

## PART TWO ONLY



# COLLIER METROPOLITAN PLANNING ORGANIZATION

## TRANSPORTATION IMPROVEMENT PROGRAM

### **DRAFT #2 FY2022 - FY2026**

Pending Adoption: June 11, 2021



*The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Sections 134 and 135 of Title 23 U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.*

# **COLLIER METROPOLITAN PLANNING ORGANIZATION**

**Councilwoman Elaine Middelstaedt Esq., MPO Chair**

*City of Everglades City*

**Councilman Paul Perry, MPO Vice-Chair**

*City of Marco Island*

**Commissioner Rick LoCastro**

*Collier County (District 1)*

**Commissioner Burt L. Saunders**

*Collier County (District 3)*

**Councilman Mike McCabe**

*City of Naples*

**Councilman Greg Folley**

*City of Marco Island*

**Commissioner William L. McDaniel Jr.**

*Collier County (District 5)*

**Commissioner Andy Solis, Esq.**

*Collier County (District 2)*

**Commissioner Penny Taylor**

*Collier County (District 4)*

**Anne McLaughlin**

*MPO Executive Director*

**Scott R. Teach, Esq.**

*Collier County Deputy Attorney*

## TABLE OF CONTENTS

<b>PART I</b>	<b><u>BACKGROUND</u></b>	<b><u>PAGE</u></b>
	MPO Resolution.....	1
	Collier Metropolitan Planning Area Map.....	2
	Bonita Springs - Naples Urbanized Area Map.....	3
	Narrative.....	4
	Purpose.....	4
	Funding Sources.....	6
	Highway Funding Sources.....	8
	Transit Funding Sources.....	12
	Project Priority & Selection Processes.....	40
	Highway Related Priorities.....	42
	Strategic Intermodal System (SIS) Priorities.....	44
	Bridge Priorities.....	47
	Transit Priorities.....	48
	Congestion Management Priorities.....	49
	Bicycle and Pedestrian Priorities.....	51
	Transportation Regional Incentive Program (TRIP).....	53
	Major Projects .....	55
	Public Involvement.....	57
	TIP Amendments.....	57
	Certification.....	57
	Project Organization.....	58
	Explanation of Project Costs.....	59
	Project Sheet Example.....	60

<b>PART 1</b>	<b><u>PROJECTS</u></b>	<b><u>PAGE</u></b>
	Project Sheets from FDOT's Five-Year Work Program FY2022 - FY2026.....	37
	Section A: Highway Capacity Enhancement Projects.....	39
	Section B: Safety Projects.....	41
	Section C: Bridge Projects.....	43
	Section D: Congestion Management Projects.....	45
	Section E: Bicycle and Pedestrian Projects.....	47
	Section F: FDOT Maintenance & Operations.....	49
	Section G: Transportation Planning Projects.....	51
	Section H: Transit Projects.....	53
	Section I: Transportation Disadvantaged Projects.....	55
	Section J: Aviation Projects.....	57
<b>PART II</b>	<b><u>REQUIRED DOCUMENTATION</u></b>	
	Section A: Collier County Projects.....	59
	Section B: City of Naples Projects.....	61
	Section C: City of Marco Island Projects.....	63
	Section D: City of Everglades City Projects.....	65
	Section E: Federal Funding Obligations.....	67
	Section F: FTA Obligated Projects for 2018.....	69
	Section G: Collier County Funding Summary.....	71
	<b><u>APPENDICES</u></b>	73
	Appendix A: FDOT's Strategic Intermodal System Funding Strategy.....	75
	Appendix B: Collier-Lee Regional Highway Map.....	77
	Appendix C: Airport Capital Improvement Programs (JACIP).....	79
	Appendix D: Acronyms and Funding and Phase Codes.....	81
	Appendix E: Collier MPO's LRTP Cost Feasible Plan (Highway & Transit).....	83
	Appendix F: Federal Lands Appropriations.....	85
	Appendix G: Summary of Public Comments.....	87
	Appendix H: Fiscal Constraint.....	89
	Appendix I: Criteria Used for Project Prioritization.....	91
	Appendix J: Additional Plans and Studies .....	93
	Appendix K: Addressing Performance Management Requirements in the TIP.....	95
	Appendix L: Amendments and Administrative Modifications.....	97



## **PART II: REQUIRED DOCUMENTATION**

### **Section A: COLLIER COUNTY CAPITAL IMPROVEMENT PROJECTS – TRANSPORTATION**

The projects included in this section of the TIP are generally located outside of the Cities of Marco Island and Naples. The projects are funded through a variety of funding sources including local gas taxes, road impact fees, state and federal grants, and developer commitments.

Priorities are established by the Collier County Board of County Commissioners based upon an analysis of existing conditions and project needs. Some reconstruction and resurfacing projects may have been initially requested by citizens. Other projects are part of the overall maintenance and improvement program, utilizing various funds, with priorities established through careful and continuous monitoring of conditions.

The five-year schedule of Capital Improvement Projects approved by the Board of County Commissioners is shown on the next two pages. All improvements are consistent with the Collier County Comprehensive Plan and Collier County Growth Management Plan.

**Attachment D**  
**Roads & Bridges**  
**2021 5 Year Work Program**  
**(Dollars shown in Thousands)**

Project #	Project Name	FY21 Amount	FY22 Amount	FY23 Amount	FY24 Amount	FY25 Amount	FY 21-25 Amount
<b>SUMMARY OF PROJECTS</b>							
60168	Vanderbilt Beach Rd/Collier Blvd-16th	600 R					95,300
60201	Pine Ridge Rd (Livingston to RfS)	1,500 D	94,700 C	42,500 D/C/M			44,000
60666	11 Bridge Replacements	33,100 D/C/M					33,100
60147	Randall/Immokalee Road Intersection	2,500 R		12,600 C/M			15,100
60190	Airport Rd/Vanderbilt Bch Rd to Immokalee Rd	3,100 D/R					17,800
60215	Triangle Blvd/Price St	6,800 R/C	14,800 C/M				6,800
60212	New Golden Gate Bridges (10)		15,500 D/C	6,100 D/C	27,000 D/C	8,500 D/C	57,200
60241	16th Street NE Bridge	11,800 D/C/M	2,281 D/C	1,251 C	4,895 C		11,900
60228	Strewnaks	1,416 D/C					9,943
60198	Veterans Memorial Ph I and Ph 2	7,000 D/C					7,000
60198	Veterans Memorial Ph II HS to US41	1,000 R	2,700 RID	13,400 C/M			17,100
60219	Vanderbilt Beach Rd (US41 to E of Goodlette)					13,500 D/C	13,500
60219	Whippoorwill	700 C					700
60229	Wilson Barfield Ex't (Lord's Way to City Gate N)	5,000 R/A	1,000 R/A	1,000 R/A	1,000 R/A	1,000 R/A	9,000
TBD	Santa Barbara/Logan Turnlimes	2,000 A	300 A	300 A	300 A	300 A	8,758
60144	Oil Well (Everglades to Oil Well Grade)	2,000 C					3,200
33563	Tiger Grant	13,000 C					13,000
70187	Business Center (City Gate)	10,250 A	7,400 C		9,500 C		27,150
68565	Collier Blvd (Green to GG Main Canal)			38,200 R/D/C			38,200
60065	Randall Blvd/Immok to Oil Well 8th to Everglades	250 R		2,309 D	3,000 D	9,366 A	3,250
TBD	Goodlette Rd (VBR to Immokalee Rd)			500 S	634 A		12,309
TBD	Green Blvd (Santa Barbara Blvd to Sunshine)	7,100 D/R			20,500 C		500
60229	Wilson Blvd (GG Blvd to Immokalee)			11,250 R/A	5,000 R/A		27,600
TBD	Vanderbilt Bch Rd (16th to Everglades)			300 C			19,050
TBD	Poinciana Professional Park				1,000 S/A		300
TBD	Immokalee Rd (Livingston to Logan)						1,000
60016	Intersections Improvements Shoulder Widening	217	300	300	550	400	1,767
60226	16th Ave (3th St SW to 23rd St SW) Shoulders		1,350 C				1,350
60227	Corkscrew Rd (Lee County Line) Shoulders			1,200 C			1,200
TBD	Randall Blvd (Immok Rd to Desoto Blvd)Shoulder			100 D/C	1,450 C		1,550
60233	Corkscrew Rd (Lee City Line to SR82 Curve)	1,400					1,400
60242	Randall Blvd at Everglades Blvd	625 D/C	350 C				975
TBD	Immok Rd at Northrooke Dr/Tarpon Bay Blvd		1,000 D/C				1,000
60237	Everglades Blvd (Oil Well to Immok Rd)Shoulder					1,800 D/C	1,800
60073	Davis Myalic DCA Reimb	500					500
	Contingency						
	Total	109,858	144,481	131,310	75,708	42,645	501,002
<b>Operations Improvements/Programs</b>							
66066	Bridge Repairs/Improvements	2,500	6,000	6,500	6,500	2,500	24,000
60130	Wall/Barrier Replacement	456	250	250	250	250	1,456
60130	Road Resurfacing 111/101	10,000	6,000	8,000	8,000	8,000	40,000
60128	Limerock Road Conversion 111						-
60077	Striping and Marking	800	800	800	800	800	4,000
60172	Traffic Ops Upgrades/Enhancements	732	725	725	725	25	2,932
60148	LED Replacement Program						
60148	Citywide Streetlights Sidewalks Non P/L, L.A.P	565	300	750	750	750	3,116
69081	Pathways/Sidewalks Bike Lanes Maintenance						
60037	Asset Mgmt	251	100	100	100	100	651
60146	TMC Relocation Fund 310			500		500	2,500
60197	RM Facility Fund 310	500					
69331--339	District 1, 2, 3, 4, 5, 6 Sidewalk P/L						-
60191	Lap Design Phase						-
60066	Subtotal Operations Improvements/Programs	15,804	14,675	17,625	17,625	12,925	76,654
60066	Congestion Mgmt Fare						-
60066	Public Safety Training	50 D/C	50 D/C	50 D/C	50 D/C	50 D/C	-
60066	TSS Repairs	250 S	250 S	250 S	250 S	250 S	1,250
60088	PUD Monitoring	500 S	500 S	500 S	500 S	500 S	2,500
60109	Planning Consulting	300 S	300 S	300 S	300 S	300 S	1,500
60163	Traffic Studies						-
60171	Multi Project	11,318	250	250	250	250	11,318
	Transfer to Fund 325 STO						
	Advance/Repay to 325 STW	13,317	13,131	13,136	13,576		53,160
	Impact Fee Refunds						
	Debt Service Payments						
	Total Funding Request All Funds	151,397	173,637	163,421	108,259	66,920	653,634
<b>REVENUES</b>							
	Sales Tax	48,782	96,781	32,385	13,895		190,943
	Income Tax Revenue	15,460	15,500	15,500	15,500	15,500	77,460
	COA Revenue	23,052	23,500	23,750	24,000	24,250	116,552
	Gas Tax Revenue	534					534
	DCA	19,434	4,928	9,800	-	6,806	40,968
	Grants/Reimbursements*						-
	Grant from 711 60200						
	Transfer 001 to 310	9,067	9,389	9,389	9,389	9,389	46,623
	Transfer 111 to 310	3,000	3,000	3,000	3,000	3,000	15,000
	Interest Gas Tax-Impact Fees	2,245	1,000	1,000			5,245
	Carry Forward 313-310 Impact Fees	59,834					59,834
	Potential Debt Funding/Unfunded Needs			56,637	43,500		100,137
	Expected Debt Reimbursement		8,500	(2,025)	(2,025)		8,500
	Revenue Reserve 5%	(1,952)	(2,025)	(2,025)	(2,025)	(2,025)	(10,062)
	Total Revenues	179,446	199,673	149,436	108,259	66,920	653,634
	Grass Surplus/Shortfall	28,049	(14,064)		-	-	-
	Cumulative Surplus/Shortfall	28,049	(13,865)	(13,985)	-	-	-
<b>Project</b>							
	16th St Bridge	FY21 4,934	FY22	FY23	FY24	FY25	
	11 Bridge Immok-CR846					2,692	
	Tiger Grant	13,000				4,214	
	VBR US41 to Goodlette			1,600			
	Collier Blvd GGG to Green			2,750			
	Goodlette Rd to Immok			5,480			
	Pine Ridge Livingston	1,500	4,928				
	Airport VBR to Immok			9,800			
	Total	19,434	4,928	9,800	-	6,906	
<b>Sales Tax Projects:</b>							
	Vanderbilt Beach Ex't	FY21 1,500	FY22 74,000	FY23 21,500	FY24	FY25	FY 21-25
	Pine Ridge Rd (Livingston Intersection Imp)	33,000		7,000			23,000
	11 Bridge Replacements		4,000				33,000
	Imm/Randall Rd Intersection						7,000
	Airport Rd VBR to Immok Rd	6,000					4,000
	Triangle Blvd/Price St		15,500	2,634			6,000
	New Golden Gate Bridges (11)						18,134
	47th Street Bridge				9,000		8,000
	5th Street Bridge						8,000
	Strewnaks	6,886		1,251	4,895		9,032
	Total	48,782	96,781	32,385	13,895	-	190,943

Key:

A = Adv Construction / S = Study / D = Design  
M = Mitigation / C = Construction / R = ROW  
LS = Landscape / L = Litigation / I = Inspection  
AM = Access Mgmt / L/P = SIB Loan Repayment  
@ = See separate supplemental maps  
\*The 5-cent Local Option Fuel Tax is earmarked towards debt service, bridges, and intersection improvements.



## **Section B: CITY OF NAPLES CAPITAL IMPROVEMENT PROJECTS – TRANSPORTATION**

The projects included in this section of the TIP are located inside the City of Naples. The projects are funded through a variety of funding sources including local gas taxes, road impact fees, state and federal grants, and developer commitments. Priorities are established by the Naples City Council based upon an analysis of existing conditions and project needs. Some reconstruction and resurfacing projects may have been initially requested by citizens. Other projects are part of the overall maintenance and improvement program, utilizing various funds, with priorities established through careful and continuous monitoring of conditions.

The following two pages are from Naples's Adopted FY2021 Budget and show the FY2021-FY2025 Capital Improvement Program for Streets (Fund 190). Note that the amount for FY2022 is a requested amount; the City will adopt its FY2022-FY2026 budget after the adoption of this TIP.

# CITY OF NAPLES



## CAPITAL PROJECTS - ALL FUNDS FISCAL YEARS 2021-25

PROJECT DESCRIPTION	Budget	REQUEST	2021-22	2022-23	2023-24	2024-25
	2019-20	2020-21				
<b>COMMUNITY REDEVELOPMENT AGENCY-CRA (Fund 180)</b>						
21C02 1st Ave S Improvements	0	800,000	7,200,000	0	0	0
21C14 Neighborhood Plan Project Funding	0	1,050,000	0	0	0	0
21C15 Parking Garage Partnership	0	1,000,000	9,000,000	0	0	0
Sugden Plaza Improvements	0	0	0	0	1,500,000	0
6th Avenue South Improvements	0	0	0	0	0	800,000
5th Avenue South Streetscape	0	0	0	0	0	4,000,000
Sidewalk Sweeper	14,247	0	0	0	0	0
River Park Fitness Equipment	27,994	0	0	0	0	0
<b>TOTAL CRA FUND</b>	<b>42,241</b>	<b>2,850,000</b>	<b>16,200,000</b>	<b>0</b>	<b>1,500,000</b>	<b>4,800,000</b>
<b>STREETS &amp; TRAFFIC FUND (Fund 190)</b>	650,000	650,000				
Annual Pavement Resurfacing Program (1)			650,000	700,000	700,000	750,000
21U31 Alley Maintenance & Improvements	85,000	200,000	75,000	75,000	75,000	75,000
21U29 Pedestrian & Bicycle Master Plan Projects (2)	65,000	150,000	75,000	100,000	100,000	100,000
21U21 Citywide ADA Accessibility Improvements (3)	15,000	15,000	15,000	15,000	15,000	15,000
21U07 Bridge Improvements	150,000	200,000	0	0	100,000	0
21U08 Traffic Operations & Signal System Improvements	50,000	25,000	25,000	25,000	25,000	25,000
21U15 Anchor Rode Traffic Calming Project	0	100,000	0	0	0	0
21U04 Streets & Traffic Pool Vehicle	0	30,000	0	0	0	0
Lantern Lane Drainage & Street Resurfacing Project (4)	0	0	15,000	60,000	0	0
12th Avenue South Improvements	170,000	0	0	0	0	0
Intersection/Signal System Improvements (5)	0	0	400,000	295,000	0	0
Lift Truck Replacement	0	0	180,000	0	0	0
<b>TOTAL STREETS AND TRAFFIC FUND</b>	<b>1,185,000</b>	<b>1,370,000</b>	<b>1,435,000</b>	<b>1,270,000</b>	<b>1,015,000</b>	<b>965,000</b>





## **Section C: CITY OF MARCO ISLAND CAPITAL IMPROVEMENT PROJECTS – TRANSPORTATION**

The projects included in this section of the TIP are located inside the City of Marco Island. The projects are funded through a variety of funding sources including local gas taxes, road impact fees, state and federal grants, and developer commitments. Priorities are established by the Marco Island City Council based upon an analysis of existing conditions and project needs. Some reconstruction and resurfacing projects may have been initially requested by citizens. Other projects are part of the overall maintenance and improvement program, utilizing various funds, with priorities established through careful and continuous monitoring of conditions. Marco Island's Five-Year Capital Improvements Program Summary is shown on the following page.

# MARCO ISLAND

## FUNDING

### CAPITAL IMPROVEMENT PLAN - INFRASTRUCTURE AND OTHER FIVE-YEAR PROGRAM (FY 2021 - FY 2025)

ITEM #	PROJ	PUBLIC WORKS
1	16023	PW - West Winterberry Bridge Rehabilitation-Design
2	16024	PW - Annual Bridge Rehabilitation Project
3	16025	PW - Bridge Replacement- W. Winterberry Bridge
4	16027	PW - Citywide Drainage Improvement Projects
5	16028	PW - Master Plan Drainage Project - Citywide
6	16030	PW - Shared Use Pathway - Design (3 remaining)
7	16031	PW - Street Resurfacing - Citywide
8	16035	PW - Bike Paths -Design & Construction (5 remaining)
9	20004	PW - Swale & Stormwater Improvements
		<b>Public Works Infrastructure &amp; Other Total</b>

FY2021	FY2022	FY2023	FY2024	FY2025	TOTAL 5 YR
-	-	-	-		-
300,000	300,000	300,000	300,000	300,000	1,500,000
-	767,260	-	-		767,260
302,000	302,000	302,000	302,000	302,000	1,510,000
195,000	295,000	295,000	295,000	295,000	1,375,000
90,000	90,000	90,000	90,000	90,000	450,000
500,000	1,267,260	1,267,260	1,267,260	1,267,260	5,569,040
224,080	224,080	224,080	224,080	224,080	1,120,400
100,000	100,000	100,000	100,000	100,000	500,000
<b>1,711,080</b>	<b>3,345,600</b>	<b>2,578,340</b>	<b>2,578,340</b>	<b>2,578,340</b>	<b>12,791,700</b>

ITEM #	PROJ	PARKS & RECREATION
1	16080	REC - Re-Pavement Winterberry Parking Lots (2)
2	16081	REC - Re-Seal & Re-Stripe Racquet Center Parking Lot
3	16087	REC - Park Fencing
4	16088	REC - Re-Seal & Re-Stripe Mackle Park Parking Lot
5	17009	REC - Park Improvements - Racquet Center
6	18060	REC - Park Improvements - Mackle
7	20005	REC - Park Improvements - Winterberry
8	20006	REC - Park Improvements - Leigh Plummer
9	20007	REC - Park Improvements - Veterans Community Park
10	20008	REC - Park Improvements - Tommy Barfield Park
11	20009	REC - Park Improvements - Jane Hittler
		<b>Parks &amp; Rec. Infrastructure &amp; Other Total</b>

FY2021	FY2022	FY2023	FY2024	FY2025	TOTAL 5 YR
4,000	4,000	4,000	4,000	4,000	20,000
4,000	4,000	4,000	4,000	4,000	20,000
2,000	2,000	2,000	2,000	2,000	10,000
7,000	7,000	7,000	7,000	7,000	35,000
3,800	3,800	3,800	3,800	3,800	19,000
6,840	6,840	6,840	6,840	6,840	34,200
2,000	2,000	2,000	2,000	2,000	10,000
1,000	1,000	1,000	1,000	1,000	5,000
2,000	2,000	2,000	2,000	2,000	10,000
2,000	2,000	2,000	2,000	2,000	10,000
1,000	1,000	1,000	1,000	1,000	5,000
<b>35,640</b>	<b>35,640</b>	<b>35,640</b>	<b>35,640</b>	<b>35,640</b>	<b>178,200</b>

## **Section D: CITY OF EVERGLADES CAPITAL IMPROVEMENT PROJECTS – TRANSPORTATION**

The City of Everglades City continues to focus attention on coastal vulnerability, drainage, sewage treatment center, transit and roadway improvements. Through collaboration with FDOT and the MPO, the current TIP includes a bicycle/pedestrian project in Everglades City, and the City continues to submit other bike/ped projects for consideration of funding in a future TIP. The projects are part of the City's Bicycle and Pedestrian Master Plan which the City Council adopted on October 6, 2020.

## **Section E: FEDERAL FUNDING OBLIGATIONS**

The Federal Highway Administration (FHWA) produces an annual list of projects for which federal funds have been obligated in the preceding year. The list is shown on the next page.

