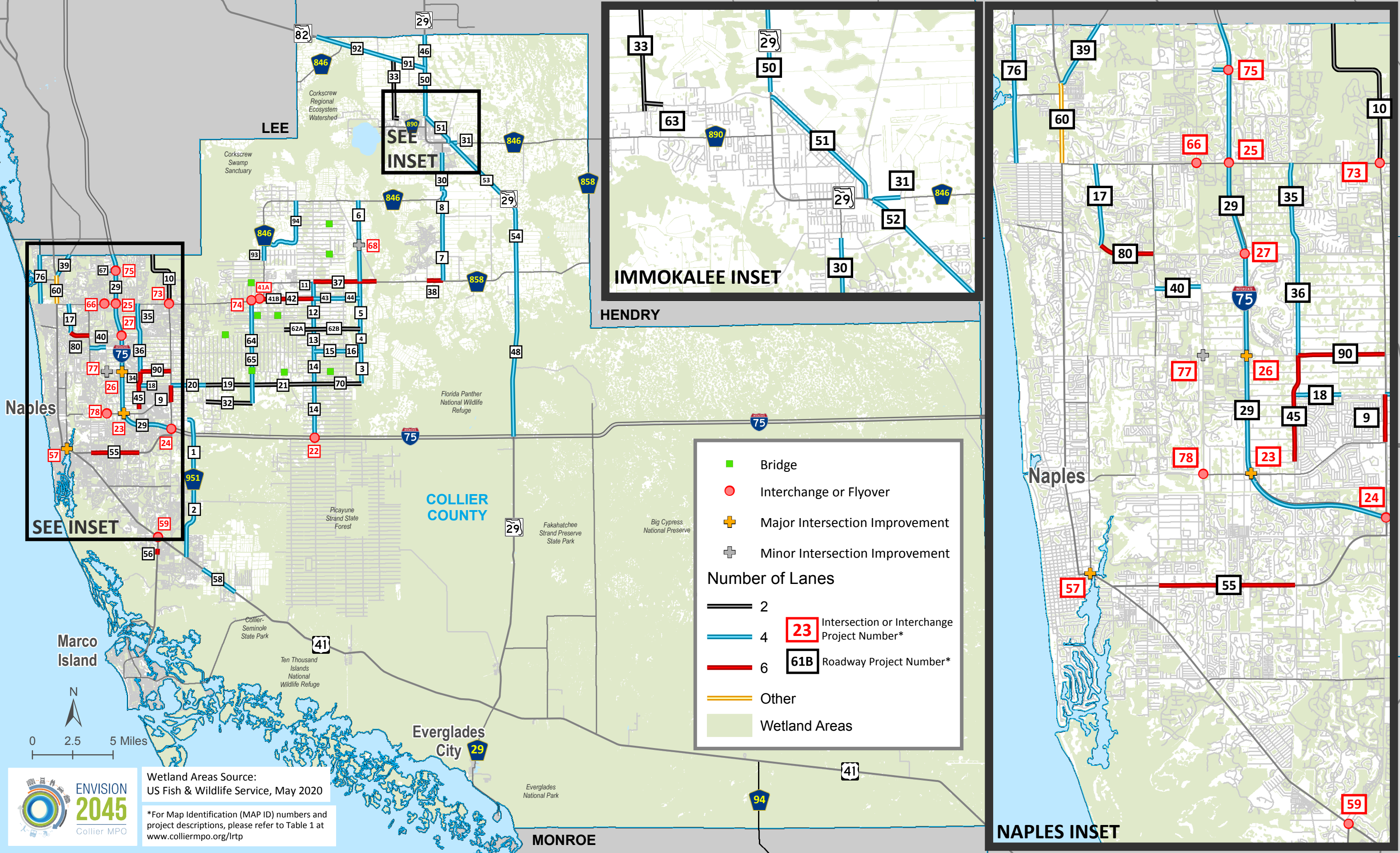
Table 1A. 2045 Needs Plan List of Projects					
Map ID	Needs Ranking	Project	From	To	Description
56	9	Collier Blvd. (SR 951)	South of Manatee Rd.	North of Tower Rd.	Widen from Four to Six Lanes
57	4	US 41 (SR 90) (Tamiami Trail E) intersection	Goodlette-Frank Rd.		Major Intersection Improvement
58	12	US 41 (SR 90) (Tamiami Trail E)	Greenway Rd.	6 L Farm Rd	Widen from Two to Four Lanes
59	11	US 41 (SR 90) (Tamiami Trail E) intersection	Collier Blvd. (SR 951)		Major Intersection Improvement
60	14	US 41 (SR 90) (Tamiami Trail E)	Immokalee Rd.	Old US 41	Further Study Required
62A	73	Vanderbilt Beach Rd. Ext.	16th St.	Everglades Blvd.	New Two-Lane Road (Expandable to Four Lanes)
62B	73	Vanderbilt Beach Rd. Ext.	Everglades Blvd.	Big Cypress Pkwy.	New Two-Lane Road (Expandable to Four Lanes)
63	53	Westclox Street Ext.	Little League Rd.	West of Carson Rd.	New Two-Lane Road
65	32	Wilson Blvd.	Keane Ave.	Golden Gate Blvd.	New Two-Lane Road (Expandable to Four Lanes)
66	17	Immokalee Rd. (Intersection)	Livingston Rd.		Major Intersection Improvement
67	57	Veterans Memorial Blvd. Ext.	Strand Blvd.	I-75	New Four-Lane Road
68	83	Big Cypress Pkwy. Intersection (new)	Oil Well Grade Rd.		New At-Grade Intersection
69	N/A	Everglades Blvd	Oil Well Rd / CR 858	Immokalee Rd	Widen from Two to Four Lanes
70	68	Green Blvd. Ext.	Everglades Blvd.	Big Cypress Pkwy.	New Two-Lane Road
73	20	Immokalee Rd. (CR 846) Intersection	Collier Blvd. (CR 951)		Major Intersection Improvement
74	28	Immokalee Rd. (CR 846) Intersection	Wilson Blvd.		Major Intersection Improvement
75	55	I-75 (SR-93) Interchange (new)	Veterans Memorial Blvd.		New Partial Interchange
76	43	Vanderbilt Dr.	Immokalee Rd.	Woods Edge Pkwy.	Widen from Two to Four Lanes
78	29	Golden Gate Pkwy. Intersection	Livingston Rd.		Major Intersection Improvement
81	74	Bridge @ 47th Ave NE	West of Everglades Blvd.		New Bridge over Canal
82	75	Bridge @ Wilson Blvd.	South of 33rd Avenue NE		New Bridge over Canal
83	69	Bridge @ 18th Ave. NE	Between Wilson Blvd. N and 8th St. NE		New Bridge over Canal
84	76	Bridge @ 18th Ave NE	Between 8th St. NE and 16th St. NE		New Bridge over Canal
85	64	Bridge @ 13th St. NW	North Terminus at Vanderbilt Beach Rd. Ext.		New Bridge over Canal
86	77	Bridge @ 16th St. SE	South Terminus		New Bridge over Canal
87	77	Bridge @ Location TBD - Assume 10th Ave. SE	East of Everglades Blvd.		New Bridge over Canal
88	48	Bridge @Wilson Blvd. S	South Terminus		New Bridge over Canal
89	79	Bridge @ 62nd Ave NE	West of 40th St NE		New Bridge over Canal
115	N/A	Bridge @ 23rd St. SW	South of Golden Gate Blvd.		New Bridge over Canal
90	26	Pine Ridge Rd.	Logan Blvd.	Collier Blvd.	Widen from Four to Six Lanes
92	N/A	SR 82	Hendry County Line	Gator Slough Ln.	Widen from Two to Four Lanes
93	32	Immokalee Rd.	Shady Hollow Blvd. E	Rural Village Rd. (new)	Widen from Two Four Lanes
94	57	Rural Village Rd. (new)	Immokalee Rd.	Immokalee Rd.	New Four-Lane Road
95	N/A	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.		Major Intersection Improvement
96	N/A	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.		Minor intersection improvements
97	N/A	Immokalee Rd. (Intersection)	Logan Blvd.		Major Intersection Improvement
98	N/A	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.		Minor intersection improvements
99	N/A	Vanderbilt Beach Rd. (Intersection)	Logan Blvd.		Minor intersection improvements
100	N/A	Collier Blvd. (Intersection)	Pine Ridge Rd.		Major Intersection Improvement
101	N/A	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.		Minor intersection improvements
102	N/A	US 41 (SR 90) (Tamiami Trail E) intersection	Vanderbilt Beach Rd.		Major Intersection Improvement
103	N/A	US 41 (SR 90) (Tamiami Trail E) intersection	Pine Ridge Rd.		Major Intersection Improvement
104	N/A	US 41 (SR 90) (Tamiami Trail E) intersection	Golden Gate Pkwy.		Major Intersection Improvement
107	N/A	Golden Gate Pkwy.	Collier Blvd.		Major Intersection Improvement
108	N/A	Vanderbilt Beach Rd.	Airport Pulling Rd.		Intersection Innovation/Improvements
109	N/A	Immokalee Rd.	Goodlette-Frank Rd.		Intersection Innovation/Improvements
110	N/A	Immokalee Rd.	Airport Pulling Rd.		Intersection Innovation/Improvements
111	N/A	US 41	Immokalee Rd.		Intersection Innovation/Improvements
112	N/A	Airport Pulling Rd.	Orange Blossom Dr.		Intersection Innovation/Improvements
113	N/A	Airport Pulling Rd.	Golden Gate Pkwy.		Intersection Innovation/Improvements
114	N/A	Airport Pulling Rd.	Radio Rd.		Intersection Innovation/Improvements