PAGE 1	FLORIDA DEPARTMENT OF TRANSPORTATION	DATE RUN: 10/01/2020
COLLIER MPO	OFFICE OF WORK PROGRAM	TIME RUN: 09.29.25
	ANNUAL OBLIGATIONS REPORT	MBROBLTP
	=====	
	HIGHWAYS	
	=====	
ITEM NUMBER:417540 1	PROJECT DESCRIPTION:SR 29 FROM OIL WELL ROAD TO SR 82	*SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:PD&E/EMO STUDY
ROADWAY ID:03080000	PROJECT LENGTH: 16.961MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2020	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	13,000	
TOTAL 417540 1	13,000	
TOTAL 417540 1	13,000	
ITEM NUMBER:417540 3	PROJECT DESCRIPTION:SR 29 FROM SUNNILAND NURSERY ROAD TO S OF AGRICULTURE WAY	*SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:03080000	PROJECT LENGTH: 2.548MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND CODE	2020	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	179,981	
TOTAL 417540 3	179,981	
TOTAL 417540 3	179,981	
ITEM NUMBER:417540 4	PROJECT DESCRIPTION:SR 29 FROM S OF AGRICULTURE WAY TO CR 846 E	*SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:03080000	PROJECT LENGTH: 2.251MI	LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2
FUND CODE	2020	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	1,012,261	
TOTAL 417540 4	1,012,261	
TOTAL 417540 4	1,012,261	
ITEM NUMBER:430878 1	PROJECT DESCRIPTION:CR 953/BARFIELD DR FROM CR 92 (SAN MARCO RD) TO INLET DRIVE	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:SIDEWALK
ROADWAY ID:03000601	PROJECT LENGTH: 1.100MI	LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF MARCO ISLAND		
TALU	169,413	
TOTAL 430878 1	169,413	
TOTAL 430878 1	169,413	



FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

HIGHWAYS  
=====

ITEM NUMBER:431895 1	PROJECT DESCRIPTION:8TH STREET NE BRIDGE FROM GOLDEN GATE BLVD TO RANDALL BLVD	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:NEW BRIDGE CONSTRUCTION
ROADWAY ID:03000000	PROJECT LENGTH: 3.212MI	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 2
FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	-37,925	
TOTAL 431895 1	-37,925	
TOTAL 431895 1	-37,925	
ITEM NUMBER:433173 1	PROJECT DESCRIPTION:SR 84 (DAVIS BLVD) FROM COUNTY BARN RD TO SANTA BARBARA BLVD	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:WIDEN/RESURFACE EXIST LANES
ROADWAY ID:03001000	PROJECT LENGTH: 1.009MI	LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	-6,159	
TOTAL 433173 1	-6,159	
TOTAL 433173 1	-6,159	
ITEM NUMBER:433176 1	PROJECT DESCRIPTION:PINE RIDGE RD AT VARIOUS LOCATIONS	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:ADD TURN LANE(S)
ROADWAY ID:03504000	PROJECT LENGTH: .191MI	LANES EXIST/IMPROVED/ADDED: 5/ 5/ 1
FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY		
SU	1,204,083	
TOTAL 433176 1	1,204,083	
TOTAL 433176 1	1,204,083	
ITEM NUMBER:433185 1	PROJECT DESCRIPTION:HARBOUR DR FROM CRAYTON RD TO BINNACLE DR	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:SIDEWALK
ROADWAY ID:03516000	PROJECT LENGTH: .315MI	LANES EXIST/IMPROVED/ADDED: 1/ 0/ 0
FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	-10,740	
TOTAL 433185 1	-10,740	
TOTAL 433185 1	-10,740	

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

**HIGHWAYS**  
=====

ITEM NUMBER:433188 1	PROJECT DESCRIPTION:3RD STREET NORTH FROM CENTRAL AVENUE TO 7TH AVE NORTH		*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:SIDEWALK	
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	2020		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU		-370	
TOTAL 433188 1		-370	
TOTAL 433188 1		-370	

ITEM NUMBER:433540 1	PROJECT DESCRIPTION:WINTERBERRY DRIVE FROM PEACOCK TER TO BARFIELD DR		*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:SIDEWALK	
ROADWAY ID:03000039	PROJECT LENGTH: .777MI	LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	
FUND CODE	2020		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU		-561	
TOTAL 433540 1		-561	
TOTAL 433540 1		-561	

ITEM NUMBER:434990 1	PROJECT DESCRIPTION:GOLDEN GATE VARIOUS LOCATIONS		*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:SIDEWALK	
ROADWAY ID:03000000	PROJECT LENGTH: .001MI	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	2020		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU		-717	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY			
TALT		-10,003	
TOTAL 434990 1		-10,720	
TOTAL 434990 1		-10,720	

ITEM NUMBER:435029 1	PROJECT DESCRIPTION:US 41 FROM CR 846 (111TH AVE) TO N OF 91ST AVE		*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:SIDEWALK	
ROADWAY ID:03010000	PROJECT LENGTH: 1.174MI	LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0	
FUND CODE	2020		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU		-2,724	
TOTAL 435029 1		-2,724	
TOTAL 435029 1		-2,724	

PAGE	4	FLORIDA DEPARTMENT OF TRANSPORTATION	DATE RUN: 10/01/2020
COLLIER MPO		OFFICE OF WORK PROGRAM	TIME RUN: 09.29.25
		ANNUAL OBLIGATIONS REPORT	MBROBLTP
		=====	
		HIGHWAYS	
		=====	
ITEM NUMBER:435030 1	PROJECT DESCRIPTION:SUNSHINE BLVD FROM 17TH AVE SW TO GREEN BLVD		*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:SIDEWALK	
ROADWAY ID:03000000	PROJECT LENGTH: .001MI	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND			
CODE	2020		
-----	-----		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY			
SU	37,746		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU	40		
TOTAL 435030 1	37,786		
TOTAL 435030 1	37,786		
ITEM NUMBER:435042 1	PROJECT DESCRIPTION:YELLOWBIRD ST FROM JAMAICA RD TO COLLIER BLVD		*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:SIDEWALK	
ROADWAY ID:03000000	PROJECT LENGTH: .001MI	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND			
CODE	2020		
-----	-----		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF MARCO ISLAND			
TALU	-6,469		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
TALU	-951		
TOTAL 435042 1	-7,420		
TOTAL 435042 1	-7,420		
ITEM NUMBER:435110 1	PROJECT DESCRIPTION:CR 887 (OLD US 41) FROM US 41 TO LEE COUNTY LINE		*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:PD&E/EMO STUDY	
ROADWAY ID:03514000	PROJECT LENGTH: 1.550MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2	
FUND			
CODE	2020		
-----	-----		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU	9,342		
TOTAL 435110 1	9,342		
TOTAL 435110 1	9,342		
ITEM NUMBER:435116 1	PROJECT DESCRIPTION:GOLDEN GATE COLLECTOR SIDEWALKS VARIOUS LOCATIONS		*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:SIDEWALK	
ROADWAY ID:03513000	PROJECT LENGTH: 1.213MI	LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0	
FUND			
CODE	2020		
-----	-----		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY			
SA	1,000		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA	185		
TOTAL 435116 1	1,185		
TOTAL 435116 1	1,185		

HIGHWAYS  
=====

ITEM NUMBER:435117 1	PROJECT DESCRIPTION:NORTH NAPLES SIDEWALKS AT VARIOUS LOCATIONS	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	
ROADWAY ID:03631000	PROJECT LENGTH: 1.248MI	TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0
FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY		
SU	96,683	
TOTAL 435117 1	96,683	
TOTAL 435117 1	96,683	

ITEM NUMBER:435118 1	PROJECT DESCRIPTION:CR 862 (VANDERBILT) FROM CR 901 TO GULF PAVILLION DR	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	
ROADWAY ID:03550000	PROJECT LENGTH: .674MI	TYPE OF WORK:BIKE LANE/SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY		
SA	100	
TOTAL 435118 1	100	
TOTAL 435118 1	100	

ITEM NUMBER:435119 1	PROJECT DESCRIPTION:49TH TERRACE SW FROM 20TH PLACE SW TO 19TH PLACE SW	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	
ROADWAY ID:03000000	PROJECT LENGTH: .001MI	TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2020	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY		
TALT	-8,340	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT	-670	
TOTAL 435119 1	-9,010	
TOTAL 435119 1	-9,010	

ITEM NUMBER:435368 1	PROJECT DESCRIPTION:CR 846/IMMOKALEE RD AT RANDALL BLVD	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	
ROADWAY ID:03590000	PROJECT LENGTH: .200MI	TYPE OF WORK:PD&E/EMO STUDY
		LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0
FUND CODE	2020	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	27,111	
TOTAL 435368 1	27,111	
TOTAL 435368 1	27,111	

PAGE 6	FLORIDA DEPARTMENT OF TRANSPORTATION	DATE RUN: 10/01/2020
COLLIER MPO	OFFICE OF WORK PROGRAM	TIME RUN: 09.29.25
	ANNUAL OBLIGATIONS REPORT	MBROBLTP
	=====	
	HIGHWAYS	
	=====	
ITEM NUMBER:436585 1	PROJECT DESCRIPTION:SR 84 (DAVIS BLVD) FROM SR 90 (US 41) TO AIRPORT PULLING RD	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:RESURFACING
ROADWAY ID:03001000	PROJECT LENGTH: .952MI	LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0
FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	-58,860	
TOTAL 436585 1	-58,860	
TOTAL 436585 1	-58,860	
ITEM NUMBER:436971 1	PROJECT DESCRIPTION:TRAFFIC COUNT STATIONS UPDATES COLLIER COUNTY	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:TRAFFIC OPS IMPROVEMENT
ROADWAY ID:03000000	PROJECT LENGTH: .001MI	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2020	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY		
SU	325,820	
TOTAL 436971 1	325,820	
TOTAL 436971 1	325,820	
ITEM NUMBER:437096 1	PROJECT DESCRIPTION:COPELAND AVE SIDEWALK FROM S CITY LIMIT TO NE CORNER BROADWAY/COPELAND	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:SIDEWALK
ROADWAY ID:03600000	PROJECT LENGTH: .953MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2020	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	308,455	
TALU	185,000	
TOTAL 437096 1	493,455	
TOTAL 437096 1	493,455	
ITEM NUMBER:437185 1	PROJECT DESCRIPTION:NAPLES BEACH ACCESS SIDEWALKS AT VARIOUS LOCATIONS	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:SIDEWALK
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2020	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	-44,101	
TOTAL 437185 1	-44,101	
TOTAL 437185 1	-44,101	

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

HIGHWAYS  
=====

ITEM NUMBER:439002 1	PROJECT DESCRIPTION:SR 29 FROM NORTH 1ST STREET TO NORTH 9TH STREET	*SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:PEDESTRIAN SAFETY IMPROVEMENT
ROADWAY ID:03080000	PROJECT LENGTH: .524MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	69,223	
TOTAL 439002 1	69,223	
TOTAL 439002 1	69,223	

ITEM NUMBER:439555 1	PROJECT DESCRIPTION:SR 951 FROM JUDGE JOLLEY BRIDGE TO FIDDLERS CREEK PARKWAY	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:RESURFACING
ROADWAY ID:03030000	PROJECT LENGTH: 3.031MI	LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	1,152,678	
TOTAL 439555 1	1,152,678	
TOTAL 439555 1	1,152,678	

ITEM NUMBER:440128 1	PROJECT DESCRIPTION:N 15TH ST (SR 29) INTERSECTION LIGHTING RETROFIT	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:LIGHTING
ROADWAY ID:03080000	PROJECT LENGTH: .200MI	LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	-11,904	
TOTAL 440128 1	-11,904	
TOTAL 440128 1	-11,904	
TOTAL DIST: 01	4,591,627	
TOTAL HIGHWAYS	4,591,627	

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

**PLANNING**  
=====

DATE RUN: 10/01/2020  
TIME RUN: 09.29.25  
MBROBLTP

ITEM NUMBER:439314 2  
DISTRICT:01  
ROADWAY ID:

PROJECT DESCRIPTION:COLLIER COUNTY MPO FY 2018/2019-2019/2020 UPWP  
COUNTY:COLLIER  
PROJECT LENGTH: .000

```

*NON-SIS*
TYPE OF WORK:TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

```

FUND CODE	2020
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
PL	575,214
SU	15,000
<b>TOTAL 439314 2</b>	<b>590,214</b>
<b>TOTAL 439314 2</b>	<b>590,214</b>

ITEM NUMBER:439314 3	PROJECT DESCRIPTION:COLLIER COUNTY MPO FY 2020/2021-2021/2022 UPWP
DISTRICT:01	COUNTY:COLLIER
ROADWAY ID:	PROJECT LENGTH: .000

```

*NON-SIS*
TYPE OF WORK:TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

```

FUND CODE	2020
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
PL	137,121
SU	185,000
<b>TOTAL 439314 3</b>	<b>322,121</b>
<b>TOTAL 439314 3</b>	<b>322,121</b>
<b>TOTAL DIST: 01</b>	<b>912,335</b>
<b>TOTAL PLANNING</b>	<b>912,335</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

**TRANSIT**

=====

DATE RUN: 10/01/2020

TIME RUN: 09.29.25

MBROBLTP

ITEM NUMBER:435029 2  
DISTRICT:01  
ROADWAY ID:

PROJECT DESCRIPTION:US 41 FROM CR 846 (111TH AVE) TO NORTH OF 91ST AVE  
COUNTY:COLLIER  
PROJECT LENGTH: .000

\*NON-SIS\*

TYPE OF WORK:PUBLIC TRANSPORTATION SHELTER

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND  
CODE

2020

PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE

SU

51,600

TOTAL 435029 2

51,600

TOTAL 435029 2

51,600

ITEM NUMBER:447008 1  
DISTRICT:01  
ROADWAY ID:

PROJECT DESCRIPTION:COLLIER COUNTY AREA TRANSIT ADA IMPROVEMENTS  
COUNTY:COLLIER  
PROJECT LENGTH: .000

```

*NON-SIS*
TYPE OF WORK:CAPITAL FOR FIXED ROUTE
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

```

FUND  
CODE

2020

PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE

SU

250,000

TOTAL 447008 1

250,000

TOTAL 447008 1

250,000

ITEM NUMBER:447009 1  
DISTRICT:01  
ROADWAY ID:

PROJECT DESCRIPTION:COLLIER COUNTY AREA TRANSIT BUS REPLACEMENT  
COUNTY:COLLIER  
PROJECT LENGTH: .000

```

*NON-SIS*
TYPE OF WORK: PURCHASE VEHICLES/EQUIPMENT
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

```

FUND  
CODE

2020

PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE

SU

500,000

TOTAL 447009 1

500,000

TOTAL 447009 1

500,000

TOTAL DIST: 01

801,600

TOTAL TRANSIT

801,600



FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

MISCELLANEOUS  
=====

DATE RUN: 10/01/2020  
TIME RUN: 09.29.25  
MBROBLTP

ITEM NUMBER:433002 1	PROJECT DESCRIPTION:HURRICANE IRMA COUNTY WIDE (03) DISASTER RECOVERY	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT ER17	15,690	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT ER17	42,554	
TOTAL 433002 1	58,244	
TOTAL 433002 1	58,244	

ITEM NUMBER:438094 1	PROJECT DESCRIPTION:SIGNAL PRE-EMPTION FOR THE CITY OF NAPLES	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
ROADWAY ID:03000000	PROJECT LENGTH: .001MI	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	-959	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY CITY OF NAPLES SU	-5,400	
TOTAL 438094 1	-6,359	
TOTAL 438094 1	-6,359	
TOTAL DIST: 01	51,885	
TOTAL MISCELLANEOUS	51,885	
GRAND TOTAL	6,357,447	



## **Section F: FTA OBLIGATED PROJECTS FOR 2020**

The Federal Transit Administration (FTA) produces an annual list of projects for which federal funds have been obligated in the preceding year. The list is shown on the next page.

## **Section G: COLLIER COUNTY FUNDING SUMMARY (FDOT)**

The FDOT Five-Year TIP Funding Summary for the Collier MPO is shown on the following page.

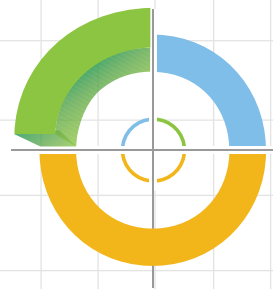
## APPENDICES

**PAGE INTENTIONALLY BLANK**



## **APPENDIX A: FDOT'S STRATEGIC INTERMODAL SYSTEM FUNDING STRATEGY**

The following pages illustrate the FDOT Strategic Intermodal System (SIS) Plans for District 1. The plans may be downloaded at:  
<https://www.fdot.gov/planning/systems/programs/mspi/plans/default.shtm>



# FIRST FIVE YEAR PLAN



Multi-Modal

**FY 2020/2021 through FY 2024/2025**

Capacity Projects on the Strategic Intermodal System  
State of Florida Department of Transportation

**2020/2021**

**2024/2025**

*This Page is intentionally left blank*

The FDOT Systems Planning Office produces a document set known as the SIS Funding Strategy, which includes three inter-related sequential documents that identify potential Strategic Intermodal System (SIS) Capacity Improvement projects in various stages of development. All of the projects identified within the SIS Funding Strategy are considered financially feasible for implementation within the next 25 year period. The Florida Legislature established the SIS in 2003 to enhance Florida's economic prosperity and competitiveness. The system encompasses transportation facilities of statewide and interregional significance, and is focused on the efficient movement of passengers and freight. The combined document set, as illustrated below, illustrates projects that are funded (Year 1), programmed for proposed funding (Years 2 through 5), planned to be funded (Years 6 through 10), and considered financially feasible based on projected State revenues (Years 11 through 25).

## First Five Year Plan\*

The First Five Plan illustrates projects on the SIS that are funded by the legislature in the Work Program (Year 1) and projects that are programmed for proposed funding in the next 2 to 5 years.

**Update Cycle:** Adopted annually by the Legislature, effective July 1<sup>st</sup> each year with the start of the new fiscal year.

\*SIS Capacity Projects included in the Adopted Five-Year Work Program

## Second Five Year Plan

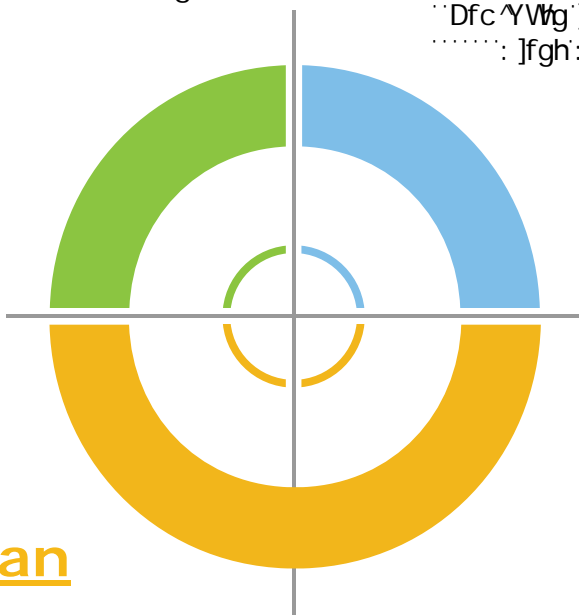
The Second Five Year Plan illustrates projects that are planned to be funded in the five years (Years 6 through 10) beyond the Adopted Work Program. This plan could move forward into the Second Five as funds become available.

**Update Cycle:** Typically updated annually, usually in late summer following the First Five Plan update.

## Cost Feasible Plan

The Cost Feasible Plan illustrates projects on the SIS that are considered financially feasible during the last fifteen years (years 11 to 25) of the State's Long Range Plan, based on current revenue forecasts. Projects in this plan could move forward into the Second Five as funds become available or backwards into the Needs Plan if revenues fall short of projections.

**Update Cycle:** Typically updated every 2 to 3 years as new revenue forecasts become available.



# TABLE KEY:

Projects are listed in the table and the associated map by Map ID numbers that correspond to the Work Program Item Segment.

Project facility name and limits, or in the case of an interchange project, the interchange location is identified; and the work improvement description are identified in these columns.

Project funding distribution is shown in these columns and is summarized by District, Statewide, and Local allocated funds.

Some projects may not display on the map due to undetermined project location at this time. Most of these projects are in the early planning and engineering phases.



## DISTRICT 4 SIS NON-INTERSTATE PLAN



MAP ID	FACILITY	DESCRIPTION	2014	2015	2016	2017	2018	TOTAL DISTRICT MANAGED	TOTAL STATE MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ROW	CON
4332631	DISTRICTWIDE SIS NHS CONNECTORS PALM BEACH & BROWARD	Project Development & Environme	\$755	\$0	\$0	\$0	\$0	\$5	\$750			•		
4258822	PORT EVERGLADES SPANGLER BLVD BYPASS ROAD TO SR-5/US-1	New Road	\$0	\$27,600	\$0	\$0	\$0	\$13,800	\$0	\$13,800				•
4193481	SR-710 FROM PBC/MARTIN CO /LINE TO CONGRESS AVE	Project Development & Environme	\$4	\$0	\$0	\$0	\$0	\$4	\$0		•			
2298961	SR-710/BEELINE HWY FROM W OF AUSTRALIAN AVE TO OLD DIXIE HWY	Add 2 Lanes to build 4 Lanes	\$9,556	\$700	\$23,777	\$0	\$0	\$8,714	\$25,319			•	•	•
4192511	SR-710/BEELINE HWY FROM PGA BLVD TO BLUE HERON BLVD	Add 2 Lanes to build 4 Lanes	\$0	\$0	\$2,421	\$0	\$0	\$2,421	\$0			•		
4327041	SR-710/BEELINE HWY FROM W. OF INDIANTOWN RD TO W. OF PRATT WHITNEY	Add 2 Lanes to build 4 Lanes	\$35,438	\$0	\$0	\$0	\$0	\$35,438	\$0			•		•
4327051	SR-710/BEELINE HWY FROM E. OF SR-76 TO PALM BEACH/MARTIN CL	Add 2 Lanes to build 4 Lanes	\$2,520	\$3,960	\$0	\$60,216	\$0	\$66,696	\$0			•	•	•
4327061	SR-710/BEELINE HWY FROM PALM BEACH/MARTIN CL TO W. OF INDIANTOWN R	Add 2 Lanes to build 4 Lanes	\$9,764	\$0	\$0	\$0	\$0	\$9,764	\$0			•		•
4327071	SR-710/BEELINE HWY FROM MP 2.0 TO W. OF SW FOX BROWN RD	Add 2 Lanes to build 4 Lanes	\$13,509	\$0	\$0	\$0	\$0	\$13,509	\$0			•		•
4192522	SR-710/WARFIELD BLVD FR MARTIN POWER PLANT TO CR609/SW ALLAPATTAH	Add 2 Lanes to build 4 Lanes	\$1	\$0	\$0	\$0	\$0	\$1	\$0			•		
4193441	SR-710/WARFIELD BLVD FROM MARTIN/OKEE CO/LINE TO CR-609/ALLAPATTAH	Project Development & Environme	\$1	\$0	\$0	\$0	\$0	\$1	\$0		•			
4193482	SR-710/WARFIELD BLVD FROM EAST OF SR-76 TO PBC/MARTIN CO LINE	Project Development & Environme	\$3	\$0	\$0	\$0	\$0	\$3	\$0		•			
ANNUAL TOTALS			\$72,425	\$32,260	\$26,198	\$60,216	\$34,525	\$185,755	\$26,069	\$13,800				

All Values in Thousands of "As Programmed" Dollars

PD&E – Project Development & Environment Study  
PE – Preliminary Engineering Study

ROW – Right-of-Way  
CON – Construction and Support and May Include Grants

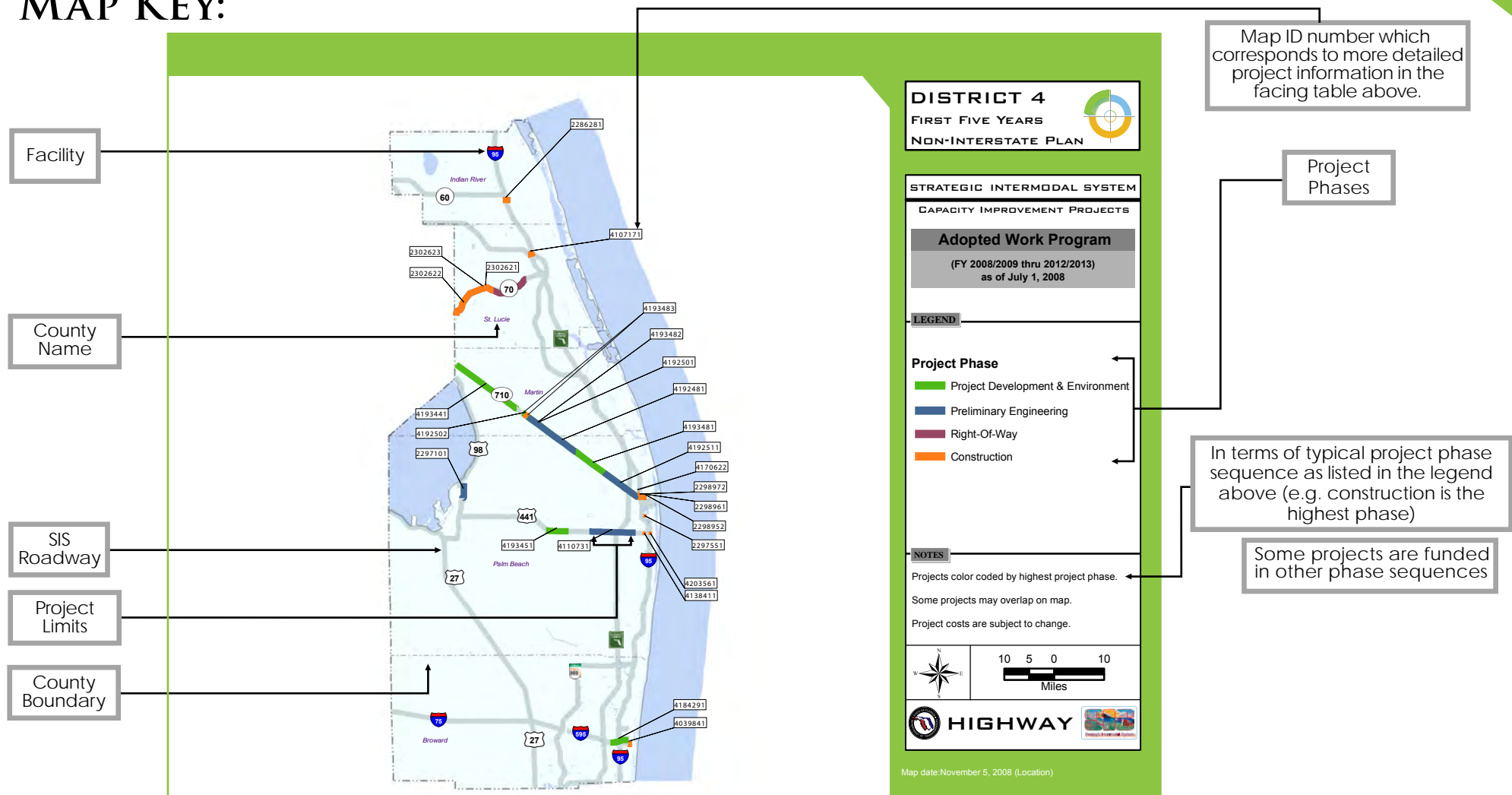
A summary row is provided for a District-wide review for both interstate and non-interstate project totals. Costs within a year could include multiple phases.