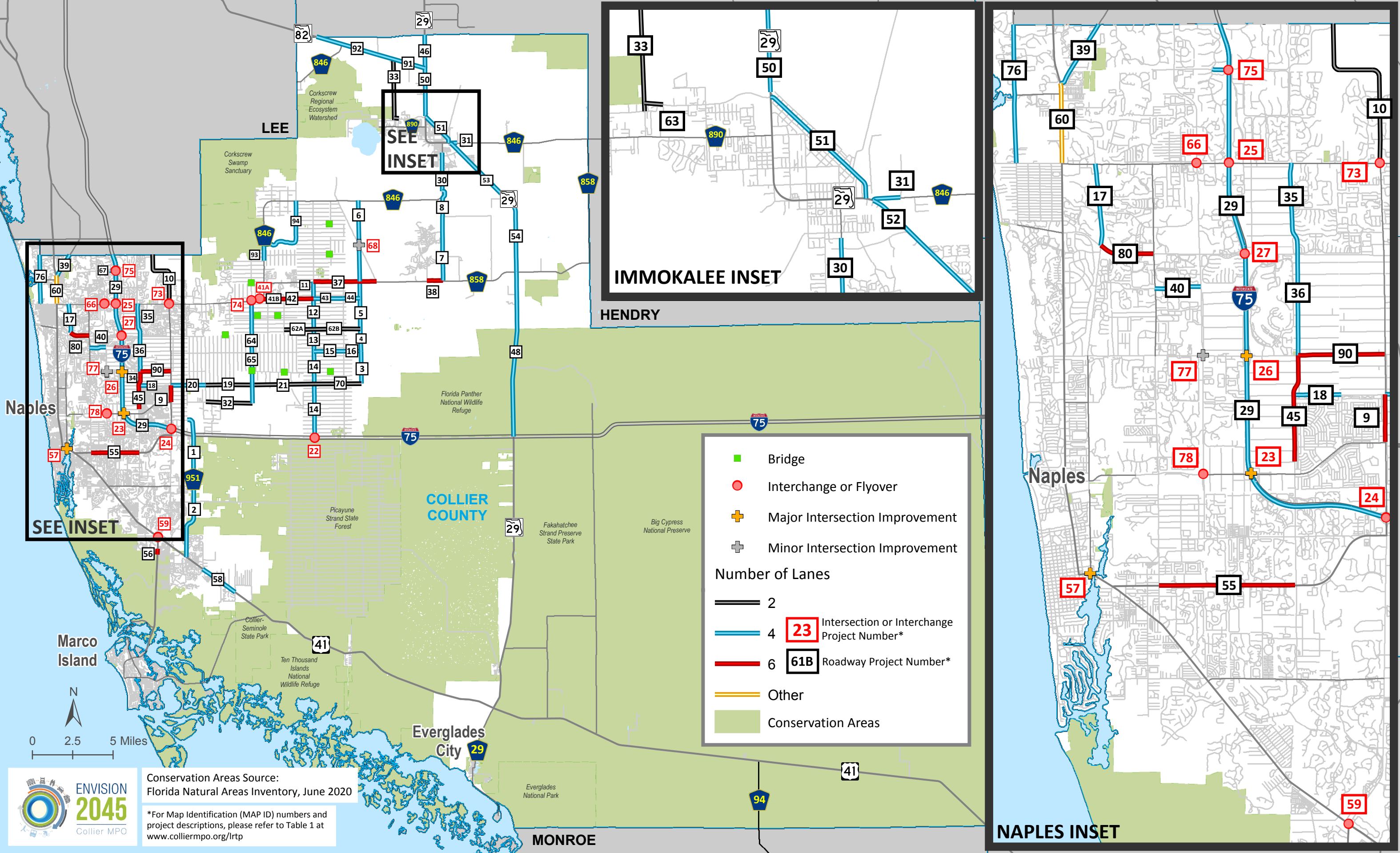


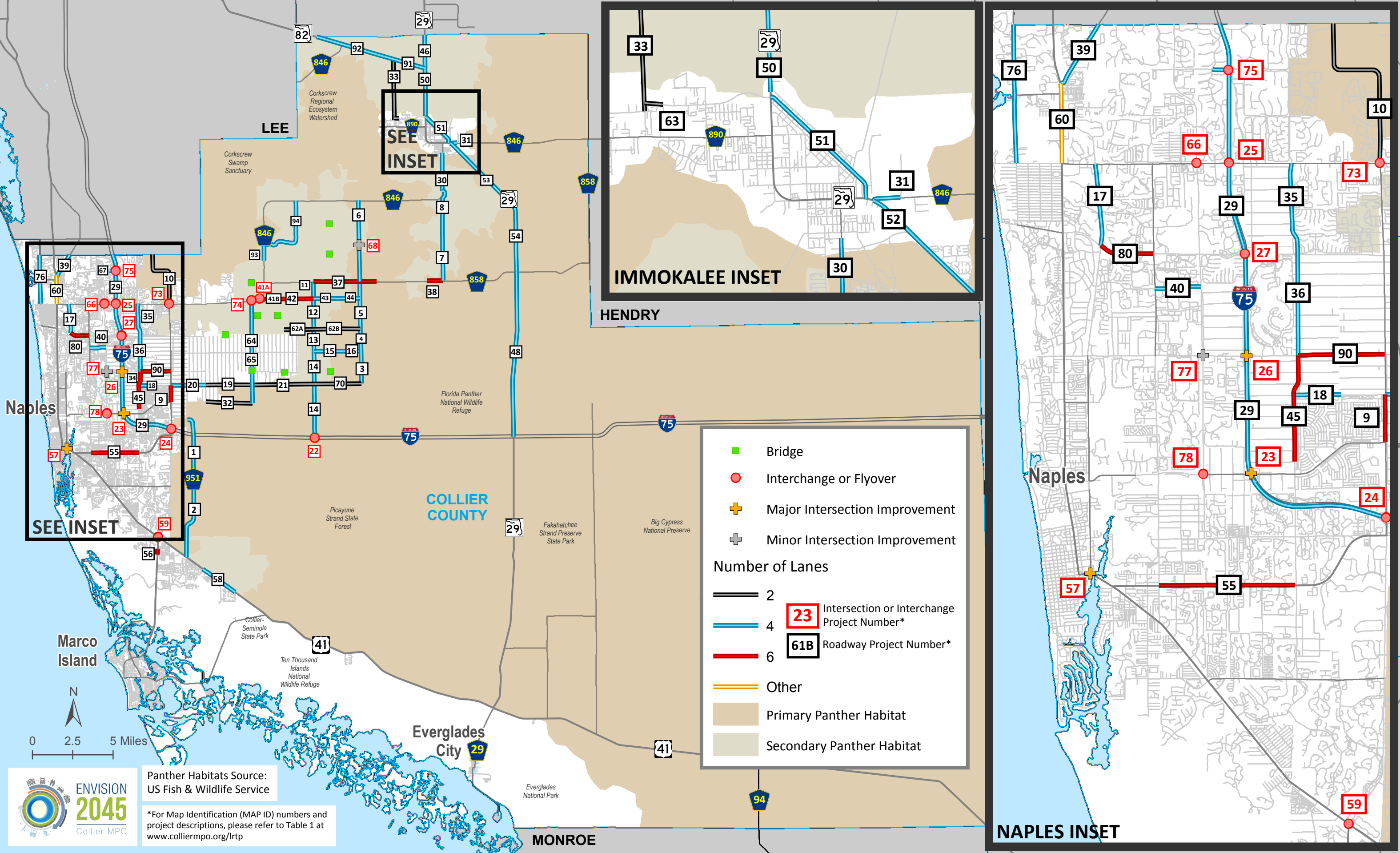




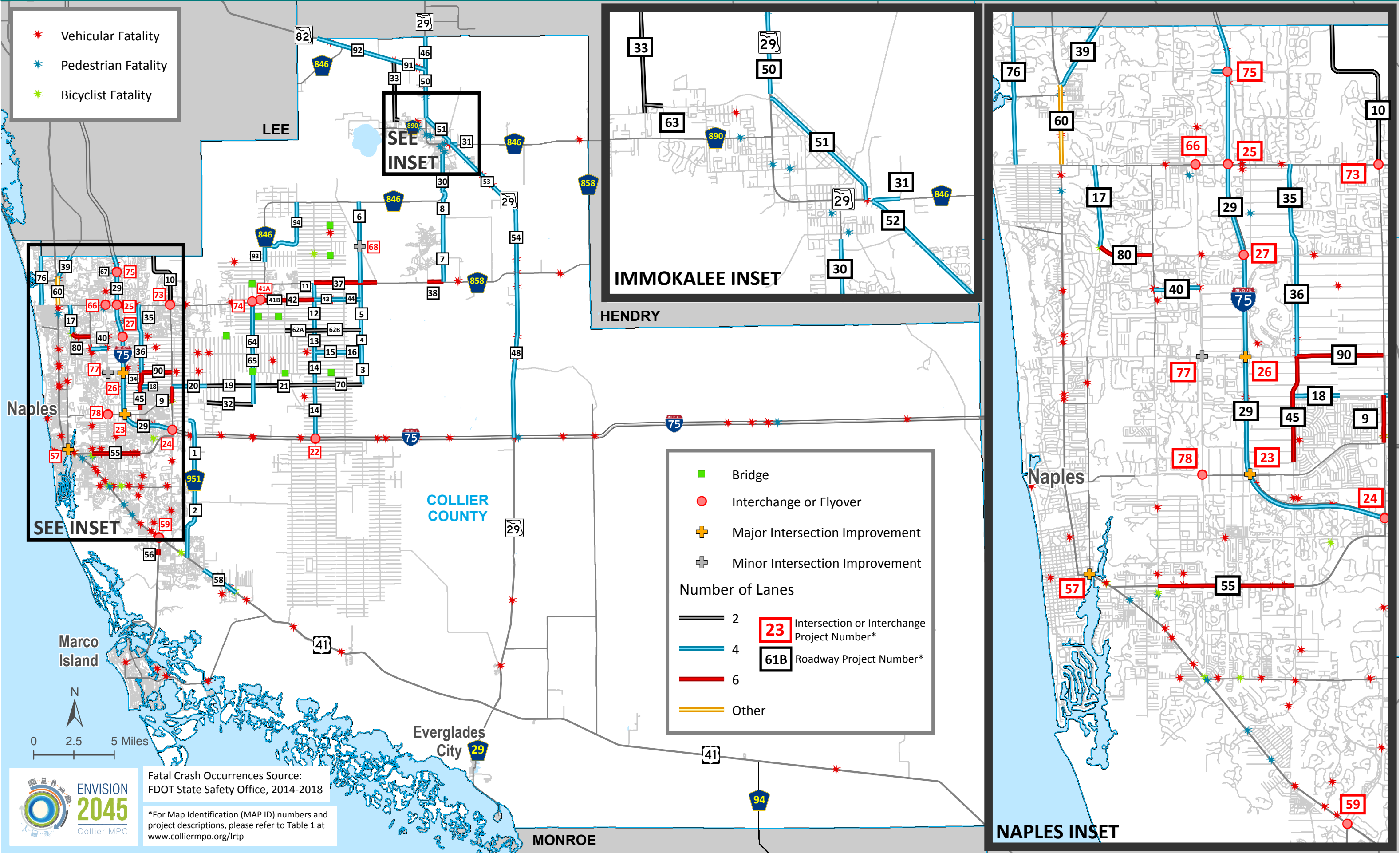


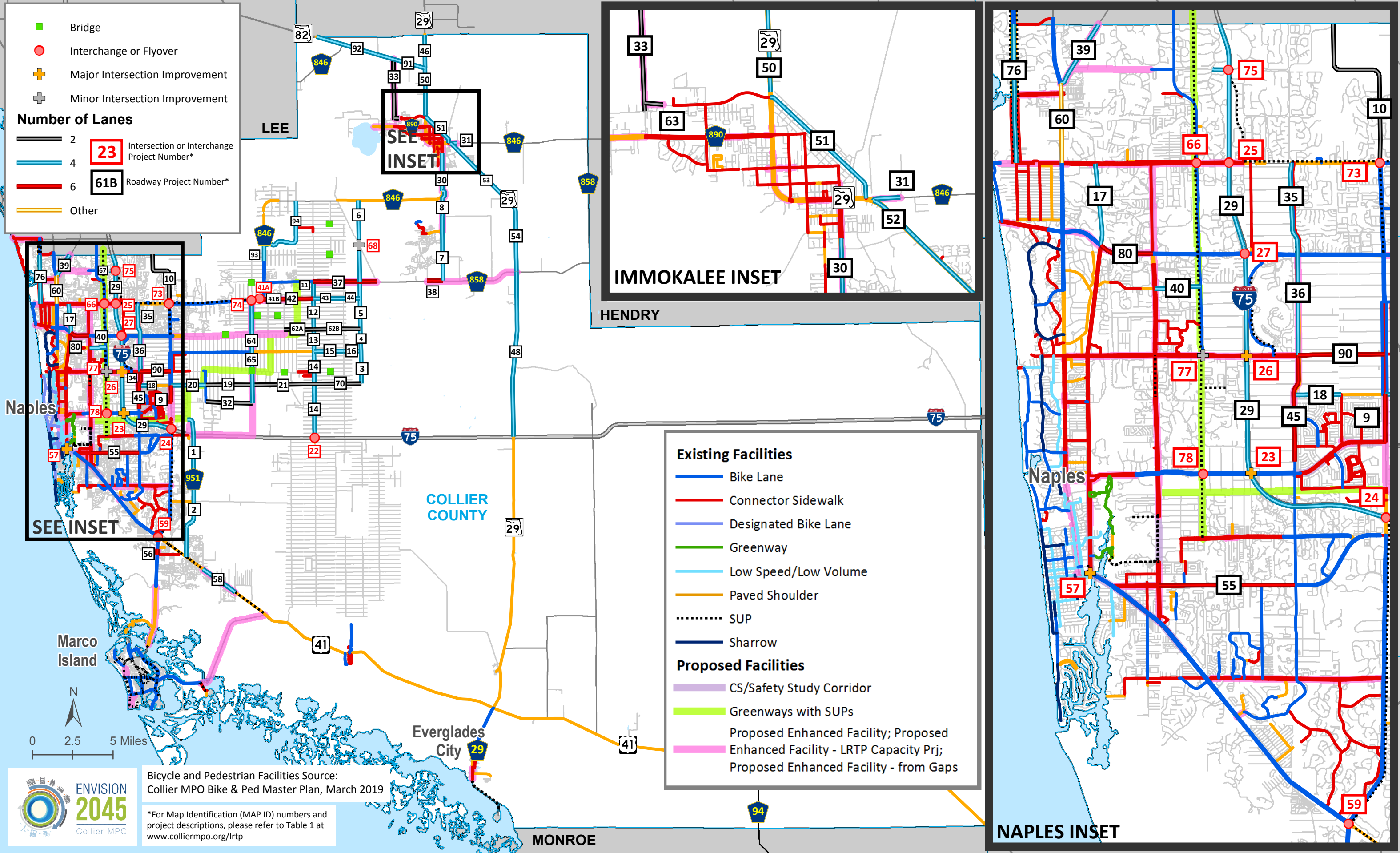




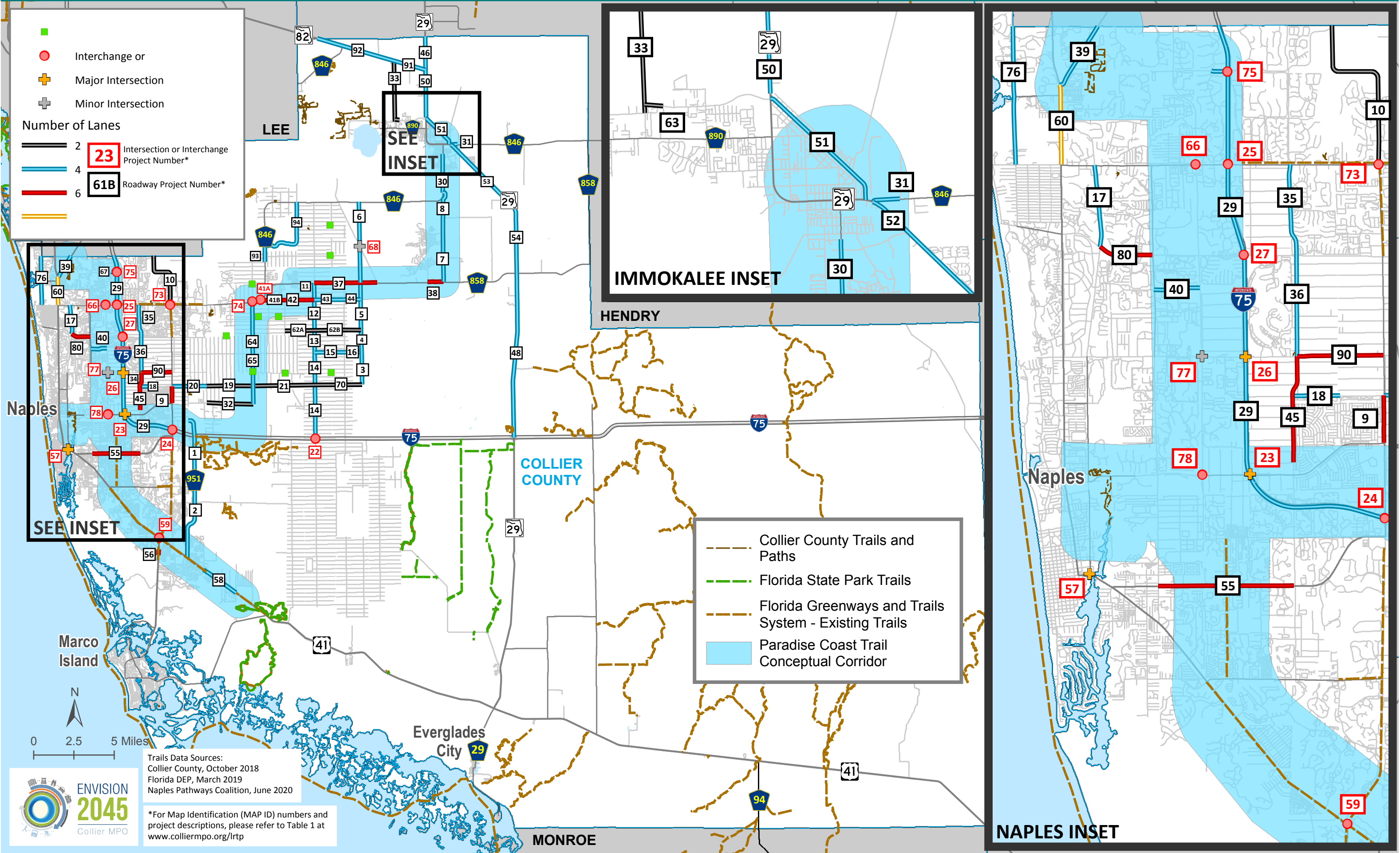


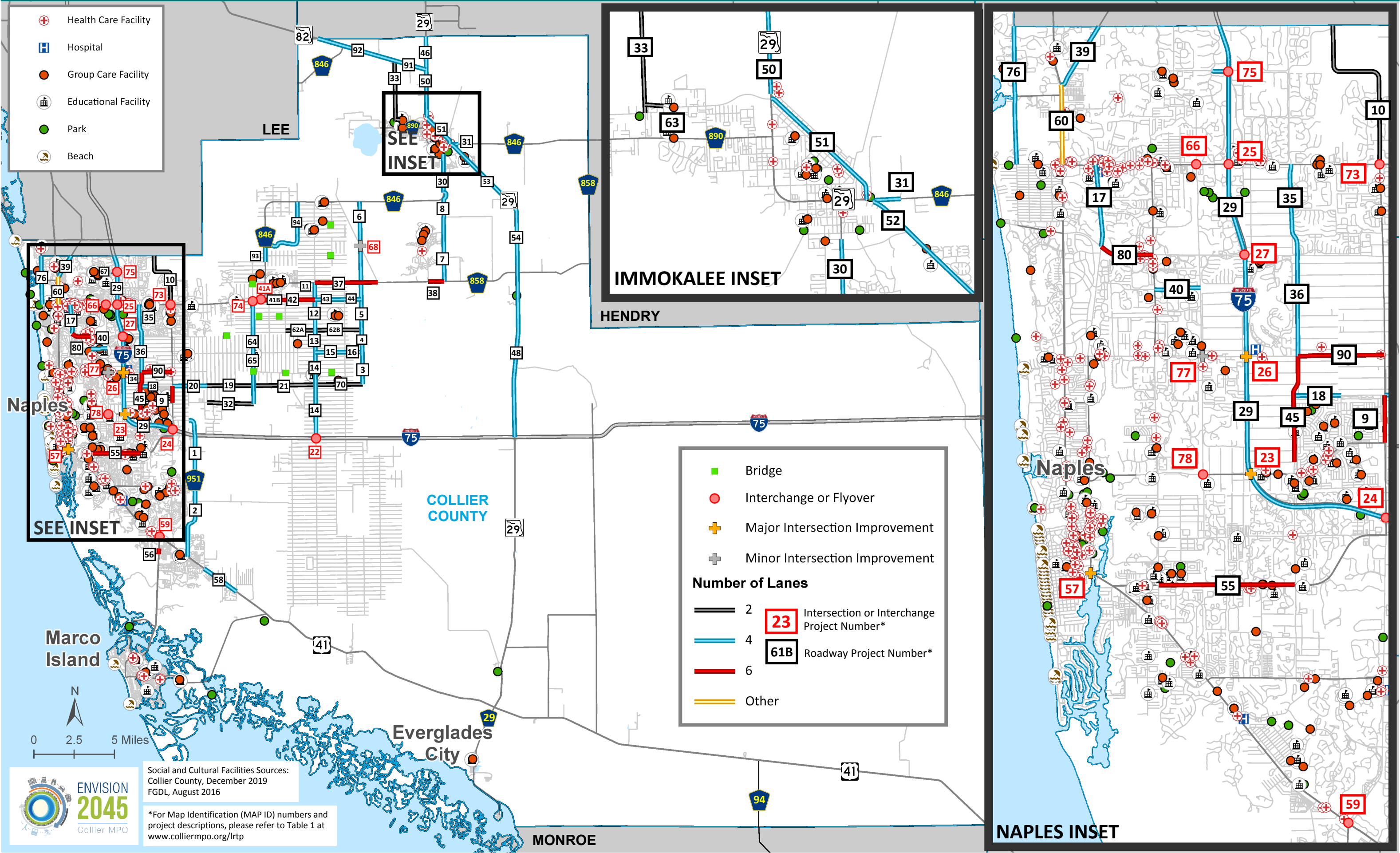




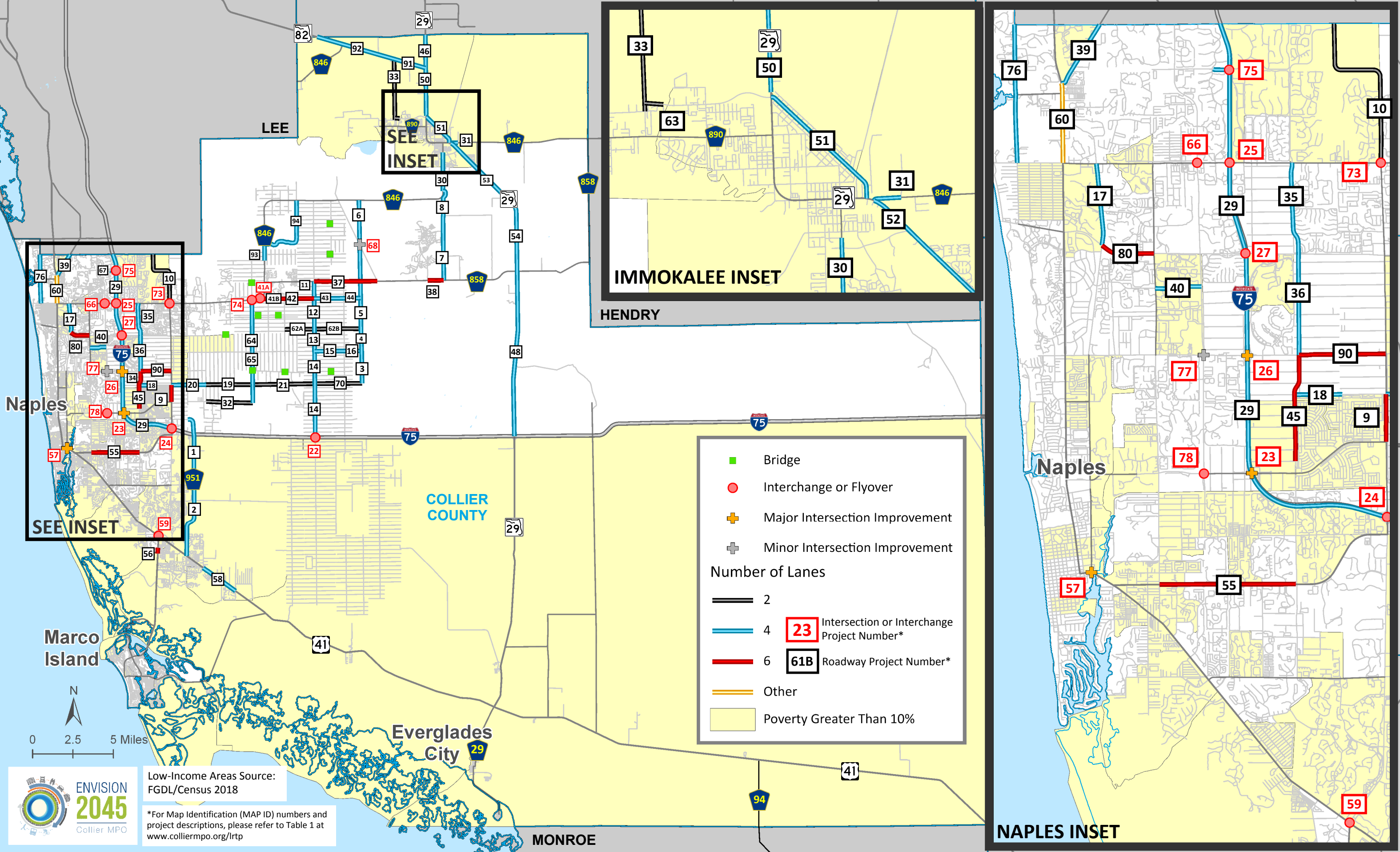




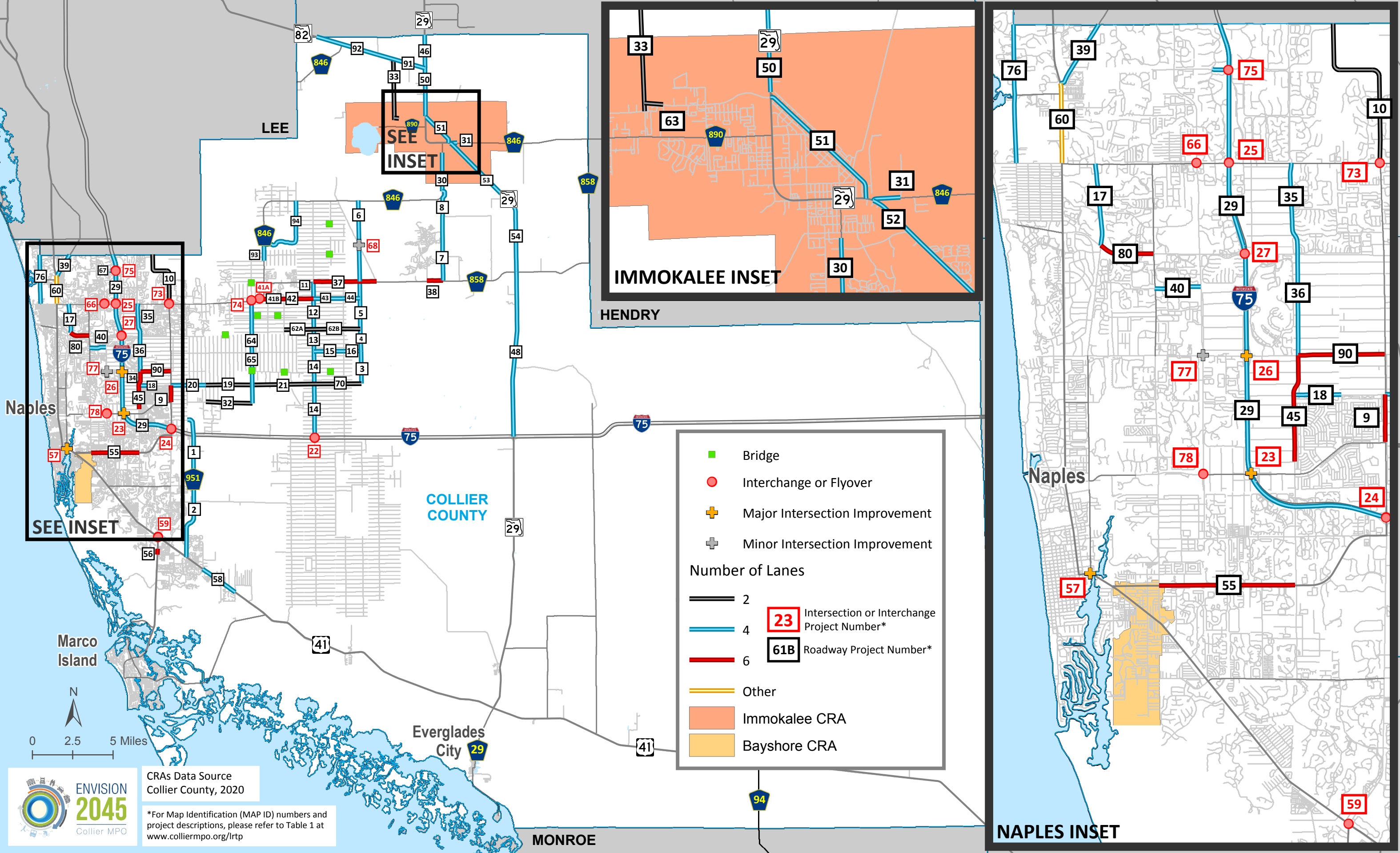


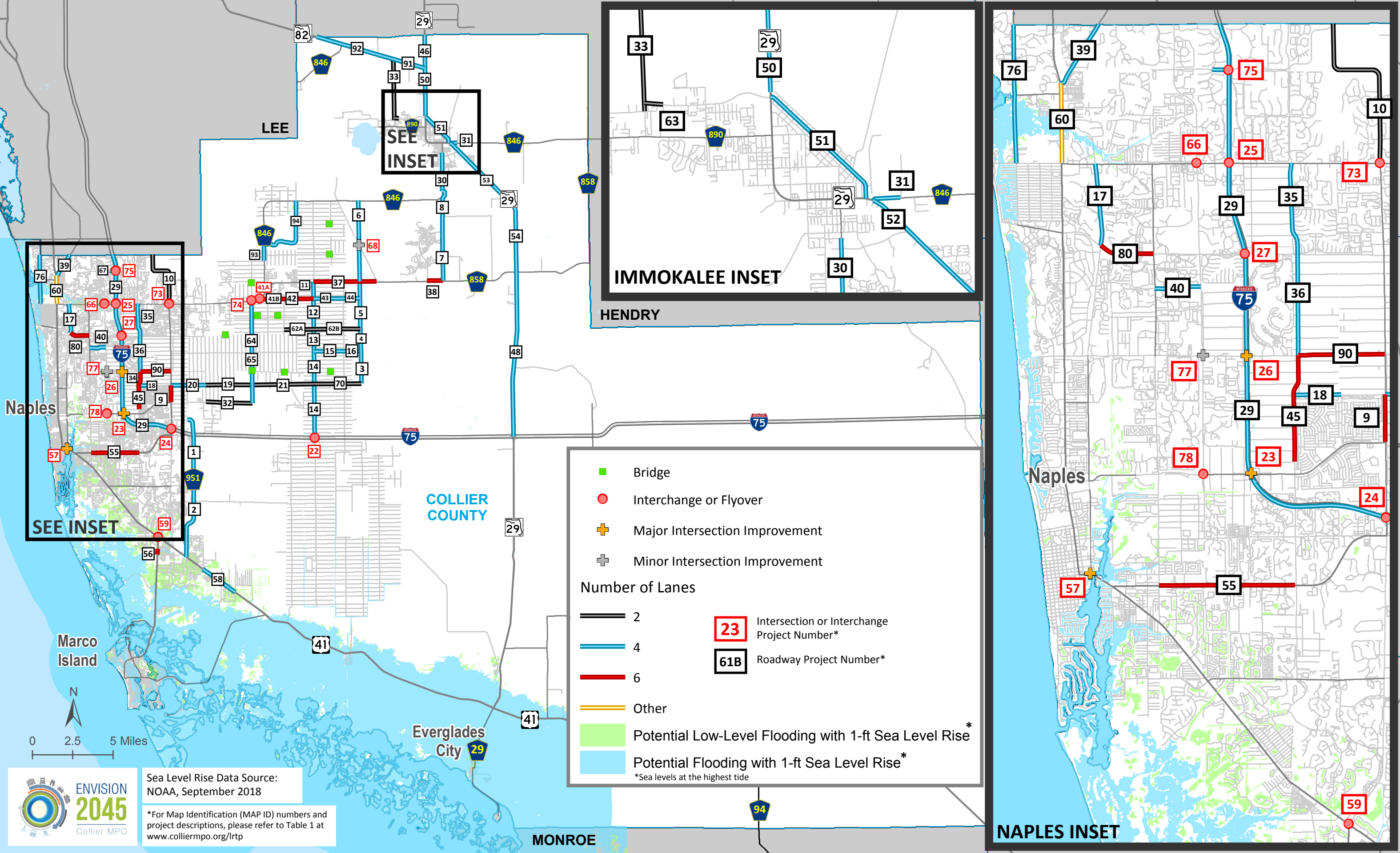












Sea Level Rise Data Source:  
NOAA, September 2018