"As Programmed" dollars refers to the amount of dollars committed to a project, adjusted to the year of planned expenditure for inflation.

The Grant phase refers to a funding strategy where contributions are exchanged between Federal, State, and/or Local entities.

Columns on the far right give information related to project phase. A dot indicates the phase included within the five year timed period.

# MAP KEY:



## Project Phases

Work Program Phase consists of Phase Group (major areas of work performed) and Phase Type (who is being paid to perform the work). Phases include all Phase Types other than Phase Type 1 (In-House) and Phase Type 9 (Indirect Support). See the Work Program Instructions at <http://www.dot.state.fl.us/programdevelopmentoffice/> for additional information.

**Project Development and Environment** - Study that satisfies the National Environmental Policy Act (NEPA) process resulting in a location design concept for an engineering and environmentally feasible alternative to meet the need determined in the planning phase. Defined by Phase Group 2 (PD&E).

**Preliminary Engineering** - Program to further develop and analyze location and design engineering phases of highway and bridge construction projects. Defined by Phase Group 3 (PE) and Phase Group C (Environmental).

**Right of Way** - The phase of acquiring land to support the construction projects. Defined by Phase Group 4 (ROW).

**Construction** - Phase consists of the physical work performed to build or assemble the infrastructure. Defined by Phase Group 5 (Construction) and Phase Group 6 (Construction Support).



# SIS Adopted 1st 5 Year Program District 1 Interstate Plan



MAP ID	FACILITY	DESCRIPTION	2021	2022	2023	2024	2025	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4301853	I-4 (SR 400) AT SR 33 INTERCHANGE MODIFICATION	M-INCH: Modify Interchange	\$7,545	\$0	\$2,904	\$0	\$50	\$8,757	\$1,743	\$0		●	●	●	
4301855	I-4 (SR 400) AT SR 33 INTERCHANGE MODIFICATION - FGT	M-INCH: Modify Interchange	\$10,007	\$0	\$0	\$0	\$0	\$5,000	\$5,007	\$0		●			●
2012153	I-4 (SR 400) AT SR 557	M-INCH: Modify Interchange	\$1,058	\$0	\$0	\$0	\$0	\$1,045	\$13	\$0		●	●		●
4425122	I-4 (SR 400) FROM W OF SR 570 (POLK PARKWAY) TO W OF US 27 INTERCHAN	PDE: Project Dev. & Env.	\$39	\$0	\$0	\$0	\$0	\$0	\$39	\$0	●				
2012103	I-4 (SR 400) FROM W OF US 27 (SR 25) TO E OF CR 532	A4-10: Add 4 To Build 10 Lanes	\$5,571	\$0	\$0	\$0	\$0	\$0	\$5,571	\$0		●		●	
2012775	I-75 (SR 93) AT BEE RIDGE ROAD	M-INCH: Modify Interchange	\$15,001	\$0	\$8,600	\$0	\$0	\$23,367	\$234	\$0		●	●	●	
4062253	I-75 (SR 93) AT CORKSCREW INTERCHANGE	M-INCH: Modify Interchange	\$49	\$0	\$0	\$0	\$0	\$49	\$0	\$0		●			
4462961	I-75 (SR 93) AT CR 876/DANIELS PARKWAY	PDE: Project Dev. & Env.	\$1	\$2,828	\$0	\$0	\$0	\$0	\$2,829	\$0	●				
4206132	I-75 (SR 93) AT FRUITVILLE ROAD/CR 780	M-INCH: Modify Interchange	\$1,225	\$0	\$0	\$6,929	\$500	\$5,649	\$805	\$2,200		●	●	●	●
2012773	I-75 (SR 93) AT SR 72 (CLARK ROAD) INTERCHANGE	M-INCH: Modify Interchange	\$58,644	\$0	\$0	\$2,000	\$0	\$57,155	\$2,113	\$1,375		●	●	●	●
4130651	I-75 (SR 93) AT SR 884 (COLONIAL BLVD) INTERCHANGE	M-INCH: Modify Interchange	\$10,649	\$2,000	\$0	\$0	\$0	\$5,742	\$3,058	\$3,849		●	●	●	●
4258432	I-75 (SR 93) AT SR 951	M-INCH: Modify Interchange	\$6,914	\$0	\$920	\$145	\$96,222	\$101,878	\$1,085	\$1,239	●	●	●	●	●
2010325	I-75 (SR 93) AT US 301 INTERCHANGE	M-INCH: Modify Interchange	\$171,680	\$0	\$4,000	\$0	\$0	\$165,408	\$8,692	\$1,580		●	●	●	●
4425193	I-75 (SR 93) FROM COLLIER/LEE COUNTY LINE TO SR 78 (BAYSHORE DR)	PDE: Project Dev. & Env.	\$39	\$0	\$0	\$0	\$0	\$0	\$39	\$0	●				
4425192	I-75 (SR 93) FROM E OF SR 951 TO COLLIER/LEE COUNTY LINE	PDE: Project Dev. & Env.	\$21	\$0	\$0	\$0	\$0	\$0	\$21	\$0	●				
4425183	I-75 (SR 93) FROM N RIVER RD TO N OF UNIVERSITY PARKWAY	PDE: Project Dev. & Env.	\$20	\$0	\$0	\$0	\$0	\$0	\$20	\$0	●				
4425182	I-75 (SR 93) FROM N UNIVERSITY PKWY TO MOCCASIN WALLOW	PDE: Project Dev. & Env.	\$12	\$0	\$0	\$0	\$0	\$0	\$12	\$0	●				
4062254	I-75 (SR 93) FROM S OF CORKSCREW ROAD TO S OF DANIELS PARKWAY	A2-6: Add 2 To Build 6 Lanes	\$1,186	\$0	\$0	\$0	\$0	\$1,185	\$1	\$0				●	
2010326	I-75 AT SR 64	M-INCH: Modify Interchange	\$603	\$0	\$0	\$0	\$0	\$142	\$462	\$0					●
4425211	INTERSTATE PROGRAM MANAGER - GEC	PDE: Project Dev. & Env.	\$2,000	\$2,000	\$2,000	\$1,800	\$2,000	\$2,000	\$7,800	\$0	●				
ANNUAL TOTALS			\$292,264	\$6,828	\$18,424	\$10,874	\$98,772	\$377,377	\$39,544	\$10,243					

All Values in Thousands of "As Programmed" Dollars

PD&E - Project Development & Environmental;  
PE - Preliminary Engineering;  
ENV - Environmental Mitigation;

Project highlighted with gray background is no longer designated as SIS.

ROW - Right-of-Way;  
CON - Construction & Support (may Include Grants);  
TOTAL LOCAL FUNDS include all funds that start with LF fund code;



# DISTRICT 1

## First Five Years

### Interstate Plan



#### STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

### Adopted Work Program

FY 2020/2021 through FY 2024/2025  
(as of July 1, 2020)

#### LEGEND

#### Project Phase

- █ Project Development & Environment
- █ Environmental Mitigation
- █ Preliminary Engineering
- █ Right-Of-Way
- █ Construction

#### NOTES

Projects color coded by highest project phase.

Some projects may overlap on map.

Project costs are subject to change.

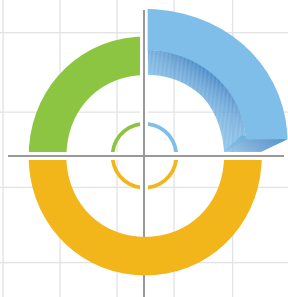


HIGHWAY





State of Florida Department of Transportation  
Intermodal Systems Development  
Systems Implementation Office  
<http://www.fdot.gov/planning/systems/>



## SECOND FIVE YEAR PLAN



### Multi-Modal

## FY 2025/2026 through FY 2029/2030

Capacity Projects on the Strategic Intermodal System  
State of Florida Department of Transportation

# 2025/2026 FY 2029/2030

*This Page is intentionally left blank*

The FDOT Systems Planning Office produces a document set known as the SIS Funding Strategy, which includes three inter-related sequential documents that identify potential Strategic Intermodal System (SIS) Capacity Improvement projects in various stages of development. All of the projects identified within the SIS Funding Strategy are considered financially feasible for implementation within the next 25 year period. The Florida Legislature established the SIS in 2003 to enhance Florida's economic prosperity and competitiveness. The system encompasses transportation facilities of statewide and interregional significance, and is focused on the efficient movement of passengers and freight. The combined document set, as illustrated below, illustrates projects that are funded (Year 1), programmed for proposed funding (Years 2 through 5), planned to be funded (Years 6 through 10), and considered financially feasible based on projected State revenues (Years 11 through 25).

## First Five Year Plan\*

The First Five Year Plan illustrates projects on the SIS that are funded by the Legislature in the Work Program (Year 1) and projects that are programmed for proposed funding in the next 2 to 5 years.

**Update Cycle:** Adopted annually by the FDOT Secretary, effective July 1<sup>st</sup> each year with the start of the new fiscal year.

\*SIS Capacity Projects included in the Adopted Five-Year Work Program

## Second Five Year Plan

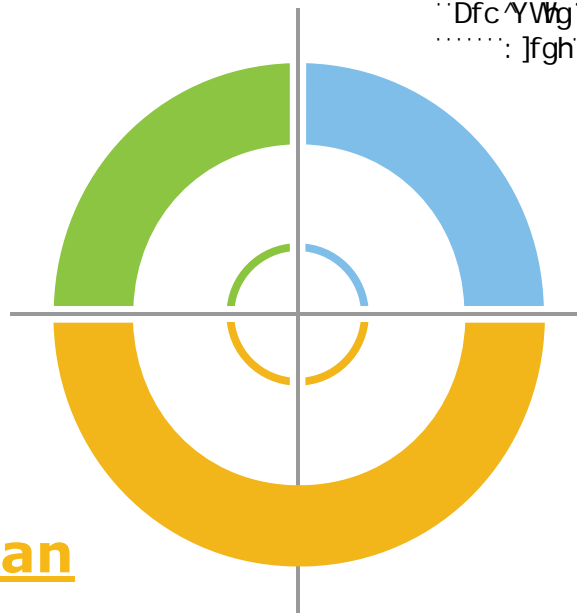
The Second Five Year Plan illustrates projects that are planned to be funded in the five years (Years 6 through 10) beyond the Adopted Work Program. This plan could move forward into the Second Five as funds become available.

**Update Cycle:** Typically updated annually, usually in late summer following the First Five Plan update.

## Cost Feasible Plan

The Cost Feasible Plan illustrates projects on the SIS that are considered financially feasible during the last fifteen years (years 11 to 25) of the SIS Funding Strategy, based on current revenue forecasts. Projects in this plan could move forward into the Second Five as funds become available or backwards into the Unfunded Needs Plan if revenues fall short of projections.

**Update Cycle:** Typically updated every 2 to 3 years as new revenue forecasts become available.



# TABLE KEY:

Projects are listed in the table by unique Map ID numbers that correspond to the map on the facing page below.

Project facility name and limits, or in the case of an interchange project, the interchange location is identified; and the work improvement description are identified in these columns.

Project funding distribution is shown in these columns and is summarized by District, Statewide, and Locally allocated funds.

Some projects may not display on the map due to undetermined project location at this time. Most of these projects are in the early planning and engineering phases.



## DISTRICT 5 SIS PLAN



MAP ID	FACILITY	DESCRIPTION	2019	2020	2021	2022	2023	TOTAL DISTRICT MANAGED	TOTAL STATE MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ROW	CON
4321931	I-4 MANAGED LANES FROM KIRKMAN TO SR 434	Managed Lanes	\$213,006	\$227,392	\$114,895	\$104,653	\$105,413	\$285,830	\$324,529	\$155,000				•
4068696	I-95 FROM 0.5 MILE N OF SR 44 SOUTH OF I-4	Add 2 Lanes to build 6 Lanes	\$0	\$500	\$0	\$0	\$0	\$500	\$0			•		
2427152	I-95 FROM 1.508 MILES S OF I-4 TO 1.6 MILES N US 92	Modify Interchange	\$0	\$200,162	\$0	\$0	\$0	\$0	\$200,162					•
2402004	SR 429 (WEKIVA PKWY) FROM ORANGE BOULEVARD TO W OF I-4 (SR 400)	New Road	\$248,933	\$0	\$0	\$0	\$0	\$150,957	\$97,976					•
2402003	SR 46 (WEKIVA PKWY) FROM W OF CENTER RD TO INTERSTATE 4	Add 2 Lanes to build 8 Lanes	\$22,467	\$0	\$0	\$0	\$0	\$268	\$22,199					•
4183211	SR 500 (US 17-92) 2 INTERSECTIONS VINE ST AND DONEGAN AVE	Add Turn Lane	\$30	\$0	\$0	\$0	\$0	\$30	\$0					•
ANNUAL TOTALS			\$484,436	\$428,054	\$114,895	\$104,653	\$105,413	\$437,585	\$644,866	\$155,000				

All Values in Thousands of "As Programmed" Dollars

PD&E –Project Development & Environmental  
PE –Preliminary Engineering

ROW –Right-of-Way  
CON –Construction and Support and May Include Grants

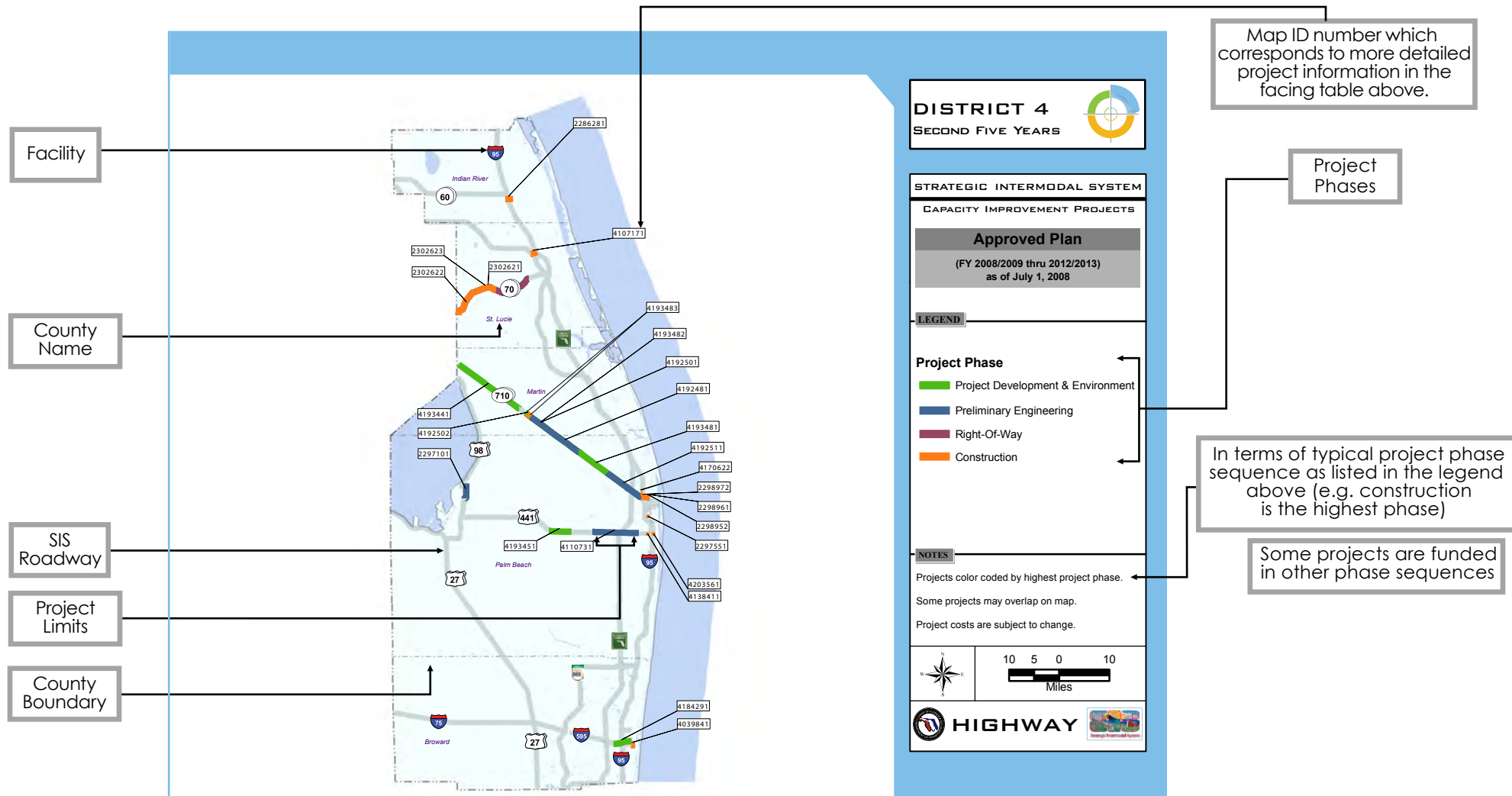
A summary row is provided for a District-wide review of project totals.

Costs are shown in thousands by year of programmed expenditure. Costs within a year could include multiple phases.

The Grant phase refers to a funding strategy where contributions are exchanged between Federal, State, and/or Local entities.

Columns on the far right give information related to project phase. A dot indicates the phase included within the five year timed period.

# MAP KEY:



**Project Development and Environment** - study that satisfies the National Environmental Policy Act (NEPA) process resulting in a location design concept for an engineering and environmentally feasible alternative to meet the need determined in the planning phase.

**Preliminary Engineering** - program to further develop and analyze location and design engineering phases of highway and bridge construction projects.

**Right of Way** - the phase of acquiring land to support the construction projects.

**Construction** - phase consists of the physical work performed to build or assemble the infrastructure





# SIS Approved 2nd 5 Year Program District 1 Highway Plan



MAP ID	FACILITY	DESCRIPTION	2026	2027	2028	2029	2030	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4301853	I-4 (SR 400) AT SR 33 INTERCHANGE MODIFICATION	M-INCH: Modify Interchange	\$0	\$0	\$86,707	\$0	\$0	\$85,969	\$238	\$500					●
2012105	I-4 AT US 27 (SR 25)	M-INCH: Modify Interchange	\$0	\$214,107	\$0	\$0	\$0	\$214,082	\$25	\$0		●			●
2012775	I-75 (SR 93) AT BEE RIDGE ROAD	M-INCH: Modify Interchange	\$0	\$0	\$0	\$0	\$179,177	\$179,177	\$0	\$0					●
4206132	I-75 (SR 93) AT FRUITVILLE ROAD/CR 780	M-INCH: Modify Interchange	\$110,069	\$0	\$0	\$0	\$0	\$110,063	\$6	\$0					●
4425211	INTERSTATE PROGRAM MANAGER - GEC	PDE: Project Dev. & Env.	\$2,000	\$2,000	\$2,000	\$0	\$0	\$0	\$6,000	\$0	●				
4449581	SR 15 (US 441) AT CR 68 (NE 160TH ST)	TURN: Add Turn Lane	\$750	\$0	\$0	\$0	\$0	\$0	\$750	\$0					●
4448861	SR 15 (US 441) AT POTTER RD (NE 144TH ST)	TURN: Add Turn Lane	\$452	\$0	\$0	\$0	\$0	\$0	\$452	\$0					●
4192433	SR 25 (US 27) FROM CR 630A TO PRESIDENTS DRIVE	A2-6: Add 2 To Build 6 Lanes	\$0	\$0	\$0	\$75,347	\$0	\$75,347	\$0	\$0					●
4178785	SR 29 FROM COLLIER C/L TO CR 832 (KERI RD)	A2-4: Add 2 To Build 4 Lanes	\$6,647	\$1,945	\$0	\$0	\$0	\$8,592	\$0	\$0				●	
4175406	SR 29 FROM N OF NEW MARKET RD TO SR 82	A2-4: Add 2 To Build 4 Lanes	\$30,356	\$0	\$0	\$0	\$0	\$30,356	\$0	\$0					●
ANNUAL TOTALS			\$150,274	\$218,052	\$88,707	\$75,347	\$179,177	\$703,586	\$7,471	\$500					

All Values in Thousands of "As Programmed" Dollars

PD&E - Project Development & Environmental;  
PE - Preliminary Engineering;  
ENV - Environmental Mitigation;

Project highlighted with gray background is no longer designated as SIS.

ROW - Right-of-Way;  
CON - Construction & Support (may Include Grants);  
TOTAL LOCAL FUNDS include all funds that start with LF fund code;



# DISTRICT 1

## Second Five Years



### STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

### Approved Plan

FY 2025/2026 through FY 2029/2030  
(as of July 1, 2020)

### LEGEND

#### Project Phase

- Project Development & Environment
- Environmental Mitigation
- Preliminary Engineering
- Right-Of-Way
- Construction

### NOTES

Projects color coded by highest project phase.

Some projects may overlap on map.

Project costs are subject to change.



HIGHWAY





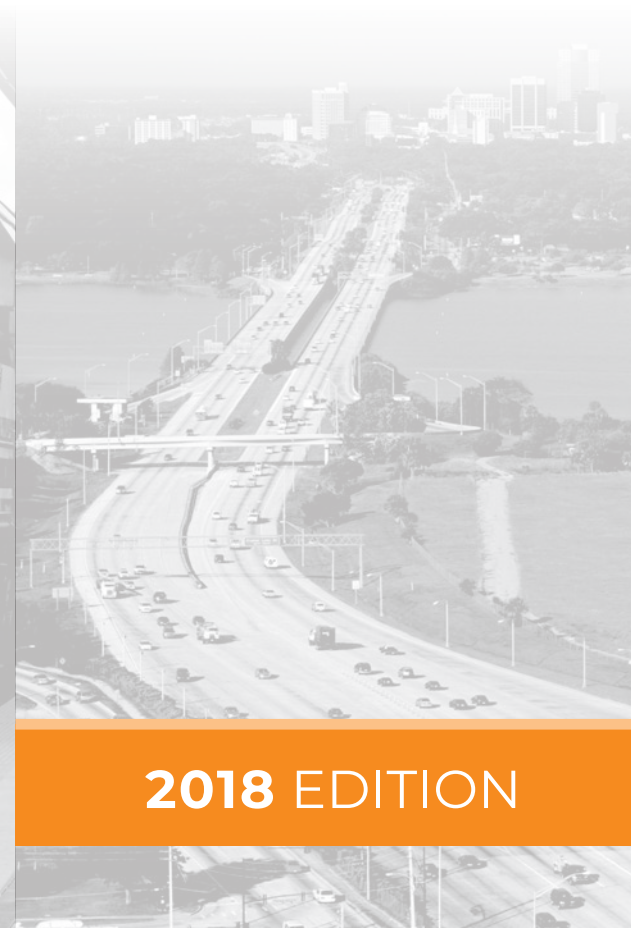
State of Florida Department of Transportation  
Intermodal Systems Development  
Systems Planning Office  
<http://www.dot.state.fl.us/planning/systems/>



Strategic Intermodal System

# Long Range Cost Feasible Plan

## FY 2029-2045



PRESENT DAY COSTS

2018 EDITION



# Cost Feasible Plan 2045

## Executive Summary

### EXECUTIVE SUMMARY

#### I. Purpose of SIS Cost Feasible Plan

The 2045 Strategic Intermodal System (SIS) Cost Feasible Plan (CFP) evaluates SIS needs in light of available future revenues and represents a phased plan for capacity improvements to the SIS, utilizing forecasted revenues while being guided by objectives set forth in the Florida Transportation Plan (FTP). The main purpose of the 2045 SIS CFP is to efficiently plan for and fund future capacity improvements. This document represents an update of the 2040 SIS CFP completed in December 2013, and complies with the Section 339.64, Florida Statutes, (F.S.) requirement for a SIS long range cost feasible plan.

The 16-year planning timeframe (FY 2029-2045) of the SIS CFP is divided into three (3), 5 to 6 year funding bands. Project phases are assigned to these particular funding bands, with no exact year specified for the projects. The Systems Implementation Office (SIO) is responsible for updating the SIS CFP every 3 to 5 years, to adjust the planning horizon consistent with the long-range planning needs of FDOT and Metropolitan Planning Organizations throughout the state. This version of the SIS CFP also sets aside funds for modal projects.

#### II. Florida Transportation Plan (FTP)

The FTP defines Florida’s future transportation vision and identifies goals, objectives, and strategies to guide transportation decisions over the next 50 years. Completed in 2015, the implementation of the 2065 FTP will be achieved through specific actions by government, private, and civic partners at the state, regional, and local levels. The latest plan identifies long-range goals that are anticipated to guide transportation policy decisions for both SIS and non-SIS facilities.

The Systems Implementation Office (SIO) utilizes FTP Goals and the SIS Policy Plan to set appropriate SIS policies, select projects, measure performance, and implement project development in accordance with short and long-range plans.

### FTP Goals and Objectives

As mentioned previously, the FTP contains the goals and objectives the Department works to meet. The SIS CFP plays a direct role in achieving the following goals and objectives:

- ***Invest in transportation systems to support a globally competitive economy***  
Florida’s economic competitiveness is closely related to the state’s ability to provide connectivity and mobility for both people and freight. Transportation investments are a key contributor to statewide economic growth and diversification over the next 50 years;
- ***Make transportation decisions to support and enhance livable communities***  
Vibrant cities, suburbs, small towns and villages, rural areas, and open space all appeal to different groups of Floridians. Although transportation alone cannot make a community livable, effective transportation planning and investment can support the viability of these desired community types;
- ***Make transportation decisions to promote responsible environmental stewardship***  
As Florida grows and develops an important priority must be to ensure Florida’s environment is sustainable for future generations. Transportation planning must be integrated with land use, water, and natural resource planning and management to support statewide goals for protecting critical habitats, lands, and waters;
- ***Provide a safe and secure transportation system for all users***  
Safety is a top priority for the Department and factors into all planning and operational improvements undertaken by FDOT. The fatality rate in Florida has declined for four consecutive years; and
- ***Improve mobility and connectivity for people and freight***  
The most fundamental purpose of transportation is mobility and connectivity linking people to jobs and services, businesses to suppliers and customers, visitors to destinations, and students to schools. Florida should provide residents, visitors, and businesses with more choices among transportation modes. All modes must function together as an integrated transportation system.



## IV. Strategic Intermodal System (SIS)

The Strategic Intermodal System (SIS), established in 2003, is a statewide network of high priority transportation facilities most critical for statewide and interregional travel. The SIS includes the state's largest and most significant commercial service airports, spaceports, deep-water seaports, freight rail terminals, passenger rail, intercity bus terminals, rail corridors, waterways, and highways.

As of 2018, designated SIS facilities included 18 commercial service airports and two general aviation reliever airports, 11 deep-water seaports, 2,297 miles of rail corridors, 1,986 miles of waterways, 19 passenger terminals, eight rail freight terminals, two spaceports, and nearly 4,400 miles of highways, corridors, connectors, and Military Access Facilities. These hubs, corridors, and connectors are the fundamental structure which satisfies the transportation needs of the public, supports the movement of freight, and provides transportation links to external markets.

### *2016 Strategic Intermodal System Policy Plan*

The FDOT is required by statute to create a SIS Plan consistent with the FTP at least once every five years. While the FTP addresses the state's entire transportation system, regardless of ownership, the 2016 SIS Strategic Plan addresses only SIS designated facilities. Although the SIS represents a small percentage of the overall transportation facilities within the state, the SIS network is responsible for the movement of the majority of people and goods. The SIS Plan takes into account the goals of the FTP and applies them to the SIS. It also sets policies to guide decisions about which facilities are designated as part of the SIS, where future SIS investments should occur, and how to set priorities among these investments given the limited amount of available funding.

### *SIS Designation*

Section 339.63, Florida Statutes, (F.S.) provides a list of the facility types to be designated as SIS facilities. Upon its creation, the SIS was intended to include only the transportation facilities that meet a strategic and essential state interest. By limiting the system to only those facilities that are most critical, improvement projects are anticipated to have a greater impact statewide. The initial SIS included all facilities that met the criteria recommended by the SIS Steering Committee, with the subject criteria being reviewed annually. Two SIS system-wide data and designation reviews have been conducted and published since the SIS was created. The most recent review was completed in 2015, which analyzed SIS data and facility designations.

### *SIS Eligibility*

Section 339.1, F.S. requires that revenue from the State Transportation Trust Fund be set aside for SIS projects. Only certain types of projects are eligible for SIS funding. After preservation, maintenance, and safety are addressed, a portion of the remaining funds are used for SIS capacity improvement projects.

Many of the restrictions on SIS funding are guided by the definition of a "capacity project" for each mode. The Capacity Funding Eligibility Matrix for Strategic Intermodal System (SIS) Facilities (Eligibility Matrix) lists the types of projects that can and cannot use SIS funding.



## V. SIS Planning Process

---

The SIS planning process is based on policy guidance that was developed for the Florida Intrastate Highway System (FIHS) during the 1990's. This process provides the framework for planning, programming, and implementing transportation projects. It shows the progression of a project from policy and planning to implementation. The process also ensures that the limited transportation funds are invested in the most effective manner.

The SIS planning process is based on an approach of rational planning and systematic decision-making. Development of the SIS Policy Plan leads to the preparation of the SIS Multimodal Unfunded Needs Plan, which includes a wide variety of capacity projects. From this plan, the SIS CFP is developed, and the further components of the SIS Funding Strategy.

### *SIS Funding Strategy*

The SIS Funding Strategy, includes three inter-related sequential documents that identify potential SIS capacity improvement projects in various stages of development. All the projects identified within the SIS Funding Strategy are considered financially

feasible for implementation within the next 25 years. It is a combined set of plans composed of the Adopted and Tentative SIS Work Program, the 2nd Five-Year Plan, and SIS CFP. A discussion of each of the FDOT SIS plans follows below.

---

### *Adopted and Tentative SIS Work Program*

The Adopted Work Program (1st Five-Year Plan) is the focus of the entire FDOT planning process. By statute the Department cannot undertake any project prior to its inclusion in the Adopted Work Program. The program represents a financially feasible planning document which consists of all FDOT projects for the current fiscal year and the following four years. Approximately 75% of the discretionary funding in the Adopted Work Program is targeted towards SIS capacity projects, which include a wide range of transportation projects impacting all transportation modes throughout the state.

### *SIS 2nd Five-Year Plan*

Projects that are scheduled to be funded in the five years following the Tentative SIS Work Program (year 6 through year 10) is considered part of the SIS 2nd Five-Year Plan. The plan is developed during the FDOT project development cycle, following the approval of the tentative SIS Work Program (1st Five). Upon the commencement of the annual FDOT project development cycle, the first year of the previous SIS 2nd Five-Year Plan becomes the new fifth year of the Tentative SIS Work Program, and the new 10th year is developed from projects in the SIS CFP.

### *SIS Cost Feasible Plan*

As previously stated, the SIS CFP illustrates projects on the SIS that are considered financially feasible during years 11 through 25 of the SIS Funding Strategy, based on current revenue forecasts. Projects in this plan could potentially move forward into the SIS 2nd Five-Year Plan as funds become available or back out into the SIS 2045 Multimodal Unfunded Needs Plan given changes in priorities or shortfalls in projected revenue. The SIS CFP is typically updated every three to five years as new revenue forecasts become available.

---

### *SIS 2045 Multimodal Unfunded Needs Plan*

The FDOT SIS Multimodal Unfunded Needs Plan identifies transportation projects on the SIS which help meet mobility needs, but where funding is not expected to be available during the 25-year time period of the SIS Funding Strategy. This plan is typically updated every five years. Needs are identified by the Department and its partners, and it includes projects from long-range master plans, corridor plans, and

PD&E studies. Projects in the SIS Multimodal Unfunded Needs Plan could potentially move forward into the SIS CFP as funds become available. The plan satisfies Section 339.64, Florida Statutes, (F.S.) requirement that calls for a needs assessment for the Strategic Intermodal System.



## VI. Cost Feasible Plan Development

---

### *Methodology and Process*

The SIS CFP is a key element of the SIS funding strategy and answers two fundamental questions:

1. **What are the projected revenues?**
2. **What projects can be funded with the projected revenues?**

---

**The development of the SIS CFP is completed in the following steps:**

1. Development of revenue forecast
2. Identification of district project priorities. The following strategies are used to identify and evaluate proposed projects:
  - Does the project improve SIS mobility?
  - Does the project result in the widening of major trade and tourism corridors?
  - Does the project result in the widening of “missing links” to complete important regional networks?
  - Does the project investment fund cost-effective interim construction in major urbanized areas where the ultimate construction is too costly to build at one time?
3. Development of draft SIS CFP by Central Office Systems Implementation Office
4. Review and comment by district and local partners
5. Update based on district and partner comments
6. Review of final draft by Executive Management
7. Approval of SIS CFP by FDOT Executive Board
8. Publishing of SIS CFP







## SIS CFP Project Selection

As part of this effort the Districts provided regional priority information that was supplemented by additional statewide analysis. These projects then served as the base pool of potential SIS CFP projects along with any previously unidentified projects. When considering each project for inclusion in the SIS CFP the following questions are asked:

- **Is the project of statewide importance?**  
Does the project support statewide SIS goals?
- **Does the project contribute to the expansion of major roadway trade and tourism corridors?**  
Florida's continued long-term economic viability depends on reliable freight and passenger mobility through its major gateways.
- **Does the project contribute to the completion of a corridor?**  
SIS routes should provide a continuous corridor with similar capacity and operational characteristics.
- **Does the project contribute to the overall connectivity of the SIS?**  
SIS routes are interconnected to form a statewide system that enhances mobility.

The costs of selected projects are balanced against available district and state managed revenues/funds to ensure that each project is "cost feasible." Priorities assigned by the districts and statewide priorities are also considered as part of the project selection process. As part of the process, several iterations of the plan have been developed for district review and approval by FDOT leadership.

This update of the SIS CFP does not provide specific projects for modes other than highways (aviation, spaceports, seaport, rail, and transit). Funding for these modes, however, is listed in the SIS CFP under the designation of "modal reserves". Modal reserves are identified funding amounts assigned to the modes during the SIS CFP planning period. The reserves are available for each mode for specific projects that will be identified and selected in the future.



## VII. Current and Future Transportation Initiatives

---

### *Bottlenecks*

Increased traffic congestion and bottlenecks on Florida's streets and highways is a major concern to travelers, transportation officials, merchants, developers and to the community at large. Their detrimental impacts in longer journey times, higher fuel consumption, increased emissions of air pollutants, greater transport and other affected costs are increasingly recognized. Congestion and bottlenecks reduce accessibility to residents, activities, and jobs and result in lost opportunities for both the public and businesses. Eliminating bottlenecks by better managing traffic, travel demands, and/or by modifying land use requires gathering basic information on why, where, and to what extent congestion occurs. The FDOT SIO has completed a study identifying bottlenecks on SIS facilities.

### *Managed Lanes*

Managed Lanes are a transportation systems management and operations (TSM&O) approach defined as highway facilities or a set of lanes within an existing highway facility where operational strategies are proactively implemented and managed in response to changing conditions with a combination of tools. These tools may include accessibility, vehicle eligibility, pricing, or a combination thereof. Some examples of managed lanes are high-occupancy vehicle (HOV) lanes, high-occupancy/toll (HOT) lanes, truck only lanes, bus rapid transit lanes, reversible lanes, and express lanes. Tolling is not a requirement for a managed lane; however, in situations where facilities experience extreme congestion, tolling is a tool used to provide individuals with a choice of paying a toll to move through a congested area and experience a more reliable trip, with less travel time.

In Florida, express lanes are a type of managed lane located in a separate tolled corridor inside an existing facility where congestion is managed with pricing, access, and eligibility. When the express lanes begin to reach their capacity, the price is increased to discourage drivers from entering the lanes. This allows the express lanes to maintain a certain level of trip reliability. The higher prices deter more drivers from using the express lanes and to opt for the general purposes lanes instead, ensuring traffic continues to flow in the express lanes.

### *Future Corridors*

The Future Corridors initiative is a statewide effort led by the FDOT to plan for the future of major transportation corridors critical to the state's economic competitiveness and quality of life over the next 50 years. With an anticipated increase in population and visitors by 2045, the need exists for the state to:

- Better coordinate long-range transportation and development plans and visions to identify and meet a growing demand for moving people and freight;
- Identify long-range solutions that support statewide and regional goals for economic development, quality of life, and environmental stewardship;
- Provide solutions or alternatives to major highways that already are congested; and
- Improve connectivity between Florida and other states and nations to better support economic development opportunities consistent with regional visions and the Florida Department of Economic Opportunity's Strategic Plan for Economic Development.

A statewide transportation corridor is one that connects Florida to other states, broad regions within Florida, generally by high-speed, high-capacity transportation facilities such as interstate highways or other limited-access roadways, major rail lines, and major waterways. These corridors may also involve multiple modes of transportation as well as other linear infrastructure such as pipelines, telecommunications, or utility transmission lines.

Future Corridor projects included as part of the SIS CFP may include the transformation of existing facilities to serve a new function, such as adding tolled express lanes, truck only lanes, fixed guideway systems to an existing highway or adding passenger service to an existing freight rail line. New inter-regional corridors may be identified and included in future SIS CFPs.

# FDOT DISTRICT OFFICE SIS CONTACTS

---

## District 1

**Sarah Catala**  
SIS/Growth Management Coordinator  
239-225-1981  
sarah.catala@dot.state.fl.us

## District 2

**Stephen L. Browning, PE (interim)**  
Planning & Environmental Management Office  
386-961-7455  
stephen.browning@dot.state.fl.us

## District 3

**Ray Kirkland**  
SIS Coordinator  
850-415-9590  
ray.kirkland@dot.state.fl.us

## District 4

**Christine Fasiska**  
SIS Coordinator  
954-777-4480  
christine.fasiska@dot.state.fl.us

## District 5

**John Zielinski**  
SIS/DIRC Chairman  
407-482-7868  
john.zielinski@dot.state.fl.us

## District 6

**Shereen Yee Fong**  
SIS Coordinator  
305-470-5393  
shereen.yeefong@dot.state.fl.us

## District 7

**Lori Marable**  
SIS Coordinator  
813-975-6450  
lori.marable@dot.state.fl.us

## Turnpike

**David Cooke**  
SIS Coordinator/Govt. Affairs Officer  
407-264-3023  
david.cooke@dot.state.fl.us

## Central Office

**Chris Edmonston**  
SIS Planning Manager  
850-414-4813  
chris.edmonston@dot.state.fl.us

ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds			Other Funds	IMPRV TYPE
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	TOTAL	
3331	I-4	West of US 27 / SR 25	Polk / Osceola County Line				51,686	347,080	398,766					MGLANE
3330	I-4	West of SR 570 / Polk Parkway (West)	West of US 27 / SR 25		99,360	99,360	249,680	1,656,000	1,905,680					MGLANE
3333	I-75	Collier/Lee County Line	SR 78		136,800	136,800	271,300		271,300					MGLANE
3334	I-75	at North Jones Loop Rd			6,500	6,500								M-INCH
3335	I-75	at US 17/SR 35			7,500	7,500								M-INCH
3336	I-75	at CR 776/Harbor View			6,500	6,500								M-INCH
3337	I-75	at CR 769/Kings Highway			6,500	6,500								M-INCH
3339	I-75	North of University Parkway	CR 6 / Moccasin Wallow Rd.		60,480	60,480	175,240	821,344	996,584					MGLANE
3338	I-75	South of River Road	SR 681		34,200	34,200	64,538		64,538					MGLANE
3463	I-75	SR 681	North of University Parkway		49,014	49,014	152,341		152,341					MGLANE
3332	I-75	East of SR 951	Collier / Lee County Line		63,245	63,245	145,427		145,427					MGLANE
1379	SR 29	I-75	Oil Well Rd		4,333	4,333								A2-4
1383	SR 29	CR80A	CR 731 (Whidden Road)					113,434	113,434					A2-4
3341	SR 29	Oil Well Rd. / CR 658	Sunniland Nursery Rd.				4,548		4,548					A2-4
3342	SR 29	Sunniland Nursery Rd.	South of Agriculture Way				2,378		2,378					A2-4
3343	SR 29	S. of Agriculture Way	CR 846 E				5,628	23,318	28,946					A2-4
3346	SR 29	F Rd	North of Cowboy Way					47,899	47,899					A2-4
3347	SR 29	CR 846 E	N. of New Market Road N.					49,905	49,905					NR
3348	SR 31	SR 80	SR 78		9,350	9,350								A2-4
3349	SR 31	SR 78	CR 78/River Rd		956	956	4,191	6,376	10,567					A2-4
3350	SR 31	CR 78/River Rd	Cook Brown Rd		3,049	3,049	10,610	20,324	30,934					A2-4
3354	SR 60	East of CR 630	Polk / Osceola County Line				7,830		7,830					A2-4
3352	SR 60	Hillsborough / Polk County Line	CR 555 / Agricola Rd.	2,500	19,500	22,000								A2-6
3353	SR 60	SR 60A / Van Fleet Dr.	SR 25 / US 27	3,000	21,000	24,000								A2-6
3359	SR 64	Hardee / Highlands County Line	US 27	1,600	4,500	6,100								A2-4
3357	SR 64	US 17	SR 636	2,000	10,250	12,250								A2-4
3358	SR 64	Old Town Creek Rd. / CR 671 / Parnell Rd.	Hardee / Highlands County Line	1,750	5,000	6,750								A2-4
3367	SR 70	NW 38th Terrace	US 98	1,200	1,700	2,900								A2-4
3363	SR 70	Jefferson Avenue	US 27		2,879	2,879								A2-4
3364	SR 70	US 27	CR 29		2,456	2,456								A2-4
3365	SR 70	CR 29	Lonesome Island Road		1,083	1,083								A2-4
3362	SR 70	East of SR 31	Jefferson Avenue	3,500	39,000	42,500								A2-4
3361	SR 70	Manatee County Line	West of Peace River (American Legion Rd)	2,500	18,500	21,000								A2-4
3360	SR 70	CR 675	DeSoto County Line	3,000	26,000	29,000								A2-4
3366	SR 70	Lonesome Island Road	NW 38th Terrace	4,000	35,000	39,000								A2-4
3369	SR 710	Sherman Woods Ranch	Okeechobee / Martin County Line				7,399		7,399					A2-4
3370	SR 80	SR 31 / Arcadia Rd.	Buckingham Rd.	1,500	4,500	6,000								A2-6
3371	SR 82	SR 739 / Fowler Ave.	Michigan Link Ave.	2,500	4,500	7,000								HWYCAP
3373	SR 82	Alabama Road	Homestead Blvd.		2,189	2,189								A2-6
3372	SR 82	Michigan Link Ave.	Gateway Blvd	3,000	9,000	12,000								HWYCAP
3374	US 17	Palmetto St.	SR 70 / Hickory St.	750	674	1,424								HWYCAP
3375	US 17	SR 70 / Hickory St.	SR 35 / DeSoto Ave.	750	1,965	2,715								HWYCAP
969	US 17	Copley Drive	N of CR 74 (Bermont Rd)	1,045	2,000	3,045								A2-6
3376	US 17	Mann Rd.	Main St.	1,250	2,500	3,750								A2-6
3377	US 17	Main St.	SR 60A / Auto Zone Ln	1,000	3,000	4,000								A2-6
3378	US 19	I-275 Ramp	Skyway Br. Hillsborough County Line	3,500	4,182	7,682								A2-6
3382	US 27	North of Kokomo Rd.	Polk / Lake County Line		16,320	16,320	6,664		6,664					HWYCAP
3379	US 27	Palm Beach / Hendry County Line	SR 80	2,500	18,000	20,500								FRTCAP
3380	US 27	Glades / Highlands County Line	SR 70	3,000	18,000	21,000								A2-6
3381	US 27	South of Skipper Rd.	US 98	1,250	1,500	2,750								A2-6
3383	US 98 / US 441	18th Terrace	38th Ave.	1,500	2,500	4,000								A2-4

Funded CFP Totals

814,080

4,245,139

Total CFP Funds= 5,059,219

## LEGEND

FY 2028/2029 - 2034/2035
FY 2035/2036 - 2039/2040
FY 2040/2041 - 2044/2045
Mega Projects Phased Over Time

## NOTES

- (1) All values in thousands of Present Day Dollars (2017).
- (2) All phase costs shown as supplied by each District.
- (3) CON includes both Construction (CON52) and Construction Support (CEI).
- (4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
- (5) "P3 Funds" - Used to fund Public-Private Partnership projects over a specified number of years.
- (6) Revenue forecast provides separate values for PDE and PE than for ROW and CON.
- (7) Other Funds - assumed to be toll revenue or partner funded.

## IMPROVEMENT TYPES

A1-3: Add 1 Lane to Build 3  
A2-4: Add 2 Lanes to Build 4  
A2-6: Add 2 Lanes to Build 6  
A2-8: Add 2 Lanes to Build 8  
A4-12: Add 4 Lanes to Build 12  
A1-AUX: Add 1 Auxilliary Lane  
A4-SUL: Add 4 Special Use Lanes

ACCESS: Access  
BRIDGE: Bridge  
FRTCAP: Freight Capacity  
GRASEP: Grade Separation  
HWYCAP: Highway Capacity  
PTERM: Passenger Terminal  
ITS: Intelligent Transp. Sys  
MGLANE: Managed Lanes

M-INCH: Modify Interchange  
N-INCH: New Interchange  
NR: New Road  
PDE: Project Dev. Env.  
SERVE: Add Svc/Front/CD System  
STUDY: Study  
UP: Ultimate Plan









## State of Florida Department of Transportation

Systems Implementation Office  
605 Suwannee Street • Tallahassee, FL 32399

[www.dot.state.fl.us](http://www.dot.state.fl.us)

## **APPENDIX B: COLLIER-LEE REGIONAL HIGHWAY MAP**

**PAGE INTENTIONALLY BLANK**



# COLLIER-LEE REGIONAL ROADWAY NETWORK

AMENDED: COLLIER MPO MAY 12, 2017 – LEE COUNTY MPO MAY 19, 2017



## Legend

- SIS Hubs
- Proposed Interstate Interchange
- Existing Regional Facility
- Programmed Regional Facility
- Planned Regional Facility
- Major Roads



0 2.5 5 10  
Miles

Created: Brian Raimondo  
2.9.2018  
C:\Regional Networks\GIS\ Regional Network 2011\Reg\_Highway  
Source: Collier-Lee MPOs



## **APPENDIX C: AIRPORT CAPITAL IMPROVEMENT PROGRAMS (JACIP)**

**INCLUDES:**

**EVERGLADES AIRPARK**

**IMMOKALEE REGIONAL AIRPORT**

**MARCO ISLAND AIRPORT**

**NAPLES MUNICIPAL AIRPORT**

The Naples and Collier County Airport Authorities develop annual aviation project priorities. These project priorities are listed in their Joint Airport Capital Improvement Programs. (JACIP) and capital improvement plans for each of the airports within the Collier MPO planning area. These programs and plans have been coordinated with the Florida Department of Transportation (FDOT) and the Federal Aviation Administration (FAA).

# AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

**Airport:** Everglades Airpark  
**Sponsor:** Collier County Airport Authority

**Local ID:** X01  
**Sponsor ID:** MKY

**NPIAS No.:** 12-0021  
**Site No.:** 03182.\*A

Project Description:			Fed Priority	Sponsor	Sponsor Year	Federal	Sponsor Requested Funding Breakdown		
							State	Local	
Airport Master Plan Update									
<b>UPIN:</b> PFL0010198	<b>FDOT Item No.:</b>		3	4	2021	\$180,000	\$0	\$0	\$180,000
Wildlife Hazard Site Study									
<b>UPIN:</b> PFL0013246	<b>FDOT Item No.:</b>				2021	\$0	\$20,000	\$5,000	\$25,000
Reconstruct and widen Runway 15/33									
<b>UPIN:</b> PFL0003358	<b>FDOT Item No.:</b>	448060 1	2	2	2021	\$2,700,000	\$0	\$0	\$2,700,000
Install VASI System									
<b>UPIN:</b> PFL0008819	<b>FDOT Item No.:</b>		4		2021	\$150,000	\$0	\$0	\$150,000
<b>Yearly Total</b>	<b>2021</b>					\$3,030,000	\$20,000	\$5,000	\$3,055,000
Land Acquisition									
<b>UPIN:</b> PFL0008818	<b>FDOT Item No.:</b>		5	5	2022	\$1,125,000	\$0	\$0	\$1,125,000
Airport Master Plan Update									
<b>UPIN:</b> PFL0010198	<b>FDOT Item No.:</b>		3	4	2022	\$0	\$10,000	\$10,000	\$20,000
Reconstruct and widen Runway 15/33									
<b>UPIN:</b> PFL0003358	<b>FDOT Item No.:</b>	448060 1	2	2	2022	\$0	\$150,000	\$150,000	\$300,000
Install VASI System									
<b>UPIN:</b> PFL0008819	<b>FDOT Item No.:</b>		4		2022	\$0	\$8,250	\$8,250	\$16,500
<b>Yearly Total</b>	<b>2022</b>					\$1,125,000	\$168,250	\$168,250	\$1,461,500
Design, Permit, Bid and Construct Apron									
<b>UPIN:</b> PFL0008820	<b>FDOT Item No.:</b>				2023	\$150,000	\$0	\$0	\$150,000
Land Acquisition									
<b>UPIN:</b> PFL0008818	<b>FDOT Item No.:</b>		5	5	2023	\$0	\$56,250	\$56,250	\$112,500
<b>Yearly Total</b>	<b>2023</b>					\$150,000	\$56,250	\$56,250	\$262,500

Design, Permit, Bid and Construct Apron

UPIN:	PFL0008820	FDOT Item No.:	2024	\$0	\$192,500	\$57,500	\$250,000
-------	------------	----------------	------	-----	-----------	----------	-----------

Design, Permit, Construct T-Hangar

UPIN:	PFL0008311	FDOT Item No.:	2024	\$0	\$600,000	\$150,000	\$750,000
-------	------------	----------------	------	-----	-----------	-----------	-----------

Yearly Total	2024			\$0	\$792,500	\$207,500	\$1,000,000
--------------	------	--	--	-----	-----------	-----------	-------------

# AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

**Airport:** Immokalee Regional Airport  
**Sponsor:** Collier County Airport Authority

**Local ID:** IMM  
**Sponsor ID:** MKY

**NPIAS No.:** 12-0031  
**Site No.:** 03245.\*A

Project Description:				Fed Priority	Sponsor	Sponsor Year	Sponsor Requested Funding Breakdown		
							Federal	State	Local
Construct Extension of Taxiway C									
<b>UPIN:</b>	PFL0003510	<b>FDOT Item No.:</b>	441783 1	3		2021	\$0	\$111,850	\$111,850
Rehabilitate Runway 18/36									
<b>UPIN:</b>	PFL0009405	<b>FDOT Item No.:</b>	438977 1			2021	\$0	\$5,280,000	\$1,320,000
Design, Permit & Bid Perimeter Road & Taxiway A Modifications									
<b>UPIN:</b>	PFL0012380	<b>FDOT Item No.:</b>	446359 1			2021	\$237,330	\$0	\$0
Wildlife Hazard Site Study									
<b>UPIN:</b>	PFL0013247	<b>FDOT Item No.:</b>				2021	\$0	\$20,000	\$5,000
<b>Yearly Total</b>	<b>2021</b>						\$237,330	\$5,411,850	\$1,436,850
Design, Permit, Construct Aircraft Storage Hangars									
<b>UPIN:</b>	PFL0008323	<b>FDOT Item No.:</b>				2022	\$0	\$1,200,000	\$300,000
Design, Permit & Bid Perimeter Road & Taxiway A Modifications									
<b>UPIN:</b>	PFL0012380	<b>FDOT Item No.:</b>	446359 1			2022	\$0	\$13,185	\$13,185
Construct Perimeter Road & Taxiway A Modifications									
<b>UPIN:</b>	PFL0012381	<b>FDOT Item No.:</b>	446359 1			2022	\$900,000	\$0	\$0
<b>Yearly Total</b>	<b>2022</b>						\$900,000	\$1,213,185	\$313,185
Design Airport Maintenance and Operations Building									
<b>UPIN:</b>	PFL0008318	<b>FDOT Item No.:</b>				2023	\$0	\$40,000	\$10,000
Construct Perimeter Road & Taxiway A Modifications									
<b>UPIN:</b>	PFL0012381	<b>FDOT Item No.:</b>	446359 1			2023	\$0	\$50,000	\$50,000
Environmental Assessment for Airpark Boulevard Extension									
<b>UPIN:</b>	PFL0013386	<b>FDOT Item No.:</b>				2023	\$150,000	\$0	\$0
<b>Yearly Total</b>	<b>2023</b>						\$150,000	\$90,000	\$60,000

Construct Airport Maintenance and Operations Building							
UPIN:	PFL0008320	FDOT Item No.:	2024	\$0	\$2,000,000	\$500,000	\$2,500,000
Environmental Assessment for Airpark Boulevard Extension							
UPIN:	PFL0013386	FDOT Item No.:	2024	\$0	\$8,350	\$8,350	\$16,700
Yearly Total	2024			\$0	\$2,008,350	\$508,350	\$2,516,700



# AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

**Airport:** Marco Island Executive Airport  
**Sponsor:** Collier County Airport Authority

**Local ID:** MKY  
**Sponsor ID:** MKY

**NPIAS No.:** 12-0142  
**Site No.:** 03315.44\*A

Project Description:				Fed Priority	Sponsor	Sponsor Year	Federal	Sponsor Requested Funding Breakdown		
								State	Local	
Construct New Terminal, Auto Parking, Airport Entrance and Aircraft Apron										
UPIN:	PFL0005820	FDOT Item No.:	437063	1	2	2021	\$0	\$2,000,000	\$500,000	\$2,500,000
Design, permit, and Construct Aircraft Hangar										
UPIN:	PFL0010945	FDOT Item No.:				2021	\$150,000	\$0	\$0	\$150,000
Construct Aircraft Operations/Maintenance/GSE Facility										
UPIN:	PFL0012373	FDOT Item No.:	446360	1		2021	\$0	\$600,000	\$150,000	\$750,000
Acquire and Install Emergency Generator										
UPIN:	PFL0012649	FDOT Item No.:				2021	\$0	\$96,000	\$24,000	\$120,000
Wildlife Hazard Site Study										
UPIN:	PFL0013258	FDOT Item No.:				2021	\$0	\$20,000	\$5,000	\$25,000
Yearly Total	2021						\$150,000	\$2,716,000	\$679,000	\$3,545,000
Design, permit, and Construct Aircraft Hangar										
UPIN:	PFL0010945	FDOT Item No.:				2022	\$450,000	\$8,350	\$8,350	\$466,700
Yearly Total	2022						\$450,000	\$8,350	\$8,350	\$466,700
Design, permit, and Construct Aircraft Hangar										
UPIN:	PFL0010945	FDOT Item No.:				2023	\$0	\$505,000	\$145,000	\$650,000
Yearly Total	2023						\$0	\$505,000	\$145,000	\$650,000
Expand Fuel Farm Capacity										
UPIN:	PFL0012374	FDOT Item No.:	446362	1		2024	\$0	\$300,000	\$75,000	\$375,000
Yearly Total	2024						\$0	\$300,000	\$75,000	\$375,000

# AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

**Airport:** Naples Municipal Airport  
**Sponsor:** City of Naples Airport Authority

**Local ID:** APF  
**Sponsor ID:** APF

**NPIAS No.:** 12-0053  
**Site No.:** 03379.\*A

Project Description:	Fed Priority	Sponsor	Sponsor Year	Federal	Sponsor Requested Funding Breakdown		
					State	Local	
North GA Apron Rehabilitation Phase 2							
<b>UPIN:</b> PFL0012918 <b>FDOT Item No.:</b>			2021	\$0	\$0	\$2,400,000	\$2,400,000
Expand Airport Maintenance Facility Design and Construction							
<b>UPIN:</b> PFL0013287 <b>FDOT Item No.:</b>			2021	\$0	\$0	\$340,000	\$340,000
Box and T-Hangar Design/Construct - South Quadrant							
<b>UPIN:</b> PFL0011685 <b>FDOT Item No.:</b> 446353 1			2021	\$0	\$0	\$770,000	\$770,000
Class 4 ARFF Vehicle							
<b>UPIN:</b> PFL0013319 <b>FDOT Item No.:</b>			2021	\$0	\$0	\$1,200,000	\$1,200,000
Airport Security Upgrade							
<b>UPIN:</b> PFL0011715 <b>FDOT Item No.:</b> 441675 1			2021	\$0	\$0	\$1,000,000	\$1,000,000
GA Terminal Traffic,Parking and Airport Entrance Road Improvements							
<b>UPIN:</b> PFL0012398 <b>FDOT Item No.:</b>			2021	\$0	\$0	\$2,000,000	\$2,000,000
North Quadrant Site Preparation (regrade site and stormwater pond)							
<b>UPIN:</b> PFL0013288 <b>FDOT Item No.:</b>			2021	\$0	\$0	\$660,000	\$660,000
14 CFR Part 150 Study Update							
<b>UPIN:</b> PFL0012915 <b>FDOT Item No.:</b> 446899 1			2021	\$150,000	\$7,500	\$180,500	\$338,000
<b>Yearly Total    2021</b>				\$150,000	\$7,500	\$8,550,500	\$8,708,000
Expand Airport Maintenance Facility Design and Construction							
<b>UPIN:</b> PFL0013287 <b>FDOT Item No.:</b>			2022	\$0	\$0	\$3,500,000	\$3,500,000
Box and T-Hangar Design/Construct - South Quadrant							
<b>UPIN:</b> PFL0011685 <b>FDOT Item No.:</b> 446353 1			2022	\$0	\$0	\$6,730,000	\$6,730,000
East Quadrant Clearspan Hangars Phase I Design and Phase II Construction							
<b>UPIN:</b> PFL0013284 <b>FDOT Item No.:</b>			2022	\$0	\$0	\$221,824	\$221,824

Class 3 ARFF Vehicle								
<b>UPIN:</b>	PFL0013320	<b>FDOT Item No.:</b>		2022	\$0	\$0	\$400,000	\$400,000
Airport Perimeter Fencing Improvements Design/Build								
<b>UPIN:</b>	PFL0013285	<b>FDOT Item No.:</b>	1	2022	\$0	\$500,000	\$500,000	\$1,000,000
Construct RW 5 Service Road, Relocate RW 23 Service Road, Relocate RW 32 Service Road								
<b>UPIN:</b>	PFL0013286	<b>FDOT Item No.:</b>	2	1	2022	\$159,300	\$8,850	\$177,000
Rehabilitate East Quad Fuel Tank to 100LL Self-Serve Facility								
<b>UPIN:</b>	PFL0013290	<b>FDOT Item No.:</b>		2022	\$0	\$0	\$82,000	\$82,000
North Quadrant Site Preparation (regrade site and stormwater pond)								
<b>UPIN:</b>	PFL0013288	<b>FDOT Item No.:</b>		2022	\$0	\$0	\$3,100,000	\$3,100,000
EA of Short Term Improvements								
<b>UPIN:</b>	PFL0013033	<b>FDOT Item No.:</b>		2022	\$360,000	\$20,000	\$20,000	\$400,000
14 CFR Part 150 Study Update								
<b>UPIN:</b>	PFL0012915	<b>FDOT Item No.:</b>	446899	1	2022	\$150,000	\$7,500	\$180,500
Taxiway B Extension and North Apron - Design and Construction								
<b>UPIN:</b>	PFL0011418	<b>FDOT Item No.:</b>	4	3	2022	\$0	\$154,000	\$308,000
<b>Yearly Total</b>	<b>2022</b>					\$669,300	\$690,350	\$16,256,824
East Quadrant Apron Reconstruction								
<b>UPIN:</b>	PFL0009409	<b>FDOT Item No.:</b>	446385	1	5	2023	\$157,000	\$174,600
Aircraft Storage Hangars Aviation Dr S - Design/Construct								
<b>UPIN:</b>	PFL0013429	<b>FDOT Item No.:</b>		2023	\$0	\$282,500	\$282,500	\$565,000
East Quadrant Clearspan Hangars Phase I Design and Phase II Construction								
<b>UPIN:</b>	PFL0013284	<b>FDOT Item No.:</b>		2023	\$0	\$0	\$3,309,446	\$3,309,446
Construct RW 5 Service Road, Relocate RW 23 Service Road, Relocate RW 32 Service Road								
<b>UPIN:</b>	PFL0013286	<b>FDOT Item No.:</b>	2	1	2023	\$1,288,800	\$71,600	\$1,432,000
New General Aviation Terminal Landside Improvements - Design								
<b>UPIN:</b>	PFL0013298	<b>FDOT Item No.:</b>		2023	\$0	\$0	\$216,000	\$216,000
Expand Airport Observation Deck								
<b>UPIN:</b>	PFL0013297	<b>FDOT Item No.:</b>		2023	\$0	\$0	\$282,000	\$282,000

## Taxiways A and B Safety Improvements Design and Construction

<b>UPIN:</b> PFL0013032	<b>FDOT Item No.:</b>	3	2	2023	\$324,000	\$18,000	\$18,000	\$360,000
-------------------------	-----------------------	---	---	------	-----------	----------	----------	-----------

## Master Drainage Plan Update

<b>UPIN:</b> PFL0013291	<b>FDOT Item No.:</b>			2023	\$0	\$0	\$393,000	\$393,000
-------------------------	-----------------------	--	--	------	-----	-----	-----------	-----------

## Taxiway B Extension and North Apron - Design and Construction

<b>UPIN:</b> PFL0011418	<b>FDOT Item No.:</b>	4	3	2023	\$0	\$2,118,000	\$2,118,000	\$4,236,000
-------------------------	-----------------------	---	---	------	-----	-------------	-------------	-------------

## New General Aviation Terminal - Design

<b>UPIN:</b> PFL0013296	<b>FDOT Item No.:</b>			2023	\$0	\$0	\$1,224,000	\$1,224,000
-------------------------	-----------------------	--	--	------	-----	-----	-------------	-------------

**Yearly Total 2023**

					\$1,769,800	\$2,498,900	\$7,923,346	\$12,192,046
--	--	--	--	--	-------------	-------------	-------------	--------------

## East Quadrant Apron Reconstruction

<b>UPIN:</b> PFL0009409	<b>FDOT Item No.:</b>	446385 1	5	2024	\$2,167,500	\$120,250	\$120,250	\$2,408,000
-------------------------	-----------------------	----------	---	------	-------------	-----------	-----------	-------------

## Aircraft Storage Hangars Aviation Dr S - Design/Construct

<b>UPIN:</b> PFL0013429	<b>FDOT Item No.:</b>			2024	\$0	\$4,175,000	\$4,175,000	\$8,350,000
-------------------------	-----------------------	--	--	------	-----	-------------	-------------	-------------

## Construct North Quad 100LL Self-Serve Fuel Tank Facility

<b>UPIN:</b> PFL0013293	<b>FDOT Item No.:</b>			2024	\$0	\$0	\$835,000	\$835,000
-------------------------	-----------------------	--	--	------	-----	-----	-----------	-----------

## Construct South Quadrant 100LL Self-Serve Fuel Tank Facility

<b>UPIN:</b> PFL0013294	<b>FDOT Item No.:</b>			2024	\$0	\$0	\$577,000	\$577,000
-------------------------	-----------------------	--	--	------	-----	-----	-----------	-----------

## Taxiways A and B Safety Improvements Design and Construction

<b>UPIN:</b> PFL0013032	<b>FDOT Item No.:</b>	3	2	2024	\$1,296,000	\$72,000	\$72,000	\$1,440,000
-------------------------	-----------------------	---	---	------	-------------	----------	----------	-------------

## Taxiway A-3 Relocation - Design and Construction

<b>UPIN:</b> PFL0013499	<b>FDOT Item No.:</b>			2024	\$67,500	\$3,750	\$3,750	\$75,000
-------------------------	-----------------------	--	--	------	----------	---------	---------	----------

## New General Aviation Terminal Construction

<b>UPIN:</b> PFL0008813	<b>FDOT Item No.:</b>		4	2024	\$0	\$800,000	\$800,000	\$1,600,000
-------------------------	-----------------------	--	---	------	-----	-----------	-----------	-------------

**Yearly Total 2024**

					\$3,531,000	\$5,171,000	\$6,583,000	\$15,285,000
--	--	--	--	--	-------------	-------------	-------------	--------------

## Commercial Terminal Apron Rehabilitation and Expansion- Design and Construction

<b>UPIN:</b> PFL0012395	<b>FDOT Item No.:</b>		5	2025	\$0	\$160,000	\$160,000	\$320,000
-------------------------	-----------------------	--	---	------	-----	-----------	-----------	-----------

## Taxiway A-3 Relocation - Design and Construction

<b>UPIN:</b> PFL0013499	<b>FDOT Item No.:</b>			2025	\$450,000	\$25,000	\$25,000	\$500,000
-------------------------	-----------------------	--	--	------	-----------	----------	----------	-----------

## New General Aviation Terminal Construction

<b>UPIN:</b> PFL0008813	<b>FDOT Item No.:</b>		4	2025	\$0	\$2,500,000	\$11,400,000	\$13,900,000
-------------------------	-----------------------	--	---	------	-----	-------------	--------------	--------------

<b>Yearly Total</b>	<b>2025</b>				\$450,000	\$2,685,000	\$11,585,000	\$14,720,000
Commercial Terminal Apron Rehabilitation and Expansion- Design and Construction								
<b>UPIN:</b>	PFL0012395	<b>FDOT Item No.:</b>	5	2026	\$0	\$2,797,500	\$2,797,500	\$5,595,000
Expand Commercial Airline Terminal Apron Phase 2								
<b>UPIN:</b>	PFL0013295	<b>FDOT Item No.:</b>		2026	\$0	\$80,000	\$80,000	\$160,000
Rehabilitate Primary Runway 5-23 with LED MILs and Blastpads - Design/Build								
<b>UPIN:</b>	PFL0013299	<b>FDOT Item No.:</b>		2026	\$0	\$2,596,500	\$2,596,500	\$5,193,000
New General Aviation Terminal Construction								
<b>UPIN:</b>	PFL0008813	<b>FDOT Item No.:</b>	4	2026	\$0	\$2,500,000	\$0	\$2,500,000
<b>Yearly Total</b>	<b>2026</b>				\$0	\$7,974,000	\$5,474,000	\$13,448,000
Expand Commercial Airline Terminal Apron Phase 2								
<b>UPIN:</b>	PFL0013295	<b>FDOT Item No.:</b>		2027	\$0	\$1,239,700	\$1,239,700	\$2,479,400
<b>Yearly Total</b>	<b>2027</b>				\$0	\$1,239,700	\$1,239,700	\$2,479,400



## **APPENDIX D: ACRONYMS AND FUNDING AND PHASE CODES**

**PAGE INTENTIONALLY BLANK**



### Acronyms that are used in this Transportation Improvement Program

Acronym	Description	Acronym2	Description2
ADA	Americans with Disabilities Act	JARC	Job Access and Reverse Commute
AUIR	Annual Update and Inventory Report	LCB	Local Coordinating Board
BCC/BOCC	Board of County Commissioners	L RTP	Long Range Transportation Plan
BPAC	Bicycle and Pedestrian Advisory Committee	MAP-21	Moving Ahead for Progress in the 21st Century
BPMP	Bicycle & Pedestrian Master Plan	MPA	Metropolitan Planning Area
BRT	Bus Rapid Transit	MPO	Metropolitan Planning Organization
CAT	Collier Area Transit	NHS	National Highway System
CEI	Construction Engineering Inspection	OA	Other Arterial
CFR	Code of Federal Regulations	OPS	Operations
CAC	Citizens Advisory Committee	PD&E	Project Development and Environmental
CIGP	County Incentive Grant Program	PE	Preliminary Engineering
CMC	Congestion Management Committee	PTO	Public Transportation Organization
CMP	Congestion Management Process	RACEC	Rural Area of Critical Economic Concern
CMS	Congestion Management System	ROW	Right of Way
COA	Comprehensive Operational Analysis	RRU	Railroad/Utilities
CR	County Road	SA	Surface Transportation Program - Any Area
CST	Construction	SE, TE	Surface Transportation Program - Enhancement
CTC	Community Transportation Coordinator	SHS	State Highway System
CTD	Commissioner for the Transportation Disadvantaged	SIS	Strategic Intermodal System
CTST	Community Traffic Safety Team	SR	State Road
DSB	Design Build	SRTS, SR2S	Safe Routes to School
EIS	Environmental Impact Study	STIP	State Transportation Improvement Program
EMO	Environmental Management Office	STP	Surface Transportation Program
ENG	Engineering	SU, XU	Surface Transportation Funds for Urbanized Area formula based - population over 200,000
ENV	Environmental	TAC	Technical Advisory Committee
FAA	Federal Aviation Administration	TAP	Transportation Alternative Program
FDOT	Florida Department of Transportation	TD	Transportation Disadvantaged
FHWA	Federal Highway Administration	TDTF	Transportation Disadvantaged Trust Fund
FM	Financial Management	TDP	Transit Development Plan
FPN	Financial Project Number	TDSP	Transportation Disadvantaged Service Plan
F.S.	Florida Statute	TIP	Transportation Improvement Program
FTA	Federal Transit Administration	TMA	Transportation Management Area
FY	Fiscal Year	TRIP	Transportation Regional Incentive Program
HSIP	Highway Safety Improvement Program	TSM	Transportation System Management
HWY	Highway	UPWP	Unified Planning Work Program
I	Interstate	UZA	Urbanized Area
INC	Incentive Contractor	YOE	Year of Expenditure
ITS	Intelligent Transportation System		
JACIP	Joint Airport Capital Improvement Program		

Additional Acronyms Added: CRA Community Redevelopment Agency, JPA Joint Participation Agreement, TMC Traffic Management Center, TOC Traffic Operations Center

**Phase Codes that are used in this Transportation Improvement Program**

CAP	Capital
CST	Construction
DSB	Design Build
ENV	Environmental
INC	Contract Incentives
MNT	Maintenance
OPS	Operations
PDE	Project Development & Environment (PD&E)
PE	Preliminary Engineering
PLN	Planning
ROW	Right-of-Way
RRU	Railroad & Utilities

# Work Program Instructions Appendix D Funds Codes

As Of: 1/27/2020

<https://fdotewp1.dot.state.fl.us/fmsupportapps/WorkProgram/support/appendixd.aspx?CT=FC>