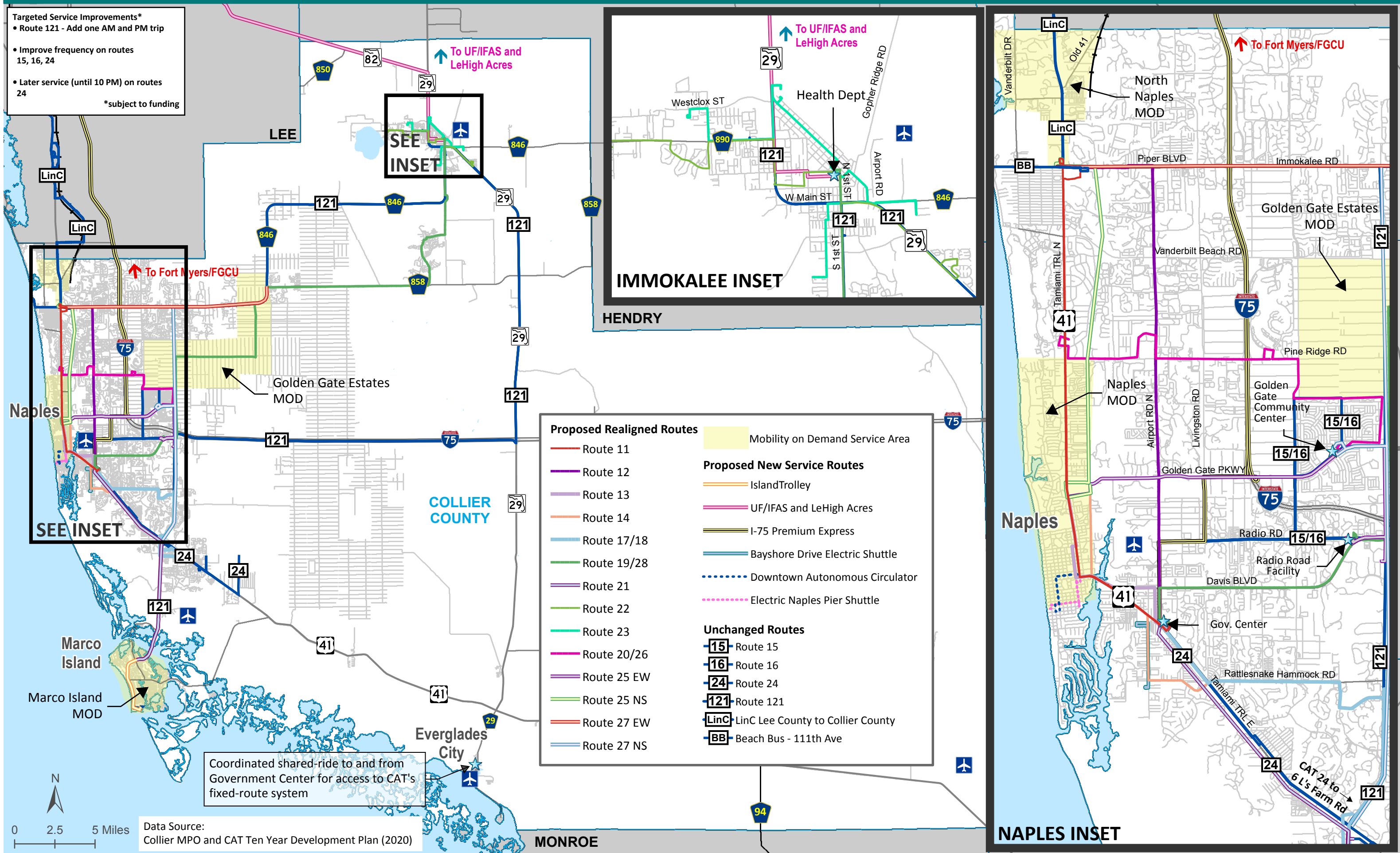
\*For Map Identification (MAP ID) numbers and  
project descriptions, please refer to Table 1 at  
[www.colliermpo.org/lrtp](http://www.colliermpo.org/lrtp)





## Exhibit 13 - Transit Needs (2020-2045)

## 2045 LRTP Needs Assessment Plan



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## Appendix F

### Collier 2020 System Performance Report



# **Collier Metropolitan Planning Organization 2045 Long-Range Transportation Plan System Performance Report**

**Office of Policy Planning  
Florida Department of Transportation**



**December 2020**



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# 1 - PURPOSE

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This document provides language that Florida’s metropolitan planning organizations (MPO) may incorporate in Long-Range Transportation Plan (LRTP) System Performance Reports to meet the federal transportation performance management rules. Updates or amendments to the LRTP must incorporate a System Performance Report that addresses these measures and related information no later than:

- May 27, 2018 for Highway Safety measures (PM1);
- October 1, 2018 for Transit Asset Management measures;
- May 20, 2019 for Pavement and Bridge Condition measures (PM2);
- May 20, 2019 for System Performance measures (PM3); and
- July 20, 2021 for Transit Safety measures.