Code	Description	Fund Group	Fund Group Description
ACAN	ADVANCE CONSTRUCTION ANY AREA	F32	O.F.A. - AC FUNDING
ACBR	ADVANCE CONSTRUCTION (BRT)	F22	NH - AC FUNDING
ACBZ	ADVANCE CONSTRUCTION (BRTZ)	F32	O.F.A. - AC FUNDING
ACCM	ADVANCE CONSTRUCTION (CM)	F32	O.F.A. - AC FUNDING
ACEM	EARMARKS AC	F43	100% FEDERAL DEMO/EARMARK
ACER	ADVANCE CONSTRUCTION (ER)	F32	O.F.A. - AC FUNDING
ACFP	AC FREIGHT PROG (NFP)	F32	O.F.A. - AC FUNDING
ACID	ADV CONSTRUCTION SAFETY (HSID)	F32	O.F.A. - AC FUNDING
ACLD	ADV CONSTRUCTION SAFETY (HSLD)	F32	O.F.A. - AC FUNDING
ACNH	ADVANCE CONSTRUCTION (NH)	F22	NH - AC FUNDING
ACNP	ADVANCE CONSTRUCTION NHPP	F22	NH - AC FUNDING
ACSA	ADVANCE CONSTRUCTION (SA)	F32	O.F.A. - AC FUNDING
ACSB	ADVANCE CONSTRUCTION (SABR)	F32	O.F.A. - AC FUNDING
ACSL	ADVANCE CONSTRUCTION (SL)	F32	O.F.A. - AC FUNDING
ACSN	ADVANCE CONSTRUCTION (SN)	F32	O.F.A. - AC FUNDING
ACSS	ADVANCE CONSTRUCTION (SS,HSP)	F32	O.F.A. - AC FUNDING
ACSU	ADVANCE CONSTRUCTION (SU)	F32	O.F.A. - AC FUNDING
ACTA	ADVANCE CONSTRUCTION TALT	F32	O.F.A. - AC FUNDING
ACTL	ADVANCE CONSTRUCTION TALL	F32	O.F.A. - AC FUNDING
ACTN	ADVANCE CONSTRUCTION TALN	F32	O.F.A. - AC FUNDING
ACTU	ADVANCE CONSTRUCTION TALU	F32	O.F.A. - AC FUNDING
BNBR	AMENDMENT 4 BONDS (BRIDGES)	N31	BONDS
BNDS	BOND - STATE	N31	BONDS

BNIR	INTRASTATE R/W & BRIDGE BONDS	N31	BONDS
BRAC	BRT (AC/REGULAR)	F34	O.F.A. - AC/REGULAR
BRP	STATE BRIDGE REPLACEMENT	N11	100% STATE
BRRP	STATE BRIDGE REPAIR & REHAB	N11	100% STATE
BRT	FED BRIDGE REPL - ON SYSTEM	F31	O.F.A. - REGULAR FUNDS
BRTD	FED BRIDGE REPL--DISCRETIONARY	F33	O.F.A. - DEMO/EARMARK FUNDS
BRTZ	FED BRIDGE REPL - OFF SYSTEM	F31	O.F.A. - REGULAR FUNDS
CFA	CONTRACTOR FUNDS ADVANCE	N49	OTHER NON-FEDERAL FUNDS
CIGP	COUNTY INCENTIVE GRANT PROGRAM	N12	100% STATE - SINGLE AUDIT ACT
CM	CONGESTION MITIGATION - AQ	F31	O.F.A. - REGULAR FUNDS
COE	CORP OF ENGINEERS (NON-BUDGET)	F49	100% FEDERAL NON-FHWA
COOP	COOPERATIVE AGREEMENTS - FHWA	F49	100% FEDERAL NON-FHWA
D	UNRESTRICTED STATE PRIMARY	N11	100% STATE
DC	STATE PRIMARY PE CONSULTANTS	N11	100% STATE
DDR	DISTRICT DEDICATED REVENUE	N11	100% STATE
DEM	ENVIRONMENTAL MITIGATION	N11	100% STATE
DER	EMERGENCY RELIEF - STATE FUNDS	N11	100% STATE
DFTA	FED PASS-THROUGH \$ FROM FTA	F49	100% FEDERAL NON-FHWA
DI	ST. - S/W INTER/INTRASTATE HWY	N11	100% STATE
DIH	STATE IN-HOUSE PRODUCT SUPPORT	N11	100% STATE
DIOH	STATE 100% - OVERHEAD	N11	100% STATE
DIS	STRATEGIC INTERMODAL SYSTEM	N11	100% STATE
DITS	STATEWIDE ITS - STATE 100%.	N11	100% STATE
DL	LOCAL FUNDS - PTO - BUDGETED	N44	LOCAL
DPTO	STATE - PTO	N11	100% STATE
DRA	REST AREAS - STATE 100%	N11	100% STATE
DS	STATE PRIMARY HIGHWAYS & PTO	N11	100% STATE
DSB0	UNALLOCATED TO FACILITY	N41	TOLL CAPITAL IMPROVEMENT
DSB1	SKYWAY	N41	TOLL CAPITAL IMPROVEMENT

DSB2	EVERGLADES PKY/ALLIGATOR ALLEY	N41	TOLL CAPITAL IMPROVEMENT
DSB3	PINELLAS BAYWAY	N41	TOLL CAPITAL IMPROVEMENT
DSB6	TAMPA-HILLSBOROUGH EXPR. AUTH.	N41	TOLL CAPITAL IMPROVEMENT
DSB7	MID-BAY BRIDGE AUTHORITY	N41	TOLL CAPITAL IMPROVEMENT
DSBC	GARCON POINT BRIDGE	N41	TOLL CAPITAL IMPROVEMENT
DSBD	I-95 EXPRESS LANES	N41	TOLL CAPITAL IMPROVEMENT
DSBF	I-595	N41	TOLL CAPITAL IMPROVEMENT
DSBG	I-75 ML TOLL CAP IMPROVEMENT	N41	TOLL CAPITAL IMPROVEMENT
DSBH	I-4 ML TOLL CAP IMPROVEMENT	N41	TOLL CAPITAL IMPROVEMENT
DSBI	PALMETTO ML TOLL CAP IMPROVE	N41	TOLL CAPITAL IMPROVEMENT
DSBJ	I-295 EXPRESS LANES - CAPITAL	N41	TOLL CAPITAL IMPROVEMENT
DSBK	TAMPA BAY EXPRESS LANES	N41	TOLL CAPITAL IMPROVEMENT
DSBT	TURNPIKE/REIMBURSED BY TOLL	N41	TOLL CAPITAL IMPROVEMENT
DSBW	WEKIVA PARKWAY	N41	TOLL CAPITAL IMPROVEMENT
DSPC	SERVICE PATROL CONTRACT	N11	100% STATE
DU	STATE PRIMARY/FEDERAL REIMB	F49	100% FEDERAL NON-FHWA
DWS	WEIGH STATIONS - STATE 100%	N11	100% STATE
EB	EQUITY BONUS	F31	O.F.A. - REGULAR FUNDS
EBBP	EQUITY BONUS SUPPLEMENTING BDG	F34	O.F.A. - AC/REGULAR
EBNH	EQUITY BONUS SUPPLEMENTING NH	F34	O.F.A. - AC/REGULAR
EBOH	EQUITY BONUS - OVERHEAD	F31	O.F.A. - REGULAR FUNDS
EM18	GAA EARMARKS FY 2018	N11	100% STATE
EM19	GAA EARMARKS FY 2019	N11	100% STATE
EM20	GAA EARMARKS FY 2020	N11	100% STATE
ER12	2012 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER13	2013 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER14	SPRING FLOODING 2014	F42	100% FEDERAL EMERGENCY FUNDS
ER16	2016 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER17	2017 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS

ER18	2018 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER19	2019 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
F001	FEDERAL DISCRETIONARY - US19	F33	O.F.A. - DEMO/EARMARK FUNDS
F330	SEC 330 STP EARMARKS 2003	F43	100% FEDERAL DEMO/EARMARK
FAA	FEDERAL AVIATION ADMIN	F49	100% FEDERAL NON-FHWA
FBD	FERRYBOAT DISCRETIONARY	F33	O.F.A. - DEMO/EARMARK FUNDS
FCO	PRIMARY/FIXED CAPITAL OUTLAY	N11	100% STATE
FD21	FDM-DODGE ISLAND TUNNEL	F33	O.F.A. - DEMO/EARMARK FUNDS
FEDR	FEDERAL RESEARCH ACTIVITIES	F43	100% FEDERAL DEMO/EARMARK
FEMA	FED EMERGENCY MGT AGENCY	F49	100% FEDERAL NON-FHWA
FHPP	FEDERAL HIGH PRIORITY PROJECTS	F33	O.F.A. - DEMO/EARMARK FUNDS
FINC	FINANCING CORP	N51	FINC - FINANCING CORP.
FLAP	FEDERAL LANDS ACCESS PROGRAM	F41	100% FEDERAL FUNDS
FLEM	FL DIV OF EMERGENCY MANAGEMENT	N49	OTHER NON-FEDERAL FUNDS
FRA	FEDERAL RAILROAD ADMINISTRATION	F49	100% FEDERAL NON-FHWA
FSF1	FED STIMULUS, S/W MANAGED	F45	100% FEDERAL STIMULUS PROGRAM
FTA	FEDERAL TRANSIT ADMINISTRATION	F49	100% FEDERAL NON-FHWA
FTAT	FHWA TRANSFER TO FTA (NON-BUD)	F43	100% FEDERAL DEMO/EARMARK
GFSA	GF STPBG ANY AREA	F31	O.F.A. - REGULAR FUNDS
GFSL	GF STPBG <200K<5K (SMALL URB)	F31	O.F.A. - REGULAR FUNDS
GFSN	GF STPBG <5K (RURAL)	F31	O.F.A. - REGULAR FUNDS
GFSU	GF STPBG >200 (URBAN)	F31	O.F.A. - REGULAR FUNDS
GMR	GROWTH MANAGEMENT FOR SIS	N11	100% STATE
GR17	GENERAL REVENUE FOR FY2017 GAA	N11	100% STATE
GREM	GENERAL REVENUE EMERGENCY MGMT	N11	100% STATE
GRSC	GROWTH MANAGEMENT FOR SCOP	N11	100% STATE
HP	FEDERAL HIGHWAY PLANNING	F31	O.F.A. - REGULAR FUNDS
HPP	HIGH PRIORITY PROJECTS	F43	100% FEDERAL DEMO/EARMARK
HR	FEDERAL HIGHWAY RESEARCH	F31	O.F.A. - REGULAR FUNDS

HRRR	HIGH RISK RURAL ROAD	F31	O.F.A. - REGULAR FUNDS
HSID	INTERSECTION CRASHES	F31	O.F.A. - REGULAR FUNDS
HSLD	LANE DEPARTURE CRASHES	F31	O.F.A. - REGULAR FUNDS
HSP	SAFETY (HIWAY SAFETY PROGRAM)	F31	O.F.A. - REGULAR FUNDS
HSPT	SAFETY EDUCATIONAL-TRANSFERRED	F31	O.F.A. - REGULAR FUNDS
IBRC	INNOVATIVE BRIDGE RES & CONST	F43	100% FEDERAL DEMO/EARMARK
IM	INTERSTATE MAINTENANCE	F11	I, IM - REGULAR FUNDING
IMAC	IM (AC/REGULAR)	F13	IM - AC/REGULAR
IMD	INTERSTATE MAINTENANCE DISCRET	F14	I, IM - DISCRETIONARY
IVH	INTELLIGENT VEHICLE HIWAY SYST	F33	O.F.A. - DEMO/EARMARK FUNDS
LF	LOCAL FUNDS	N44	LOCAL
LFB	LOCAL FUNDS BUDGET	N44	LOCAL
LFBN	LOCAL TO RESERVE BNDS BUDGET	N31	BONDS
LFD	"LF" FOR STTF UTILITY WORK	N11	100% STATE
LFF	LOCAL FUND - FOR MATCHING F/A	N44	LOCAL
LFI	LOCAL FUNDS INTEREST EARNED	N44	LOCAL
LFNE	LOCAL FUNDS NOT IN ESCROW	N44	LOCAL
LFP	LOCAL FUNDS FOR PARTICIPATING	N44	LOCAL
LFR	LOCAL FUNDS/REIMBURSIBLE	N44	LOCAL
LFRF	LOCAL FUND REIMBURSABLE-FUTURE	N44	LOCAL
LFU	LOCAL FUNDS FOR UNFORSEEN WORK	N11	100% STATE
MCOR	MULTI-USE COR S.338.2278,F.S.	N11	100% STATE
MCSG	MOTOR CARRIER SAFETY GRANT	F49	100% FEDERAL NON-FHWA
NFP	NATIONAL FREIGHT PROGRAM	F31	O.F.A. - REGULAR FUNDS
NFPD	NAT FREIGHT PGM-DISCRETIONARY	F31	O.F.A. - REGULAR FUNDS
NH	PRINCIPAL ARTERIALS	F21	NH - REGULAR FUNDING
NHAC	NH (AC/REGULAR)	F23	NH - AC/REGULAR
NHBR	NATIONAL HIGWAYS BRIDGES	F21	NH - REGULAR FUNDING
NHEX	NATIONAL PERFORM PROG. EXEMPT	F21	NH - REGULAR FUNDING

NHPP	IM, BRDG REPL, NATNL HWY-MAP21	F21	NH - REGULAR FUNDING
NHRE	NAT HWY PERFORM - RESURFACING	F31	O.F.A. - REGULAR FUNDS
NHTS	NATIONAL HWY TRAFFIC SAFETY	F49	100% FEDERAL NON-FHWA
NSTP	NEW STARTS TRANSIT PROGRAM	N11	100% STATE
NSWR	2015 SB2514A-NEW STARTS TRANST	N11	100% STATE
PKBD	TURNPIKE MASTER BOND FUND	N21	TURNPIKE CAPITAL IMPROVEMENT
PKED	2012 SB1998-TURNPIKE FEEDER RD	N11	100% STATE
PKER	TPK MAINTENANCE RESERVE-ER	N24	TURNPIKE EMERGENCY
PKLF	LOCAL SUPPORT FOR TURNPIKE	N45	LOCAL - TURNPIKE
PKM1	TURNPIKE TOLL MAINTENANCE	N21	TURNPIKE CAPITAL IMPROVEMENT
PKOH	TURNPIKE INDIRECT COSTS	N21	TURNPIKE CAPITAL IMPROVEMENT
PKYI	TURNPIKE IMPROVEMENT	N21	TURNPIKE CAPITAL IMPROVEMENT
PKYO	TURNPIKE TOLL COLLECTION/OPER.	N22	TURNPIKE OPERATIONS
PKYR	TURNPIKE RENEWAL & REPLACEMENT	N21	TURNPIKE CAPITAL IMPROVEMENT
PL	METRO PLAN (85% FA; 15% OTHER)	F41	100% FEDERAL FUNDS
PLH	PUBLIC LANDS HIGHWAY	F41	100% FEDERAL FUNDS
PLHD	PUBLIC LANDS HIGHWAY DISCR	F43	100% FEDERAL DEMO/EARMARK
POED	2012 SB1998-SEAPORT INVESTMENT	N11	100% STATE
PORB	PORT FUNDS RETURNED FROM BONDS	N11	100% STATE
PORT	SEAPORTS	N11	100% STATE
RBRP	REIMBURSABLE BRP FUNDS	N11	100% STATE
RECT	RECREATIONAL TRAILS	F31	O.F.A. - REGULAR FUNDS
RED	REDISTR. OF FA (SEC 1102F)	F31	O.F.A. - REGULAR FUNDS
REPE	REPURPOSED FEDERAL EARMARKS	F43	100% FEDERAL DEMO/EARMARK
RHH	RAIL HIGHWAY X-INGS - HAZARD	F31	O.F.A. - REGULAR FUNDS
RHP	RAIL HIGHWAY X-INGS - PROT DEV	F31	O.F.A. - REGULAR FUNDS
S112	STP EARMARKS - 2006	F43	100% FEDERAL DEMO/EARMARK
S115	STP EARMARKS - 2004	F43	100% FEDERAL DEMO/EARMARK
S117	STP EARMARKS - 2005	F43	100% FEDERAL DEMO/EARMARK



## **APPENDIX E: COLLIER MPO'S 2045 LRTP COST FEASIBLE PLAN**

**PAGE INTENTIONALLY BLANK**

**Table ES-5. Collier MPO 2045 LRTP SIS Cost Feasible Plan Projects**  
(in millions \$)

Map ID	Facility (FPID No.)	Limits From	Limits To	Description	TIP Funding 2021-25 (YOE)	Plan Period 1 (TIP): 2021-2025			Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026-2045
						PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	
29	I-75 (SR-93) Managed (Toll) Lanes [4425192]	E of Collier Blvd (SR 951)	Collier/Lee County Line	New 4-Lane Express (Toll) Lanes (10-lanes)	\$0.03	0.02						63.25				145.43	\$208.67	
46	SR 29 [4178784]	SR 82	Hendry County Line	Widen from 2-Lanes to 4-Lanes	\$1.37	0.05	1.32										\$0.00	
48	SR 29 [4344901]	I-75 (SR 93)	Oil Well Rd	Widen from 2-Lane to 4-Lanes	\$0.02	0.02						4.33					\$4.33	
50	SR 29 [4175406]	New Market Rd North	North of SR 82	Widen from 2-Lanes to 4-Lanes (with center turn lane)	\$1.52	0.43	1.09			30.36							\$30.36	
51	SR 29/New Market Rd W (New) [4175405]	Immokalee Rd (CR 846)	New Market Rd N	New 4-Lane Road	\$6.82	1.05	5.77									49.91	\$49.91	
52	SR 29 [4175404]	Agriculture Way	CR 846 E	Widen from 2-Lanes to 4-Lanes	\$0.30	0.30							5.63			23.32	\$28.95	
53	SR 29 (SEGMENT D) [4175403]	Sunniland Nursery Rd	Agriculture Way	Widen from 2-Lanes to 4-Lanes	\$0.50	0.50							2.38				\$2.38	
54	SR 29 (SEGMENT E) [4175402]	Oil Well Rd	Sunniland Nursery Rd	Widen from 2-Lanes to 4-Lanes	\$8.33	8.33							4.55				\$4.55	
				Totals	\$17.47	\$10.70	\$8.18	\$0.00	\$0.00	\$0.00	\$30.36	\$67.58	\$12.55	\$0.00	\$0.00	\$145.43	\$73.22	\$329.14
							\$18.88			30.36			80.13			218.65		
PRE-ENG	PRE-ENG includes PD&E and Design																	
POC	Present Day Cost																	
ROW	Right-of-Way																	
CST	Construction																	
YOE	Year of Expenditure																	

**Table ES-6. Collier MPO 2045 L RTP Cost Feasible Plan Projects – FDOT Other Roads Projects and Local Roadway Projects**  
(in millions \$)

Map ID	Facility	Limits from	Limits to	Description	Total Project Cost (PDC 2019 \$)	TP Funding 2021-25 (YOE)	Plan Period 1 (TP): 2021-2025			Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026-2045 (YOE \$ without SS)	Total SS Costs	County	OA PRE-ENG	OA ROW and CST	Funding Source
							PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST						
PLAN PERIOD 2 CONSTRUCTION FUNDED PROJECTS																								
12	Overglades Blvd	Vanderbilt Bch Rd Int.	Randall Blvd	Widen from 2-Lanes to 4-Lanes	\$32.80					\$5.99	\$2.98	\$35.31							\$43.27		\$43.27			County
23	I-75 (SR-93) Interchange (new)	Golden Gate Pkwy		Interchange Improvement	\$9.59					\$0.58		\$12.34							\$12.81			\$0.58	\$12.24	OA
25	I-75 (SR-93)	Immokalee Rd		Interchange Improvement (DDI proposed)	\$9.59					\$0.58		\$12.34							\$12.81			\$0.58	\$12.24	OA
37	Oil Well Road / CR 858 (SR144)	Overglades Blvd	Oil Well Grade Rd	Widen from 2-Lanes to 6-Lanes	\$36.78	\$1.81	\$0.91		\$0.00	\$6.73		\$42.11							\$48.83		\$48.83			County
57	US 41 (SR 90) (Tamiami Trail E)	Goodlette-Frank Rd		Major Intersection Improvement	\$13.00					\$0.83	\$2.97	\$13.41							\$17.01			\$0.63	\$16.38	OA
58	US 41 (SR 90) (Tamiami Trail E)	Greenway Rd	S L Farm Rd	Widen from 2-Lane to 4 Lanes	\$31.88					\$3.91	\$4.46	\$33.53							\$41.90			\$3.91	\$37.98	OA
66	Immokalee Rd	Livingston Rd		Major Intersection Improvement	\$24.50							\$28.82							\$26.82		\$26.82			County
78	Golden Gate Pkwy (Intersection)	Livingston Rd		Major Intersection Improvement	\$24.50					\$5.83		\$28.82							\$32.45		\$32.45			County
111	US 41	Immokalee Rd		Intersection Innovation Improvements	\$17.50					\$3.13		\$20.12							\$23.24			\$3.13	\$20.12	OA
PLAN PERIOD 3 CONSTRUCTION FUNDED PROJECTS																								
39	Old US 41	US 41	Lee/Collier County Line	Widen from 2-Lanes to 4-Lanes	\$22.59					\$3.85	\$1.70				\$30.00				\$35.61			\$3.85	\$31.76	OA
42	Randall Blvd	8th St NE	Overglades Blvd	Widen from 2-Lanes to 6-Lanes	\$51.57					\$7.29	\$3.35				\$63.04				\$77.67		\$77.67			County
59	US 41	Collier Blvd		Major Intersection Improvement	\$17.25					\$2.81					\$23.86				\$26.47			\$2.81	\$23.66	OA
60	US 41 (SR 90) (Tamiami Trail E)	Immokalee Rd	Old US 41	Further Study Required (Complete Streets Study for TSM&D Improvements)	\$17.25					\$0.46			\$2.00		\$23.66				\$26.12			\$2.46	\$23.66	OA
90	Pine Ridge Rd	Logan Blvd	Collier Blvd	Widen from 4-Lanes to 6-Lanes	\$21.72					\$1.99				\$4.52	\$23.00				\$31.51		\$31.51			County

PRE-ENG includes PD&E and Design
Present Day Cost
Right-of-Way
Construction
 YOE: Year of Expenditure

**Table ES-6. Collier MPO 2045 L RTP Cost Feasible Plan Projects – FDOT Other Roads Projects and Local Roadway Projects (continued)**  
(in millions \$)

Map ID	Facility	Limits from	Limits to	Description	Total Project Cost (POC 2019 \$)	TIP Funding 2021-25 (YOE)	Plan Period 1 (TIP): 2021-2025			Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026-2045 (YOE \$ without SIS)	Total \$S Costs	County	OA PRE-ENG	OA ROW and CST	Funding Source
							PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST						
PLAN PERIOD 4 CONSTRUCTION FUNDED PROJECTS																								
11	Everglades Blvd	Rendall Blvd	South of Oil Well Rd	Widen from 2-Lanes to 4-Lanes	\$16.42								\$3.00	\$3.53				\$24.85	\$29.18		\$29.18			County
22	I-75 (SR-93) Interchange (New)	Vicinity of Everglades Blvd		New Interchange	\$42.26					\$3.76			\$5.30	\$6.32				\$55.65	\$73.03			\$9.07	\$63.97	OA
31	Immokalee Rd (CR 346)	SR 29	Airpark Blvd	Widen from 2-Lanes to 4 Lanes	\$3.90											\$0.77	\$0.55	\$5.88	\$7.20		\$7.20			County
36	Logan Blvd	Pine Ridge Rd	Vanderbilt Beach Rd	Widen from 2-Lanes to 4-Lanes	\$22.23					\$3.40				\$3.36				\$32.31	\$38.87		\$38.87			County
63	Westloch Street Ext.	Little League Rd	West of Carson Rd	New 2-Lane Road	\$3.01								\$0.51				\$0.55	\$4.45	\$5.51		\$5.51			County
65	Wilson Blvd	Keene Ave.	Golden Gate Blvd	New 2-Lane Road (Expandable to 4-Lanes)	\$36.15								\$8.82	\$4.23				\$50.29	\$63.35		\$63.35			County
97	Immokalee Rd (Intersection)	Logan Blvd		Major Intersection Improvement	\$11.50								\$2.12					\$18.55	\$20.67		\$20.67			County
99	Vanderbilt Beach Rd (Intersection)	Logan Blvd		Minor Intersection Improvement	\$11.50								\$2.12					\$18.55	\$20.67		\$20.67			County
101	Pine Ridge Rd	Goodlette-Frank Rd		Minor Intersection Improvement	\$5.75											\$1.20		\$8.28	\$10.48		\$10.48			County
C1	Connector Roadway from I-75 Interchange (New)	Golden Gate Blvd	Vanderbilt Beach Rd	4-Lane Connector Roadway from New Interchange (Specific Location TBD During Interchange PD&E Study)	\$17.57					\$0.44			\$2.80	\$3.62				\$26.29	\$31.34			\$3.24	\$27.90	OA
C2	Connector Roadway from I-75 Interchange (New)	I-75 (SR-93)	Golden Gate Blvd	4-Lane Connector Roadway from New Interchange (Specific Location TBD During Interchange PD&E Study)	\$80.59					\$2.00			\$13.28	\$7.41				\$120.63	\$142.70			\$15.28	\$127.43	OA

PRE-ENG includes PD&E and Design
Present Day Cost
Right-of-Way
Construction
 YOE = Year of Expenditure

**Table ES-7. Collier MPO 2045 LRTP Cost Feasible Plan Projects – Partially Funded Projects (FY2026–FY2045)**  
(in millions \$)

Map ID	Facility	Limits from	Limits to	Description	Total Project Cost (PDC 2019 \$)	TP Funding 2021-25 (YOE)	Plan Period 1 (TP): 2021-2025			Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026-2045 (YOE \$ without SES)	Total SS Costs	County	OA PRE-ENG	OA ROW and CST	Funding Source
							PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST						
PARTIALLY FUNDED PROJECTS																								
1	Berfield Rd (New) [60129]	The Lords Way	City Gate Blvd N	New 2-Lane Road Expandable to 4-	\$37.31	\$11.00	\$6.00	\$4.00	\$7.00		\$4.00			\$5.00					\$9.00		\$9.00			County
5	Big Cypress Pkwy	Vanderbilt Beach Rd Ext.	Oil Well Rd	New 2-Lane Road Expandable to 4-	\$37.31											\$7.70	\$4.06		\$11.74		\$11.74			County
30	Immokalee Rd (CR 946)	Camp Kells Rd	Guests Ave	Further Study Required (Immokalee Rd Planning Study)	\$2.00					\$2.00									\$2.00		\$2.00			County
33	Little League Rd Ext.	SR 82	Westclox St.	New 2-Lane Road	\$40.99											\$8.48	\$7.33		\$15.81		\$15.81			County
41A	Randall Blvd (flyover) [60147]	Immokalee Rd		Ultimate Intersection Improvement: Overpass	\$35.66	\$9.75	\$6.95		\$4.80							\$9.46			\$9.46		\$9.46	\$0.00	OA	
55	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	Widen from 4-Lanes to 6-Lanes	\$40.26								\$0.94			\$9.01		\$45.88	\$55.83		\$9.95	\$45.88		OA
62B	Vanderbilt Beach Rd Ext.	Everglades Blvd	Big Cypress Pkwy	New 2-Lane Road Expandable to 4	\$41.17											\$8.38	\$16.07		\$24.46		\$24.46			County
69	Everglades Blvd	Oil Well Rd / CR 958	Immokalee Rd	Widen 2 to 4 Lanes	\$72.75					\$3.12	\$5.00								\$8.12		\$8.12			County
74	Immokalee Rd (CR 946) Intersection	Wilson Blvd		Major Intersection Improvement	\$17.25											\$6.60			\$6.60		\$6.60	\$0.00	OA	
93	Immokalee Rd	43rd Ave/Shady Hollow Blvd E	North of 47th Ave. NE	Widen from 2-Lanes to 4-Lanes	\$9.79											\$2.25	\$0.48		\$2.74		\$2.74			County
94	Rural Village Blvd	Immokalee Rd	Immokalee Rd	New 4-Lane Road	\$23.41											\$5.84	\$2.96		\$8.80		\$8.80			County
98	Vanderbilt Beach Rd	Livingston Rd		Minor Intersection Improvement	\$21.50											\$2.40			\$2.40		\$2.40			County
102	US 41 (SR 90) (Tamiami Trail E)	Vanderbilt Beach Rd		Major Intersection Improvement	\$2.50											\$4.90			\$4.90		\$4.90	\$0.00	OA	
103	US 41 (SR 90) (Tamiami Trail E)	Pine Ridge Rd		Major Intersection Improvement	\$2.50											\$4.90			\$4.90		\$4.90	\$0.00	OA	
104	US 41 (SR 90) (Tamiami Trail E) [4464511]	Golden Gate Pkwy		Major Intersection Improvement	\$3.50	\$0.50	\$0.27	\$0.23								\$4.40			\$4.40		\$4.40	\$0.00	OA	

Notes:

Partially funded for construction PRE-ENG includes PD&E and Design Present Day Cost Right-of-Way Construction YOE: Year of Expenditure



**Table ES-9. SU Box Funds by Planning Year and Project Phase**

Allocation Type	Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026- 2045
	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	
MPO Supplemental Planning Funds	\$0.70			\$0.80			\$1.90			\$3.40
Bicycle Pedestrian Box Funds			\$10.17			\$10.13			\$20.15	\$40.45
Congestion Management/Intelligent Transportation Box Funds			\$10.17			\$10.13			\$20.15	\$40.45
Bridge Box Funds			\$4.96			\$4.94			\$9.80	\$19.70
Safety			\$0.80			\$0.80			\$1.50	\$3.10

**Table ES-10. 2045 Transit Cost Feasible Summary**

Funded Need	Plan Period 1: 2021–2025 (YOE)	Plan Period 2: 2026–2030 (YOE)	Plan Period 3: 2031–2035 (YOE)	Plan Period 4: 2036–2045 (YOE)	Total Costs 2026–2045 (YOE)
<b>OPERATING</b>					
Maintain Existing Fixed Route	\$32,840,000	\$35,984,000	\$39,179,000	\$89,662,000	\$164,825,000
Maintain Existing Paratransit	\$23,484,000	\$25,640,000	\$28,018,000	\$59,121,000	\$112,779,000
Route 22 - Realigned	\$0	\$0	\$0	\$0	\$0
Route 23 – Realigned + Frequency Improvement	\$1,618,000	\$2,188,000	\$2,391,000	\$5,471,000	\$10,050,000
Route 121 – Add Additional a.m./p.m. Stop	\$694,000	\$938,000	\$1,026,000	\$2,347,000	\$4,311,000
Route 24 – Improve Frequency	\$869,000	\$1,176,000	\$1,285,000	\$2,941,000	\$5,402,000
Route 11 – Increase Service Span to 10 p.m.	\$0	\$257,000	\$684,000	\$1,564,000	\$2,505,000
Route 13 – Increase Service Span to 10 p.m.	\$0	\$175,000	\$465,000	\$1,063,000	\$1,703,000
Route 14 – Increase Service Span to 10 p.m.	\$0	\$175,000	\$465,000	\$1,063,000	\$1,703,000
Route 17/18 – Increase Service Span to 10 p.m.	\$0	\$317,000	\$842,000	\$1,928,000	\$3,087,000
<i>Total Operating Costs</i>	\$59,505,000	\$66,848,000	\$74,354,000	\$170,166,000	\$306,365,000
<b>CAPITAL</b>					
<i>Vehicles</i>					
Replacement of Fixed Route Vehicles	\$7,307,000	\$8,557,000	\$8,223,000	\$18,817,000	\$35,597,000
Replacement of Paratransit Vehicles	\$2,147,000	\$2,344,000	\$2,327,000	\$5,328,000	\$9,999,000
Replacement of Administrative Vehicles	\$92,000	\$100,000	\$107,000	\$245,000	\$452,000
Preventative Maintenance	\$908,000	\$1,122,000	\$1,130,000	\$2,586,000	\$4,838,000
Spare Vehicles	\$504,000	\$590,000	\$0	\$718,999	\$1,308,000
Route 23 Realignment + Frequency Improvements	\$504,000	\$0	\$0	\$0	\$0
Routes 24 and 121 Frequency Improvements	\$1,008,000	\$0	\$0	\$0	\$0
<i>Total Vehicle Capital Costs</i>	\$12,470,000	\$12,713,000	\$11,787,000	\$27,694,000	\$52,194,000



**Table ES-10. 2045 Transit Cost Feasible Summary**

Funded Need	Plan Period 1: 2021–2025 (YOE)	Plan Period 2: 2026–2030 (YOE)	Plan Period 3: 2031–2035 (YOE)	Plan Period 4: 2036–2045 (YOE)	Total Costs 2026–2045 (YOE)
<i>Other Capital Needs</i>					
Bus Shelters	\$4,286,000	\$2,781,000	\$3,037,000	\$6,951,000	\$12,769,000
Safety/Security	\$538,000	\$586,000	\$642,000	\$1,468,000	\$2,696,000
Driver Protection Barriers	\$82,000	\$0	\$0	\$0	\$0
Technology	\$2,585,000	\$50,000	\$265,000	\$605,000	\$920,000
Study: Santa Barbara	\$25,000	\$0	\$0	\$0	\$0
Study: SUF/IFAS	\$25,000	\$0	\$0	\$0	\$0
Study: I-75	\$25,000	\$0	\$0	\$0	\$0
Study: Everglades City	\$25,000	\$0	\$0	\$0	\$0
Study: Fares	\$50,000	\$0	\$0	\$0	\$0
Study: MoD	\$50,000	\$0	\$0	\$0	\$0
CAT Bus and Maintenance Building <sup>a</sup>	\$7,065,497	\$0	\$0	\$0	\$0
<i>Total Other Capital Costs</i>	\$14,756,500	\$3,417,000	\$3,944,000	\$9,024,000	\$16,385,000
<i>Total Capital Costs</i>	\$27,226,500	\$16,129,000	\$15,713,000	\$36,720,000	\$68,579,000

<sup>a</sup> FY 2020/21 through FY 2024/25 TIP Amendment – FTA Grant Award (5339B Funding)

**Table 5-3. Airport Capital Revenue Projections**

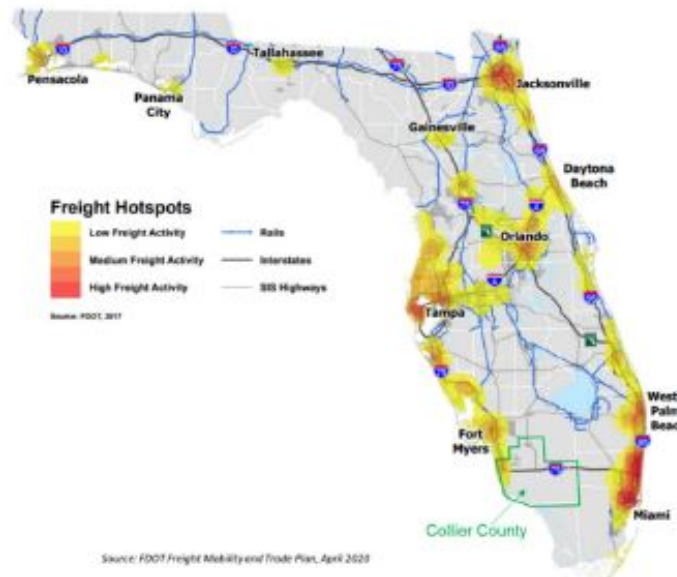
Airport	Funding Source	2020-2024	2026-2030	2031-2035	2036-2045	TOTAL
<b>Collier County Airport Authority</b>						
Immokalee Regional Airport	FAA, FDOT, Local		\$8,400,000	\$15,000,000	\$38,800,000	\$62,200,000
Everglades Airpark	FAA, FDOT, Local		\$2,000,000	\$3,000,000	\$5,100,000	\$10,100,000
Marco Island Executive Airport	FAA, FDOT, Local		\$ 4,100,000	\$5,000,000	\$9,250,000	\$18,350,000
<b>City of Naples</b>						
Naples Airport	FAA, FDOT	\$39,950,000				\$39,950,000

## 6-4 Freight Network Projects

FDOT updated its Freight Mobility and Trade Plan (FMTP) in April 2020 (FDOT 2020b). The FMTP is a comprehensive plan that identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state. The FMTP identified freight hotspots as presented in Figure 6-11. Collier County has low to medium freight activity along the I-75 corridor. According to the data from the FMTP, there are two Freight Intensive Areas in the County: East Naples Industrial area and the Immokalee Airport Industrial area. A Freight Intensive Area is a cluster or group of freight facilities that generates, distributes, or attracts large amounts of freight activities and has a significant impact on Florida's transportation system and economy. Out of 70 Freight Intensive Areas within the state, the East Naples and Immokalee Airport areas ranked 42nd and 43rd, respectively, by total freight parcel floor area.

The FMTP *Technical Memorandum 6, Project Prioritization and Selection* (FDOT 2020b) presents the methodology and the freight project selection and prioritization process. Noted on the list of prioritized projects in the FMTP as a low priority were the I-75 at CR 846 (Immokalee Road) and I-75 at Pine Ridge Road interchange modification projects. All projects listed in Table 6-1, 2045 SIS Cost Feasible Projects, are part of the Regional Freight Mobility Corridors within the Collier MPO boundary (refer to Figure 4-4 in Chapter 4). A total of 20 of the cost feasible projects identified in this 2045 LRTP update are on the freight network within Collier MPO boundary.

Figure 6-11. Freight Hotspot Locations



## 6-5 Airport Transportation Projects

As noted in Chapter 4, two off-airport transportation projects were identified in the roadway Needs Plan to improve access to Naples Airport and Immokalee Regional Airport. Project no. 31, Immokalee Road from Airpark Boulevard to SR 29, has been identified as cost feasible for construction in FY2036 to FY2045. The project includes widening Immokalee Road from two to four lanes and will improve traffic operations and access to the industrial warehouses within the property of the Immokalee Regional Airport. Approximately \$7.2 million has been dedicated to this off-airport roadway project in the Cost Feasible Plan using County funds.



---

Project no. 114 in the roadway Needs Plan includes innovative intersection improvements at Radio Road and Airport Pulling Road. This intersection provides access to the entrance of the Naples Airport. While the project is not part of the Cost Feasible Plan, it will remain on Needs Plan. Naples Airport

estimates their development costs for airport operations at \$56.8 million for short term (2020–2024), \$67 million for intermediate (2025–2029), and \$83 million for long-term (2030–2039) expenses, for a total of \$206.9 million.

## **APPENDIX F: FEDERAL LANDS APPROPRIATIONS**

**(Eastern Federal Lands Highway Division of the  
Federal Highway Administration (FHWA))**

# FY2021-FY2024 Transportation Improvement Program

Last Printed: 12/22/2020

Federal Highway Administration  
Eastern Federal Lands Highway Division

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
FL FLAP JKSVL STDY(1)	2021	FL	Duval	National Park Service/Timucuan Ecological and Historical Preserve	Bike and ped feasibility study to connect 3 areas within Timucuan Ecological and Historical Preserve	MISC	FLAP	\$ 1,020,000.00	Title 23	LOCAL	Planned	FL-04	NPS
FL FLAP STPRK TRL(2)	2021	FL	Martin	FWS, Hobe Sound National Wildlife Refuge	Construction of a 1900 foot long multi-modal path and an overpass across the FEC railway.	MISC	FLAP	\$ 3,135,000.00	Title 23	STATE	In Design	FL-18	NPS
FL FLTP FW CRLA (1)	2021	FL	Monroe	Crocodile Lake NWR	Remove Banyan Asphalt, Car Dump Asphalt, and Nike Missile Asphalt Roads CN	3RH	FLTP	\$ 150,000.00	Tile 23	FWS	Planned	FL-20	FWS
FL FLTP FW HOSO (1)	2021	FL	Martin	Hobe Sound NWR	Visitor Center Entrance Road and Parking Lot	3RH	FLTP	\$ 62,312.00	Title 23	FWS	Planned	FL-16	FWS
FL FLTP FW LOXA (2)	2021	FL	Palm Beach	Arthur R. Marshall Loxahatchee NWR	Replace wooden decking at the Admin Observation Deck	3RH	FLTP	\$ 114,782.00	Title 23	FWS	Planned	FL-19	FWS
FL FLTP STMA (1)	2021	FL	Wakulla	St Marks NWR	Repair/Rehab Rte#010, Lighthouse Road	3RH	FLTP	\$ 1,057,388.00	Title 23	FWS	Planned	FL-02	FWS
FL_FLAP_JKSVL_STDY(1)	2021	FL	Duval	National Park Service/Timucuan Ecological and Historical Preserve	Bike and ped feasibility study to connect 3 areas within Timucuan Ecological and Historical Preserve	MISC	FLAP	\$ 1,020,000.00	Title 23	LOCAL	Planned	FL-04	NPS
FL_FLAP_STPRK_TRL(2)	2021	FL	Martin	FWS, Hobe Sound National Wildlife Refuge	Construction of a 1900 foot long multi-modal path and an overpass across the FEC railway.	MISC	FLAP	\$ 3,135,000.00	Title 23	STATE	In Design	FL-18	NPS
FW FLPA 419(1)	2021	FL	Collier	Florida Panther National Wildlife Refuge	Rehab Fritz Rd (RT 419)	3RL	FLTP	\$ 750,000.00	Title 23	EFLHD	In Design	FL-25	FWS
NFSR 120 MP 2.095 Bridge Replacement	2021	FL	Liberty	Apalachicola National Forest	Replace Load limited bridge	BRRP	FLTP	\$ 960,000.00	Title 23	USFS	Planned	FL-02	USFS
NP EVER 219(1) 222(1)	2021	FL	Monroe	Everglades National Park	Overlay Flamingo T Loop & Walk in Campground ½" mill and 1 ½".	3RL	REIMB	\$ 1,758,539.60	Other	EFLHD	In Design	FL-26	NPS
NP BISC 10(2)	2022	FL	Miami-Dade	Biscayne National Park	Resurface Entrance Road and Parking Lot at Convoy Point	3RH	FLTP	\$ 1,099,382.00	Title 23	EFLHD	In Design	FL-11	NPS
FL FLTP FW CRRI (1)	2023	FL	Citrus	Crystal River NWR	Replace storm damaged dock	3RH	FLTP	\$ 309,857.00	Title 23	FWS	Planned	FL-05	FWS
FL FLTP FW LOXA (3)	2024	FL	Palm Beach	Arthur R. Marshall Loxahatchee NWR	Rehabilitate L-40 Observation tower	3RH	FLTP	\$ 150,000.00	Title 23	FWS	Planned	FL-19	FWS





## **APPENDIX G: SUMMARY OF PUBLIC COMMENTS**

**PAGE INTENTIONALLY BLANK**

## **APPENDIX H: FISCAL CONSTRAINT**

**PAGE INTENTIONALLY BLANK**

## FY 2022-2026 TIP FISCAL CONSTRAINT

February 17, 2021 download provided by FDOT

Fund	Fund Name	2022	2023	2024	2025	2026
ACBR	ADVANCE CONSTRUCTION (BRT)	-	-	-	2,459,296	-
ACCM	ADVANCE CONSTRUCTION (CM)	1,590,083	-	-	-	-
ACNP	ADVANCE CONSTRUCTION NHPP	4,447,625	50,000	41,158,790	74,498,126	-
ACSA	ADVANCE CONSTRUCTION (SA)	-	-	-	-	-
ACSU	ADVANCE CONSTRUCTION (SU)	1,700,000	-	-	-	-
BNDS	BOND - STATE	-	-	-	-	-
BNIR	INTRASTATE R/W & BRIDGE BONDS	-	-	-	-	-
BRRP	STATE BRIDGE REPAIR & REHAB	-	200,000	-	1,675,719	-
CGP	COUNTY INCENTIVE GRANT PROGRAM	1,500,000	4,928,100	1,600,000	-	-
CM	CONGESTION MITIGATION - AQ	1,325,272	-	993,193	-	-
D	UNRESTRICTED STATE PRIMARY	2,818,901	2,750,289	2,766,378	2,113,898	2,283,010
DDR	DISTRICT DEDICATED REVENUE	2,869,733	2,402,270	7,440,428	18,763,870	2,105,810
DI	ST. - S/W INTER/INTRASTATE HWY	-	5,450,000	42,074,726	26,151,000	-
DIH	STATE IN-HOUSE PRODUCT SUPPORT	84,217	47,160	6,498	22,300	-
DITS	STATE/IDE ITS - STATE 100%.	600,000	-	-	-	-
DPTO	STATE - PTO	1,250,724	269,753	1,494,278	1,231,344	5,481,952
DS	STATE PRIMARY HIGHWAYS & PTO	123,657	2,939,015	6,906,909	-	-
DSB2	EVERGLADES PKY/ALLIGATOR ALLEY	49,551,731	47,076,928	1,445,150	1,400,000	1,400,000
DU	STATE PRIMARY/FEDERAL REIMB	443,232	483,535	458,797	575,559	709,854
FAA	FEDERAL AVIATION ADMIN	2,239,830	900,000	150,030	-	180,000
FTA	FEDERAL TRANSIT ADMINISTRATION	3,628,723	4,324,206	5,077,455	5,495,630	5,666,403
GMIR	GROWTH MANAGEMENT FOR 3S	-	-	-	-	-
IMID	INTERSTATE MAINTENANCE DISCRET	-	-	-	-	-
LF	LOCAL FUNDS	4,322,127	7,955,415	8,682,538	13,506,067	8,555,962
LFR	LOCAL FUNDS/REIMBURSABLE	2,459,296	-	-	-	-
PL	METRO PLAN (85% FA; 15% OTHER)	548,485	547,684	547,684	547,684	547,684
REPE	REPURPOSED FEDERAL EARNMARKS	-	-	-	-	-
SA	STP, ANY AREA	-	-	3,336,146	-	-
SR2T	SAFE ROUTES - TRANSFER	663,333	90,943	-	771,516	-
STED	2012 SB1998 STRATEGIC ECON COR	-	-	-	-	-
SU	STP, URBAN AREAS > 200K	4,613,102	4,593,239	4,577,314	4,596,008	4,557,309
TALT	TRANSPORTATION ALTS- ANY AREA	120,383	380,000	649,759	-	-
TALU	TRANSPORTATION ALTS->200K	377,460	375,835	374,532	376,061	372,895
TCSP	TRANS. COMMUNITY & SYSTEM PRES	-	-	-	-	-
TLWR	2015 SB2514A-TRAIL NETWORK	-	-	-	-	1,100,000
TOO2	EVERGLADES PARKWAY	5,375,000	5,385,000	5,385,000	5,325,000	4,385,000
TRIP	TRANS REGIONAL INCENTIVE PROG	-	-	2,714,534	3,173,552	-
TRWR	2015 SB2514A-TRAN REG INCT PRG	-	-	35,466	1,040,886	-
TOTAL REVENUES BY FUND SOURCE		92,652,914	91,149,372	137,875,605	163,723,516	37,345,879
TOTAL EXPENDITURES BY FUND SOURCE		92,652,914	91,149,372	137,875,605	163,723,516	37,345,879



## **APPENDIX I: CRITERIA USED FOR PROJECT PRIORITIZATION**

**PAGE INTENTIONALLY BLANK**



## MPO Board Allocation of its Transportation Management Area (TMA) Funds

The 2045 Long Range Transportation Plan (LRTP) approved in December 2020 establishes a new methodology for allocating the MPO's TMA funds, as shown in Table ES-9 below. The 2045 LRTP - Cost Feasible Plan contains a budget line item for these project categories but does not list individual projects within these categories.