MPOs may incorporate this template language and adapt it as needed as they update their LRTPs. In most sections, there are two options for the text, to be used by MPOs supporting statewide targets or MPOs establishing their own targets. Areas that require MPO input are highlighted in grey. Input will range from simply adding the MPO name and adoption dates to providing MPO-specific information such as descriptions of strategies and processes.

The document is consistent with the Transportation Performance Measures Consensus Planning Document developed jointly by the Florida Department of Transportation (FDOT) and the Metropolitan Planning Organization Advisory Council. This document outlines the minimum roles of FDOT, the MPOs, and the public transportation providers in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR).

The document is organized as follows:

- Section 2 provides a brief background on transportation performance management;
- Section 3 covers the Highway Safety measures (PM1);
- Section 4 covers the Pavement and Bridge Condition measures (PM2);
- Section 5 covers System Performance measures (PM3);
- Section 6 covers Transit Asset Management (TAM) measures; and
- Section 7 covers Transit Safety measures.





## 2 - BACKGROUND

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Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state departments of transportation (DOT) and metropolitan planning organizations (MPO) must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).<sup>1</sup> This rule details how state DOTs and MPOs must implement new MAP-21 and FAST Act transportation planning requirements, including the transportation performance management provisions.

In accordance with the Planning Rule, the Collier MPO must include a description of the performance measures and targets that apply to the MPO planning area and a System Performance Report as an element of its LRTP. The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports. For MPOs that elect to develop multiple scenarios, the System Performance Report also must include an analysis of how the preferred scenario has improved the performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified targets.<sup>2</sup>

There are several milestones related to the required content of the System Performance Report:

- In any LRTP adopted on or after May 27, 2018, the System Performance Report must reflect Highway Safety (PM1) measures;
- In any LRTP adopted on or after October 1, 2018, the System Performance Report must reflect Transit Asset Management measures;
- In any LRTP adopted on or after May 20, 2019, the System Performance Report must reflect Pavement and Bridge Condition (PM2) and System Performance (PM3) measures; and
- In any LRTP adopted on or after July 20, 2021, the System Performance Report must reflect Transit Safety measures.

Per the Planning Rule, the System Performance Report for the Collier MPO is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management, and Transit Safety targets (adopted by the MPO Board on September 11, 2020).

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<sup>1</sup> The Final Rule modified the Code of Federal Regulations at 23 CFR Part 450 and 49 CFR Part 613.

<sup>2</sup> Guidance from FHWA/FTA for completing the preferred scenario analysis is expected in the future. As of June 2020, no guidance has been issued.



### 3 - HIGHWAY SAFETY MEASURES (PM1)

Effective April 14, 2016, the FHWA established five highway safety performance measures<sup>3</sup> to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled (VMT);
3. Number of serious injuries;
4. Rate of serious injuries per 100 million VMT; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

The Florida Department of Transportation (FDOT) publishes statewide safety performance targets in the HSIP Annual Report that it transmits to FHWA each year. Current safety targets address calendar year 2020. For the 2020 HSIP annual report, FDOT established statewide at “0” for each performance measure to reflect Florida’s vision of zero deaths.

The Collier MPO re-adopted safety performance targets on November 13, 2020. Table 3.1 indicates the areas in which the MPO is expressly supporting the statewide target developed by FDOT.

**Table 3.1. Highway Safety (PM1) Targets**

Performance Target	Collier MPO agrees to plan and program projects that contribute toward the accomplishment of the FDOT safety target of zero
Number of fatalities	✓
Rate of fatalities per 100 million VMT	✓
Number of serious injuries	✓
Rate of serious injuries per 100 million VMT	✓
Number of non-motorized fatalities and non-motorized serious injuries.	✓

Statewide system conditions for each safety performance measure are included in Table 3.2, along with system conditions in the Collier MPO metropolitan planning area. System conditions reflect baseline performance (2013-2017). The latest safety conditions will be updated annually on a rolling five-year window and reflected within each subsequent system performance report, to track performance over time in relation to baseline

<sup>3</sup> 23 CFR Part 490, Subpart B

conditions and established targets; however, FDOT's release of 2019 safety data has been delayed until mid-December.

**Table 3.2. Highway Safety (PM1) Conditions and Performance**

Performance Measures	Florida Statewide Baseline Performance (Five-Year Rolling Average)			Calendar Year 2020 Florida Performance Targets
	2012-2016	2013-2017	2014-2018	
Number of Fatalities	2,688.2	2,825.4	2,972.0	0
Rate of Fatalities per 100 Million VMT	1.33	1.36	1.39	0
Number of Serious Injuries	20,844.2	20,929.2	20,738.4	0
Rate of Serious Injuries per 100 Million VMT	10.36	10.13	9.77	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,294.4	3,304.2	3,339.6	0

### Baseline Conditions

After FDOT set its Safety Performance Measures targets in 2018, both FDOT and the Collier MPO established 2017 Baseline Safety Performance Measures. To evaluate baseline Safety Performance Measures, the MPO used the most recent five-year rolling average (2013-2017) of crash data and VMT. Table 3-2 presents the Baseline Safety Performance Measures for Florida and Collier MPO.

**Table 3.2 – Baseline Safety Performance Measures – 2013-2017 Rolling Five-Year Average**

Performance Measure	Florida	Collier MPO
Number of Fatalities	2,979.0	36.2
Number of Serious Injuries	20,653.6	186.2
Fatality Rate per 100 million Vehicle Miles Traveled (VMT)	1.398	1.038
Serious Injury Rate per 100 million Vehicle Miles Traveled (VMT)	9.732	5.263
Total number of non-motorized fatalities and serious injuries	3,267.0	39.2

### Trends Analysis

The process used to develop the MPO's Long-Range Transportation Plan includes analysis of safety data trends, including the location and factors associated with crashes with emphasis on fatalities and serious



injuries. These data are used to help identify regional safety issues and potential safety strategies for the LRTP and TIP.

The MPO uses crash data tracking fatalities and serious injuries in Collier County to analyze past trends and identify regional safety issues. Tracking these measures will help to estimate the effectiveness of future MPO transportation investment, as reflected

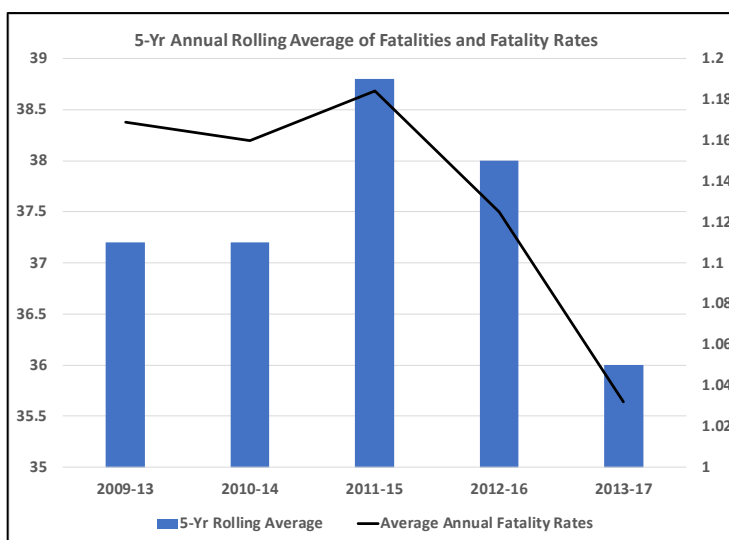
in the TIP. Table 3-3 shows the changes in Safety Performance Measures for Collier MPO from 2009 through 2017. The measures shown in Table 3-3 were calculated by following the same methodology as that used to calculate the baseline conditions.

**Table 3-3 Safety Performance Measure Trends in Collier County**

Performance Measure	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017
Number of Fatalities	37.2	37.2	38.8	38.0	36.2
Number of Serious Injuries	184.0	174.0	175.2	177.2	186.2
Fatality Rate per 100 million Vehicle Miles Traveled (VMT)	1.169	1.160	1.184	1.125	1.038
Serious Injury Rate per 100 million Vehicle Miles Traveled (VMT)	5.790	5.445	5.388	5.252	5.263
Total number of non-motorized fatalities and serious injuries	37.2	38.6	37.6	40.0	39.2

### Coordination with Statewide Safety Plans and Processes

The Collier MPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Collier MPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).



- The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida's 27 metropolitan planning organizations (MPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.
- The FDOT HSIP process provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The goal of the HSIP process is to reduce the number of crashes, injuries, and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- Transportation projects are identified and prioritized with the MPOs and non-metropolitan local governments. Data are analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The FDOT Project Development and Environment Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. MPOs and local governments consider safety data analysis when determining project priorities.

## **L RTP Safety Priorities**

The Collier MPO 2045 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The Collier MPO has developed a project selection process that incorporates safety in its Project Selection Criteria (reference Collier MPO 2045 LRTP, Chapter 3, Page 3-7, Goal #6). The 2045 LRTP includes a goal to increase the safety of the transportation system for all users, presented as follows.

**Goal #6: Increase the Safety of the Transportation System for Users:** Safety of the transportation system is an important factor in the MPO's planning and project development process. The investment of projects that enhance safety will lead to reduced crashes and lower crash severity for all modes of transportation.

### **Objectives:**

- 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

### **Project Evaluation Criteria:**

- Enhances safety of transportation system users
- Improves facility or intersection identified as having a high crash occurrence or a fatality
- Promotes traffic calming
- Reduces vehicular conflicts with bicyclists, pedestrians, and other vulnerable road users





The Collier MPO 2045 LRTP will provide information from the FDOT HSIP annual reports to track the progress made toward the statewide safety performance targets. The MPO will document the progress on any safety performance targets established by the MPO for its planning area.



## 4 - PAVEMENT AND BRIDGE CONDITION MEASURES (PM2)

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### Pavement and Bridge Condition Performance Measures and Targets Overview

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. This rule establishes the following six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges (by deck area) classified as in good condition; and
6. Percent of NHS bridges (by deck area) classified as in poor condition.

The four pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good condition or poor condition. The PM2 rule defines NHS pavement types as asphalt, jointed concrete, or continuous concrete. Five metrics are used to assess pavement condition:

- International Roughness Index (IRI) - an indicator of roughness; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Cracking percent - percentage of the pavement surface exhibiting cracking; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Rutting - extent of surface depressions; applicable to asphalt pavements only;
- Faulting - vertical misalignment of pavement joints; applicable to jointed concrete pavements only; and
- Present Serviceability Rating (PSR) – a quality rating applicable only to NHS roads with posted speed limits of less than 40 miles per hour (e.g., toll plazas, border crossings). States may choose to collect and report PSR for applicable segments as an alternative to the other four metrics.

For each pavement metric, a threshold is used to establish good, fair, or poor condition. Using these metrics and thresholds, pavement condition is assessed for each 0.1 mile section of the through travel lanes of mainline highways on the Interstate or the non-Interstate NHS. Asphalt pavement is assessed using the IRI, cracking, and rutting metrics, while jointed concrete is assessed using IRI, cracking, and faulting. For these two pavement types, a pavement section is rated good if the rating for all three metrics are good, and poor if the ratings for two or more metrics are poor.

Continuous concrete pavement is assessed using the IRI and cracking metrics. For this pavement type, a pavement section is rated good if both metrics are rated good, and poor if both metrics are rated poor.

If a state collects and reports PSR for any applicable segments, those segments are rated according to the PSR scale. For all three pavement types, sections that are not good or poor are rated fair.



The good/poor measures are expressed as a percentage and are determined by summing the total lane-miles of good or poor highway segments and dividing by the total lane-miles of all highway segments on the applicable system. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

The bridge condition measures refer to the percentage of bridges by deck area on the NHS that are in good condition or poor condition. The measures assess the condition of four bridge components: deck, superstructure, substructure, and culverts. Each component has a metric rating threshold to establish good, fair, or poor condition. Each bridge on the NHS is evaluated using these ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

The bridge measures are expressed as the percent of NHS bridges in good or poor condition. The percent is determined by summing the total deck area of good or poor NHS bridges and dividing by the total deck area of the bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width.

A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Federal rules require state DOTs and MPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish:

- Four-year statewide targets for the percent of Interstate pavements in good and poor condition;
- Two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and
- Two-year and four-year targets for the percent of NHS bridges (by deck area) in good and poor condition.

MPOs must establish four-year targets for all six measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area.

The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2019 and 2021, respectively.

### **Pavement and Bridge Condition Baseline Performance and Established Targets**

This System Performance Report discusses the condition and performance of the transportation system for each applicable target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this **Collier MPO** Long Range Transportation Plan System Performance Report highlights performance for the 2017 baseline period. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Table 4.1 presents baseline performance for each PM2 measure for the State and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the State.



**Table 4.1. Pavement and Bridge Condition (PM2) Performance and Targets**

<b>Performance Measures</b>	<b>Statewide (2017 Baseline)</b>	<b>Statewide 2019 Actual</b>	<b>Statewide 2-year Target (2019)</b>	<b>Statewide 4-year Target (2021)</b>	<b>Collier MPO 2017 Baseline</b>	<b>Collier MPO 2018 Baseline</b>	<b>Collier MPO 2019 Actual</b>
Percent of Interstate pavements in good condition	66.0%		n/a	≥60%	36.2%	38.1%	69%
Percent of Interstate pavements in poor condition	0.1%		n/a	<5%	0%	0%	0%
Percent of non-Interstate NHS pavements in good condition	76.4%		≥40%	≥40%	50.2%	47.1%	39.4%
Percent of non-Interstate NHS pavements in poor condition	3.6%		<5%	<5%	0%	0%	0%
Percent of NHS bridges (by deck area) in good condition	67.7%		≥50%	≥50%	83.58%	82.21%	78.0%
Percent of NHS bridges (by deck area) in poor condition	1.2%		<10%	<10%	0%	0%	1.0%

FDOT established the statewide PM2 targets on May 18, 2018. In determining its approach to establishing performance targets for the federal pavement and bridge condition performance measures, FDOT considered many factors. FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These statutory guidelines envelope the statewide federal targets that have been established for pavements and bridges.

In addition, MAP-21 requires FDOT to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the state DOT targets for asset condition and performance of the NHS. FDOT's TAMP was updated to reflect MAP-21 requirements in 2018 and the final TAMP was approved on June 28, 2019.

Further, the federal pavement condition measures require a new methodology that is a departure from the methods currently used by FDOT and uses different ratings and pavement segment lengths. For bridge condition, the performance is measured in deck area under the federal measure, while the FDOT programs its bridge repair or replacement work on a bridge by bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

In consideration of these differences, as well as the unfamiliarity associated with the new required processes, FDOT took a conservative approach when setting its initial pavement and bridge condition targets.



The Collier MPO agreed to support FDOT’s pavement and bridge condition performance targets on October 12, 2018. By adopting FDOT’s targets, the Collier MPO agrees to plan and program projects that help FDOT achieve these targets.

The Collier MPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Collier MPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Transportation Asset Management Plan.

- The FTP is the single overarching statewide plan guiding Florida’s transportation future. It defines the state’s long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT’s work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality Infrastructure.
- The Florida Transportation Asset Management Plan (TAMP) explains the processes and policies affecting pavement and bridge condition and performance in the state. It presents a strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

The Collier MPO 2045 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. The Collier MPO 2045 LRTP incorporates the planning priority of the Statewide and Metropolitan Planning Factors as shown on Page 3-2 to “*emphasize the preservation of the existing transportation system.*”

On or before October 1, 2020, FDOT will provide FHWA and the Collier MPO a detailed report of pavement and bridge condition performance covering the period of January 1, 2018 to December 31, 2019. FDOT and the Collier MPO also will have the opportunity at that time to revisit the four-year PM2 targets.





## 5 - SYSTEM PERFORMANCE, FREIGHT, AND CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM MEASURES (PM3)

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### System Performance/Freight/CMAQ Performance Measures and Targets Overview

In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires MPOs to set targets for the following six performance measures:

#### *National Highway Performance Program (NHPP)*

1. Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
2. Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);

#### *National Highway Freight Program (NHFP)*

3. Truck Travel Time Reliability index (TTTR);

#### *Congestion Mitigation and Air Quality Improvement Program (CMAQ)*

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NO<sub>x</sub>, VOC, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) for CMAQ funded projects.

In Florida, only the two LOTTR performance measures and the TTTR performance measure apply. Because all areas in Florida meet current NAAQS, the last three measures listed measures above pertaining to the CMAQ Program do not currently apply in Florida.

LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 a.m. to 8 p.m. each day. The LOTTR ratio is calculated for each roadway segment, essentially comparing the segment with itself. Segments with LOTTR  $\geq 1.50$  during any of the above time periods are considered unreliable. The two LOTTR measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles consider the number of people traveling in buses, cars, and trucks over these roadway segments. To obtain person miles traveled, the vehicle miles traveled (VMT) for each segment are multiplied by the average vehicle occupancy for each type of vehicle on the roadway. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divide by the sum of total person miles traveled.

TTTR is defined as the ratio of longer truck travel times (95<sup>th</sup> percentile) to a normal travel time (50<sup>th</sup> percentile) over the Interstate during five time periods (AM peak, Mid-day, PM peak, weekend, and overnight)



that cover all hours of the day. TTTTR is quantified by taking a weighted average of the maximum TTTTR from the five time periods for each Interstate segment. The maximum TTTTR is weighted by segment length, then the sum of the weighted values is divided by the total Interstate length to calculate the Travel Time Reliability Index.

The data used to calculate these PM3 measures are provided by FHWA via the National Performance Management Research Data Set (NPMRDS). This dataset contains travel times, segment lengths, and Annual Average Daily Travel (AADT) for Interstate and non-Interstate NHS roads.

The PM3 rule requires state DOTs and MPOs to coordinate when establishing performance targets for these measures and to monitor progress towards achieving the targets. FDOT must establish:

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable<sup>4</sup>; and
- Two-year and four-year targets for truck travel time reliability

MPOs must establish four-year performance targets for all three measures within 180 days of FDOT establishing statewide targets. MPOs establish targets by either agreeing to program projects that will support the statewide targets or setting quantifiable targets for the MPO's planning area.

The two-year and four-year targets represent system performance at the end of calendar years 2019 and 2021, respectively.

### **PM3 Baseline Performance and Established Targets**

The System Performance Report discusses the condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this Collier MPO 2045 LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Table 5.1 presents baseline performance for each PM3 measure for the state and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the state

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<sup>4</sup> Beginning with the second performance period covering January 1, 2022 to December 31, 2025, two-year targets will be required in addition to four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable measure.

**Table 5.1. System Performance and Freight (PM3) - Performance and Targets**

Performance Measures	Statewide (2017 Baseline)	Statewide 2019 Actual	Statewide 2-year Target (2019)	Statewide 4-year Target (2021)	Collier MPO 2017 Baseline	Collier MPO 2018 Actual	Collier MPO 2019 Actual
Percent of person-miles on the Interstate system that are reliable	82.2%		≥75.0%	≥70.0%	100%	100%	100%
Percent of person-miles on the non-Interstate NHS that are reliable	84.0%		n/a	≥50.0%	97%	98%	99%
Truck travel time reliability index (TTTR)	1.43		≤1.75	≤2.00	1.12	1.15	1.16

FDOT established the statewide PM3 targets on May 18, 2018. In setting the statewide targets, FDOT reviewed external and internal factors that may affect reliability, conducted a trend analysis for the performance measures, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable within the time period for setting targets. One key conclusion from this effort is that there is a lack of availability of extended historical data with which to analyze past trends and a degree of uncertainty about future reliability performance. Accordingly, FDOT took a conservative approach when setting its initial PM3 targets.

The Collier MPO agreed to support FDOT's PM3 targets on October 12, 2018. By adopting FDOT's targets, the Collier MPO agrees to plan and program projects that help FDOT achieve these targets.

The Collier MPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Collier MPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Freight Mobility and Trade Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals of the FTP is Efficient and Reliable Mobility for People and Freight.
- The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the conditions of the freight system in the state, identifies key challenges and goals, provides project needs, and identifies funding sources. Truck reliability is specifically called forth in this plan, both as a need as well as a goal.

The Collier MPO 2045 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements. The 2045 LRTP incorporates Goal #4: Reduce Roadway Congestion (reference Chapter 3, Page 3-6): "Congestion and accompanying delay poses a serious cost to the residents of Collier County, reducing their access to jobs, education, health care, shopping,



recreation, and other activities. The 2045 LRTP emphasizes reducing congestion to help enhance the quality of life for County residents.

**Objectives:**

- 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

**Project Selection Criteria:**

- Improves existing deficient facility or improves a new or neighboring facility intended to relieve an existing deficient facility
- Improves intersections and roadways with poor levels of service

On or before October 1, 2020, FDOT will provide FHWA and the Collier MPO a detailed report of performance for the PM3 measures covering the period of January 1, 2018 to December 31, 2019. FDOT and the Collier MPO also will have the opportunity at that time to revisit the four-year PM3 targets.



## 6 - TRANSIT ASSET MANAGEMENT MEASURES

### Transit Asset Performance

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes state of good repair standards and performance measures for four asset categories: equipment, rolling stock, infrastructure, and facilities. The rule became effective on October 1, 2018.

Table 6.1 below identifies performance measures outlined in the final rule for transit asset management.

**Table 6.1. FTA TAM Performance Measures**

Asset Category	Performance Measure and Asset Class
1. Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
2. Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

For equipment and rolling stock classes, useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider’s operating environment. ULB considers a provider’s unique operating environment such as geography and service frequency.

Public transportation agencies are required to establish and report transit asset management targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets, TAM, and asset condition information with each MPO in which the transit provider’s projects and services are programmed in the MPO’s TIP.

MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP.

When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit asset management targets for the MPO planning area. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the option of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.





To the maximum extent practicable, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

The TAM rule defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100 vehicles or less in one non-fixed route mode. A Tier I provider must establish its own transit asset management targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor, typically a state DOT, for the entire group.

A total of 20 transit providers participated in the FDOT Group TAM Plan and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD) (Table 6.2). The participants in the FDOT Group TAM Plan are comprised of the Section 5311 Rural Program and open-door Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities FDOT subrecipients. The Group TAM Plan was adopted in October 2018 and covers fiscal years 2018-2019 through 2021-2022. Updated targets were submitted to NTD in 2019.

**Table 6.2. Florida Group TAM Plan Participants**

District	Participating Transit Providers
1	Good Wheels, Inc Central Florida Regional Planning Council DeSoto County Transportation
2	Suwannee Valley Transit Big Bend Transit Baker County Transit Nassau County Transit Ride Solutions Levy County Transit Suwannee River Economic Council
3	Tri-County Community Council Big Bend Transit Gulf County ARC Calhoun Transit Liberty County Transit JTRANS Wakulla Transit
4	<i>No participating providers</i>
5	Sumter Transit Marion Transit
6	Key West Transit
7	<i>No participating providers</i>

Collier Area Transit (CAT), a Tier II provider, is the only transit provider within the MPO region. CAT does not participate in the FDOT Group TAM Plan as it has too few busses to meet the criteria. On November 9, 2018, the Collier MPO agreed to support the Collier County Board of County Commissioners (BCC) / Collier Area Transit (CAT) transit asset management targets which were adopted on October 23, 2018, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets. Table 6.3 displays the TAM performance measures targets for CAT and the current conditions within the Collier MPO.



The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets. Table 6.3 summarizes both existing conditions for the most recent year available, and the targets.

**Table 6.3. FTA TAM Targets for Collier Area Transit (CAT)**

Asset Category	FDOT and MPO Transit Targets	Current (2019) Conditions within Collier MPO	Met or Exceed Target
Equipment	10% have met or exceeded their Useful Life Benchmark (ULB)	0%	Yes
Rolling Stock	10% have met or exceeded their ULB	50%	Yes
Infrastructure	n/a	n/a	n/a
Facilities	25% of facilities less than 3.0 on the TERM scale	0.25%	Yes

## TAM Performance

The Collier MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the System-wide Transit Needs Assessment, which builds upon the Collier County FY 2020 Transit Development Plan (TDP) Major Update, the Collier 2040 LRTP, and the 2013 Collier Area Transit Comprehensive Operations Analysis (COA), public input, regional model ridership projections and transit market assessments.

To support progress towards TAM performance targets, transit investment and maintenance funding in the 2045 LRTP Transit Cost Feasible Plan totals approximately \$377.8 million (reference Table 5-1, Page 5-3), approximately 24 percent of total LRTP funding. and 100% percent of requested CAT funding for transit preservation. Improving the State of Good Repair (SGR) of capital assets is an overarching goal of this process.

## 7 - TRANSIT SAFETY PERFORMANCE

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The Federal Transit Administration (FTA) published a final Public Transportation Agency Safety Plan (PTSAP) rule and related performance measures as authorized by Section 20021 of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP- 21). The PTASP rule requires operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a safety management systems approach. Development and implementation of PTSAPs is anticipated to help ensure that public transportation systems are safe nationwide.

The rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The rule does not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations that are regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

### Transit Safety Performance Measures

The transit agency sets targets in the PTASP based on the safety performance measures established in the National Public Transportation Safety Plan (NPTSP). The required transit safety performance measures are:

1. Total number of reportable fatalities.
2. Rate of reportable fatalities per total vehicle revenue miles by mode.
3. Total number of reportable injuries.
4. Rate of reportable injuries per total vehicle revenue miles by mode.
5. Total number of reportable safety events.
6. Rate of reportable events per total vehicle revenue miles by mode.
7. System reliability - Mean distance between major mechanical failures by mode.

CAT has established safety performance targets based on the safety performance measures reported under the National PTASP. The safety performance targets were adopted by the Collier County BCC on May 12, 2020 and the Collier MPO Board on September 11, 2020. Table 7.1 summarizes the PTASP targets and the five years of past performance between 2015 and 2019. These measures will be evaluated periodically to determine when action must be taken to address inadequate safety performance. A bi-annual meeting will take place between FDOT, Collier MPO, and CAT to review and discuss the safety activities that impact performance targets. The safety performance target review will include discussion about whether the targets are being met and if not, what steps will be required to better meet the established targets. An evaluation of the targets will also consider whether the targets are realistic and attainable. If the targets are determined to not be attainable, recommendations for modification or replacement of the target will be considered. On or around June 30<sup>th</sup> of each year, CAT will transmit the safety performance targets to FDOT and Collier MPO.



**Table 7.1 Collier MPO Annual Transit Safety Performance Targets**

SPT Category	2015		2016		2017		2018		2019		5-Year Average		Target	
	MB	DR	MB	DR	MB	DR	MB	DR	MB	DR	MB	DR	MB	DR
Total Number of Fatalities	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0
Fatality Rate per 100,000 VRM	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0	0.0
Total Number of Injuries	5	0	5	1	3	2	5	1	3	2	4.2	1.2	3.0	1.0
Injury Rate per 100,000 VRM	0.38	0	0.38	0	0.23	0	0.39	0	0.22	0	0.3	0.1	0.0	0.0
Total Number of Safety Events	5	0	5	1	3	2	2	1	3	3	3.6	1.4	2.0	1.0
Safety Event Rate per 100,000 VRM	0.38	0	0.38	0	0.23	0	0.16	0	0.22	0	0.3	0.1	0.0	0.0
Total Number of Major Mechanical System Failures	31	30	23	26	94	87	98	82	15	9	52.2	46.8	20.0	20.0
Vehicle Failures Per 100,000 VRM)	2.35	3.15	1.74	2.49	7.31	7.69	7.72	6.49	1.09	0.64	4.0	4.1	2.0	2.0
Annual VRM	1,320,547	952,694	1,318,931	1,044,873	1,285,354	1,131,859	1,268,696	1,263,684	1,378,866	1,406,149	1,314,479	1,159,852	1,200,000	1,200,000

Source: Collier Area Transit September 2020

In Florida, each Section 5307 and 5311 transit provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.

### Transit Provider Coordination with States and MPOs

Key considerations for MPOs and transit agencies:

- Transit operators are required to review, update, and certify their PTASP annually.
- A transit agency must make its safety performance targets available to states and MPOs to aid in the planning process, along with its safety plans.
- To the maximum extent practicable, a transit agency must coordinate with states and MPOs in the selection of state and MPO safety performance targets.
- MPOs are required to establish initial transit safety targets within 180 days of the date that public transportation providers establish initial targets. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the TIP or LRTP. When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own regional transit targets for the MPO planning area. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the option of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.
- MPOs and states must reference those targets in their long-range transportation plans. States and MPOs must each describe the anticipated effect of their respective transportation improvement programs toward achieving their targets.



Over the course of 2020-2021, the Collier MPO will coordinate with public transportation providers in the planning area on the development and establishment of transit safety targets. LRTP amendments or updates after July 20, 2021 will include the required details about transit safety performance data and targets.