**Table ES-9. SU Box Funds by Planning Year and Project Phase**

Allocation Type	Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026- 2045
	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	
MPO Supplemental Planning Funds	\$0.70			\$0.80			\$1.90			\$3.40
Bicycle Pedestrian Box Funds			\$10.17			\$10.13			\$20.15	\$40.45
Congestion Management/Intelligent Transportation Box Funds			\$10.17			\$10.13			\$20.15	\$40.45
Bridge Box Funds			\$4.96			\$4.94			\$9.80	\$19.70
Safety			\$0.80			\$0.80			\$1.50	\$3.10

The MPO approved the following plans which are incorporated by reference into the 2045 LRTP:

- Bicycle and Pedestrian Master Plan
- Congestion Management Process (2017) and Transportation System Performance Report (2020)
- Local Roads Safety Plan (2021)

These plans identify the project prioritization processes and evaluation criteria summarized below.

### **Bicycle and Pedestrian Projects**

On March 8, 2019, the MPO Board adopted the Bicycle and Pedestrian Master Plan which contains the criteria and point system that will be used to evaluate bicycle and pedestrian projects. Project evaluation occurs in a two-step process. First, MPO staff conducts a preliminary assessment for eligibility according to the following criteria: a) timeliness, b) constructability and c) funding availability. Next, MPO staff and advisory committees evaluate, score and rank the projects according to the following criteria:

**Safety**

- Implements a recommended action in a Bicycle/Pedestrian Road Safety Audit – 5 points
- Addresses a safety concern involving serious injuries and fatalities as identified in this Plan, absent a Safety Audit to verify the proposed mitigation measure – 3 points
- Addresses a safety concern involving crashes of less severity, absent a Safety Audit to verify the proposed mitigation measure – 2 points
- Addresses a safety concern expressed by members of the public in the absence of crash records – 1 point

**Equity**

- Fills a need associated with an Environmental Justice community or use identified in this Plan – 5 points
- Fills a need associated with an area that meets some, but not all EJ criteria used in identifying EJ communities for this Plan – 3 points
- Fills a need associated with an area that does not have adequate access to nonmotorized transportation facilities based upon public input received in the development of this Plan – 1 point

**Connectivity**

- Fills a prioritized infrastructure gap identified in this Plan – 5 points
- Fills a need for improved connectivity based upon public input received in the development of this Plan – 2 points

## Congestion Management Projects

Eligibility Criteria	LRTP Goal
Maintains concurrency w/FDOT Regional ITS and/or Technical advances	<ul style="list-style-type: none"> <li>• reduce roadway congestion</li> </ul>
Increases number of connected signalized intersections	<ul style="list-style-type: none"> <li>• reduce roadway congestion</li> <li>• increase the safety of the transportation system</li> </ul>
Improves Travel Time Reliability	<ul style="list-style-type: none"> <li>• reduce roadway congestion</li> </ul>
Capacity Enhancement	<ul style="list-style-type: none"> <li>• improve system continuity and connectivity</li> </ul>
Increases ridership on existing route and increases number of riders at specific transit stops before/after installation	<ul style="list-style-type: none"> <li>• promote multi-modal solutions</li> </ul>
Improves bike/ped connections to bus shelters, inclusive of meeting ADA requirements	<ul style="list-style-type: none"> <li>• promote multi-modal solutions</li> <li>• improve system continuity and connectivity</li> </ul>
Reduces the miles of gaps in cycling network per 2016 Inventory	<ul style="list-style-type: none"> <li>• promote multi-modal solutions</li> <li>• improve system continuity and connectivity</li> <li>• increase the safety of the transportation system</li> </ul>
Addresses a problem area identified in B/P safety study, Walkability Study or B/P Safety Audit	<ul style="list-style-type: none"> <li>• increase the safety of the transportation system</li> </ul>

Study that is Travel Demand Management (TDM) related
Study that is related to New Network Connections
Study that is related to an Intermodal Hub(s)

Congestion management projects were evaluated based on the Congestion Management Process (CMP) 2017 Update. Project eligibility was first determined based on the 11 criteria below, which reflect the Performance Measures adopted as part of the CMP 2017 Update. Each of the criteria addresses one or more goals of the LRTP which are also listed below. The Congestion Management Committee (CMC) then prioritized the eligible projects using a Delphi method.

### **Bridge Project Application Criteria**

Bridge projects were drawn from the County's East of CR 951 Bridge Report, which the County is in the process of updating. The LRTP and therefore Transportation Improvement Program (TIP) recommendations for bridge projects come directly from this report. The criteria used to evaluate bridge projects and the associated LRTP goal are listed in the table below.

<b>Question/Criteria</b>	<b>LRTP Goal</b>
Emergency response times and proximity to responding agency.	Increase the safety of the transportation system for users.
Impact of bridge on increasing mobility and ease of evacuation.	Improve system continuity and connectivity.
Gains in service efficiency, particularly for schools.	Improve system continuity and connectivity.
Public sentiment.	

## **Transit Project Selection**

Collier Area Transit (CAT) provides the MPO with transit priorities. These priorities are based on the Transit Development Plan which is the strategic guide for public transportation in Collier County. The plan is updated annually, and a major update is completed every five years. The development of proposed transit projects is based on:

1. Situational Appraisal which is an assessment of CAT's operating environment to identify community needs.
2. Transit Demand Assessment which is a technical analysis of transit demand and needs used to identify areas with characteristics supportive of transit.
3. Discussion with public agency staffs, visioning surveys, workshops, and stakeholder discussions.
4. Coordination with the MPO in the long-range transportation planning process

Long Range Transportation Plan Goals associated with the selection of transit projects include:

- Reduce roadway congestion.
- Promote multi-modal solutions.
- Promote the integrated planning of transportation and land use.

5. Transit Asset Management (TAM) Performance Measures – The MPO adopted the Board of County Commissioners’ TAM Targets on November 9, 2018:

Measure	Target	Existing Conditions	Meets	Responsible Agency
Transit Rolling Stock	≤10% have met or exceeded ULB	0%	Yes	Collier County - CAT
Transit Equipment	≤25% have met or exceeded ULB	50%	No	Collier County - CAT
Transit Facilities	≥25% < 3 TERM	0%	Yes	Collier County - CAT

Although the 2019 Transit Priorities submitted by County staff did not include State of Good Repair related projects, the MPO Board gave staff direction in December 2019 to use available SU funds to purchase a replacement bus for \$500,000 and to fund a project to enhance accessibility at 10 bus stops to meet ADA requirements for \$250,000 in FY 2020. The MPO requested the inclusion of State of Good Repair related projects when soliciting Transit Priorities in calendar years 2020 and 2021.

### **The LRTP and the TIP**

The 2045 LRTP is also the source of other projects contained in the TIP. Proposed projects in an LRTP’s Cost Feasible Plan were evaluated, in part, on their merits to improve traffic flow, capacity and congestion as analyzed using FDOT’s District One Travel Demand Model (D1RPM). The LRTP used additional criteria in project evaluation including:

- Freight system improvement
- Wetland and species impacts
- Evacuation route
- Cost per lane mile
- Reduction in congestion
- Traffic safety
- Multimodalism

- Equity
- Climate Change Vulnerability
- Connected and Autonomous Vehicles Technology

Projects identified in an LRTP needs analysis are selected for inclusion in the Cost Feasible Plan based on their needs analysis ranking and on a financial analysis of funds that can reasonably be expected to be available for transportation investments during the timeframe of the plan. Each year, the MPO selects a subset of the projects in the Cost Feasible Plan for inclusion in the upcoming TIP.



## **APPENDIX J: ADDITIONAL PLANS AND STUDIES**

Plans and studies that are in the UPWP and that are using SU funds, but that are not included in the TIP.

## **APPENDIX K: ADDRESSING PERFORMANCE MANAGEMENT REQUIREMENTS IN THE TIP**

**PAGE INTENTIONALLY BLANK**

**APPENDIX K**

**ADDRESSING PERFORMANCE MANAGEMENT REQUIREMENTS IN  
THE TIP**



# **Template to Address Performance Management Requirements in Metropolitan Planning Organization Transportation Improvement Programs**

**Office of Policy Planning**

**Florida Department of Transportation**

*March 2021 updates*



***COLLIER MPO***

***FY 2022-2026 TIP***

# TABLE OF CONTENTS

---

<b>1 - PURPOSE .....</b>	<b>2</b>
<b>2 - BACKGROUND .....</b>	<b>3</b>
<b>3 - HIGHWAY SAFETY MEASURES (PM1) .....</b>	<b>4</b>
3.1 Language for MPO that Supports Statewide Targets .....	4
3.2 Alternate Language for MPO that Establishes its Own Targets.....	<b>Error! Bookmark not defined.</b>
<b>4 - PAVEMENT &amp; BRIDGE CONDITION MEASURES (PM2) .....</b>	<b>9</b>
4.1 Language for MPOs that Support Statewide Targets .....	10
4.2 Alternate Language for MPO that Establishes its Own Targets.....	<b>Error! Bookmark not defined.</b>
<b>5 - SYSTEM PERFORMANCE, FREIGHT, &amp; CONGESTION MITIGATION &amp; AIR QUALITY IMPROVEMENT PROGRAM MEASURES (PM3).....</b>	<b>13</b>
5.1 Language for MPOs that Supports Statewide Targets .....	14
5.2 Alternate Language for MPO that Establishes its Own Targets.....	<b>Error! Bookmark not defined.</b>
<b>6 - TRANSIT ASSET MANAGEMENT MEASURES.....</b>	<b>16</b>
6.1 Language for MPO that Supports Public Transportation Provider Targets .....	18
6.2 Alternate Language for MPO that Establishes its Own Targets.....	<b>Error! Bookmark not defined.</b>
<b>7 - TRANSIT SAFETY PERFORMANCE.....</b>	<b>22</b>
7.1 Language for MPO that Supports Public Transportation Provider Safety Targets	<b>Error! Bookmark not defined.</b>
7.2 Alternate Language for MPO that Establishes its Own Transit Safety Targets	<b>Error! Bookmark not defined.</b>

# 1 - PURPOSE

---

This document provides language that Florida’s metropolitan planning organizations (MPO) may incorporate in Transportation Improvement Programs (TIP) to meet the federal transportation performance management rules. Updates or amendments to the TIP must incorporate these measures and related information no later than:

- May 27, 2018 for Highway Safety measures (PM1);
- October 1, 2018 for Transit Asset Management (TAM) 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 TIPs. 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 shown in bolded text.** This can range from simply adding the MPO name and adoption dates to providing MPO-specific background information and relevant strategies and prioritization processes.

The document is consistent with the Transportation Performance Measures (TPM) Consensus Planning Document developed jointly by the Florida Department of Transportation (FDOT) and the Metropolitan Planning Organization Advisory Council (MPOAC). 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

---

Performance management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which progress is assessed using available data. The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) requires state departments of transportation (DOT) and MPOs to conduct performance-based planning by tracking performance measures and establishing data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to seven national goals:

- Improving safety;
- Maintaining infrastructure condition;
- Reducing traffic congestion;
- Improving the efficiency of the system and freight movement;
- Protecting the environment; and
- Reducing delays in project delivery.

The Fixing America's Surface Transportation (FAST) Act supplements MAP-21 by establishing timelines for state DOTs and MPOs to comply with the requirements of MAP-21. FDOT and MPOs must coordinate when selecting PM1, PM2, and PM3 performance targets, and public transportation providers must coordinate with states and MPOs in the selection of state and MPO transit asset management and transit safety performance targets. FDOT and the MPOAC developed the TPM Consensus Planning Document to describe the processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management and target setting.

### 3 - HIGHWAY SAFETY MEASURES (PM1)

Safety is the first national goal identified in the FAST Act. In March 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the *Federal Register*. The rule requires MPOs to establish targets for the following safety-related performance measures and report progress to the state DOT:

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 Nonmotorized Fatalities and Serious Injuries.

#### 3.1 Language for MPO that Supports Statewide Targets

On August 31, 2020, FDOT established statewide performance targets for the safety measures for calendar year **2021**. On **November 13, 2020, the Collier MPO** agreed to support FDOT’s statewide safety performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Table 3.1 presents the statewide and MPO safety targets.

**Table 3.1. Statewide and MPO Safety Performance Targets**

Statewide Safety Performance Targets	Statewide Target (2021)	MPO Target (2021)
Number of fatalities	0	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0	0
Number of serious Injuries	0	0
Rate of serious injures per 100 million vehicle miles traveled (VMT)	0	0
Number of non-motorized fatalities and serious injuries	0	0

FDOT adopted Vision Zero in 2012. This, in effect, became FDOT’s target for zero traffic fatalities and quantified the policy set by Florida’s Legislature more than 35 years ago (Section 334.046(2), Florida Statutes, emphasis added):

*“The mission of the Department of Transportation shall be to provide a **safe** statewide transportation system...”*

FDOT and Florida’s traffic safety partners are committed to eliminating fatalities and serious injuries with the understanding that the death or serious injury of any person is unacceptable. Therefore, FDOT has established 0 as the only acceptable target for all five of the federal safety performance measures. FDOT reaffirms this commitment each year in setting annual safety targets. The Florida Transportation Plan (FTP), the state’s long-range transportation plan, identifies eliminating transportation related fatalities

and serious injuries as the state's highest transportation priority. Florida's Strategic Highway Safety Plan (SHSP), which will be updated in early 2021, specifically embraces Vision Zero/Target Zero and identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs through the MPOAC. The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. 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.

Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which could be referred to as the 4Is: intelligence, innovation, insight into communities, and investments and policies.

The Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide performance toward the zero deaths vision. For the 2020 HSIP annual report, FDOT established 2021 statewide safety performance targets at "0" for each safety performance measure to reflect the Department's vision of zero deaths.

**Last year FHWA determined that Florida did not meet or make significant progress towards achieving its safety performance targets. FDOT was therefore required to develop and follow a Highway Safety Improvement Program (HSIP) Implementation Plan that describes the actions the State will take to meet or make significant progress toward meeting its subsequent targets. During Florida Metropolitan Planning Partnership (FMPP) virtual meeting held in February 2021, FHWA discussed expectations for TIPs specific to safety targets. For this year, MPOs are required to reference the HSIP Implementation Plan in their TIPs. For next year's TIP, MPOs are required to connect projects funded by HSIP to projects in their TIPs. FDOT's Safety office plans to share more details on the HSIP and how projects are selected at a future MPOAC meeting.**

The **Collier MPO**, along with FDOT and other traffic safety partners, shares a high concern about the upward trending of traffic crashes, both statewide and nationally. As such, the **Collier MPO** supports FDOT's statewide 2021 safety targets. The safety initiatives within this TIP are intended to contribute toward achieving these targets.

Safety performance measure targets are required to be adopted on an annual basis. FDOT, in August of each calendar year, will report the following year's targets in the HSIP Annual Report. After FDOT adopts the targets, the MPO is required to either adopt FDOT's targets or establish its own targets by the following February.

In early 2020, FHWA completed an assessment of target achievement for FDOT's 2018 safety targets, based on actual five-year averages for each measure for 2014-2018. Per FHWA's PM1 rule, a state has met or made significant progress toward its safety targets when at least four of the targets have been met or the actual outcome is better than the baseline performance. Based on FHWA's review, Florida did not make significant progress toward achieving its safety targets. Both the total number of fatalities and the fatality rate increased. The total number of serious injuries has begun to decline on a five-year rolling average basis, while the serious injury rate has declined steadily over this timeframe. Based on these trends, Florida is making progress towards achieving the targets established for serious injuries but not yet for fatalities or non-motorized users. As requested by FHWA, FDOT has developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of these targets. The HSIP Implementation Plan documents Florida's HSIP

funding and project decisions for the upcoming fiscal year to meet or make significant progress toward meeting its safety performance targets in subsequent years.

As documented in the HSIP Implementation Plan, Florida received an allocation of approximately \$155 million in HSIP funds during the 2018 state fiscal year from July 1, 2018 through June 30, 2019, and fully allocated those funds to safety projects. FDOT used these HSIP funds to complete 391 projects, which address the safety categories of intersections, lane departure mitigation, pedestrian and bicyclist safety, and other programs representing SHSP emphasis areas.

FDOT updates the HSIP annually, working closely with FDOT districts and traffic safety partners to analyze crash data and identify projects that apply proven countermeasures to locations with a high frequency or high rate of crashes specific to the SHSP emphasis areas, resulting in an evolving list of projects prioritized in coordination with regional and local partners. FDOT closely monitors emerging safety trends and challenges, working with regional and local safety partners to amend the HSIP project list when necessary. While these projects and the associated policies and standards may take years to be implemented, they are built on proven countermeasures for improving safety and addressing specific safety challenges. Florida continues to allocate all available HSIP funding to these projects.

### 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 most recent five-year rolling average (2013-2017) of crash data and VMT were utilized. 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 TIP development process, consistent with the process used to develop the **Collier 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 derived 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), Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).

### Safety Programs and Projects in the FY 2022 – 2026 TIP

The **Collier MPO** considered safety as a project evaluation factor in prioritizing projects for inclusion in the 2045 LRTP's Cost Feasible Plan (CFP) and in these specific plans that are incorporated into the LRTP CFP by reference: The Transportation System Performance Report and Action Plan (2020), the Bicycle and Pedestrian Master Plan (2019) and the Draft Local Roads Safety Plan. The MPO's annual project prioritization process includes safety as an evaluation factor in rating and ranking projects for programming the MPO's Transportation Management Area (TMA) Surface Transportation Grant Program – Urban (SU) funds.

The TIP includes programs and projects that fall into specific investment priorities established by the MPO in the 2045 LRTP, the Bicycle and Pedestrian Master Plan, the Transportation System Performance Report and Action Plan and the Draft Local Roads Safety Plan. This includes **safety programs** such as:

- Infrastructure examples: Installation of new sidewalks, bike lanes and shared use paths; school flashing signals, roadway lighting, traffic calming, traffic signals, bike lanes, sidewalks, installing roundabouts, innovative intersection improvements, constructing a truck bypass on a state road to limit heavy commercial through traffic on an historic Main Street in an community with a large minority and immigrant population and high number of crashes involving pedestrian and cyclists, lane repurposing projects, new and improved pedestrian crosswalks; improved curve radii and lane width on **Corkscrew Road (FPN 4463231 and 4463232)**; installation of bicycle detection equipment at intersections
- Behavioral safety examples: Safe Routes to Schools education/enforcement activities, pedestrian/bicycle safety education

- Emergency services – at times the TIP has included funding operations at fire station 3 on I-75 which enhances emergency response time.

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

---

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.

For the pavement measures, five pavement metrics are used to assess condition:

- International Roughness Index (IRI) - an indicator of roughness; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Cracking percent - percentage of 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 ratings 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 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 set 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.

#### 4.1 Language for MPOs that Support Statewide Targets

On May 18, 2018, FDOT established statewide performance targets for the pavement and bridge measures. On **November 9, 2018**, the **Collier MPO** agreed to support FDOT's statewide pavement and bridge performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Table 4.1 shows the statewide targets:



**Table 4.1. Statewide Pavement and Bridge Condition Performance Targets**

<b>Performance Measure</b>	<b>2-year Statewide Target (2019)</b>	<b>4-year Statewide Target (2021)</b>
Percent of Interstate pavements in good condition	Not required	≥60%
Percent of Interstate pavements in poor condition	Not required	≤5%
Percent of non-Interstate NHS pavements in good condition	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	≤5%	≤5%
Percent of NHS bridges (by deck area) in good condition	≥50%	≥50%
Percent of NHS bridges (by deck area) in poor condition	≤10%	≤10%

For comparative purposes, the baseline (2017) conditions are as follows:

- 66.1 percent of the Interstate pavement is in good condition and 0.0 percent is in poor condition;
- 44.0 percent of the non-Interstate NHS pavement is in good condition and 0.4 percent is in poor condition; and
- 67.7 percent of NHS bridges (by deck area) is in good condition and 1.2 percent is in poor condition.

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 initial 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 other unknowns and unfamiliarity associated with the new required processes, FDOT took a conservative approach when establishing its initial pavement and bridge condition targets. It is the intent of FDOT to meet or exceed the established performance targets.

FDOT collects and reports bridge and pavement data to FHWA each year to track performance and progress toward the targets. Reported pavement and bridge data for 2018 and 2019 show relatively stable conditions compared to the 2017 baseline and exceeded the established two-year targets. In early 2021, FHWA determined that FDOT made significant progress toward the two-year targets.

**Collier MPO's NHS roadways are:**

- **I-75 (SR 93)**
- **US41 (SR 45, Tamiami Trail)**
- **CR951 between US41 and I-75.**

The **Collier MPO's TIP** reflects investment priorities established by FDOT for I-75 and US 41 and are consistent with priorities identified in the 2045 LRTP. The focus of Collier MPO's investments in bridge and pavement condition on the NHS include:

- Pavement replacement or reconstruction (on the NHS)
- New lanes or widenings of NHS facilities, including resurfacing existing NHS lanes associated with new capacity
- Bridge replacement or reconstruction
- New bridge capacity on the NHS
- System resiliency projects that improve NHS bridge components (e.g., upgrading culverts)

The **Collier MPO** tracks and reports on performance targets in **the Director's Annual Report to the MPO Board, presented in December**. The TIP devotes a significant amount of resources to projects that will maintain pavement and bridge condition performance on the NHS. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, and new bridge and pavement capacity. According to a spreadsheet provided by FDOT in February 2021, the Tentative Work Program the TIP is based on will fund **\$200.9 million for resurfacing**, and **\$36.8 million for new capacity**. The TIP will fund **\$11.7 million for non-NHS bridges**.

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize funding to ensure the transportation system is adequately preserved and maintained. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to pavement and bridge projects, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide pavement and bridge condition performance targets.

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize funding to ensure the transportation system is adequately preserved and maintained. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to pavement and bridge projects, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide pavement and bridge condition performance targets.

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

---

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 state DOTs and MPOs to establish 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 listed measures above pertaining to the CMAQ Program do not currently apply in Florida. A description of the applicable measures follows.

### ***LOTTR Measures***

The LOTTR performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. LOTTR is defined as the ratio of longer travel times (80<sup>th</sup> percentile) to a normal travel time (50<sup>th</sup> percentile) over of all applicable roads, across four time periods between the hours of 6 a.m. and 8 p.m. each day. The measure is 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.

### ***TTTR Measure***

The TTTR performance measure assesses the reliability index for trucks traveling on the interstate. A TTTR ratio is generated by dividing the 95<sup>th</sup> percentile truck travel time by a normal travel time (50<sup>th</sup> percentile) for each segment of the Interstate system over specific time periods throughout weekdays and weekends. This is

averaged across the length of all Interstate segments in the state or metropolitan planning area to determine the TTTR index.

Federal rules require state DOTs and MPOs to coordinate when setting LOTTR and TTTR performance targets and monitor progress towards achieving the targets. States 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>1</sup>; and
- Two-year and four-year targets for truck travel time reliability.

MPOs must establish four-year targets for all three 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 system performance at the end of calendar years 2019 and 2021, respectively.

## 5.1 Language for MPOs that Supports Statewide Targets

On May 18, 2018, FDOT established statewide performance targets for the system performance measures. In **November 2019**, the **Collier MPO** agreed to support FDOT's statewide system performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Table 5.1 presents the statewide and MPO targets.

**Table 5.1. Statewide System Performance and Freight Targets**

Performance Measure	2-year Statewide Target (2019)	4-year Statewide Target (2021)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	≥75%	≥70%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Not Required <sup>7</sup>	≥50%
Truck travel time reliability (TTTR)	≤1.75	≤2.00

For comparative purposes, baseline (2017) statewide conditions are as follows:

- 82.2 percent of person-miles traveled on the Interstate are reliable;
- 84.0 percent of person-miles traveled on the non-Interstate are reliable; and
- 1.43 truck travel time reliability index.

<sup>1</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.

In establishing these targets, FDOT reviewed external and internal factors that may affect reliability; analyzed travel time data from the National Performance Management Research Dataset (NPMRDS) for the years 2014 to 2017; and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable.

The federal travel time reliability measures follow a new methodology that differ from prior Florida efforts. In addition, beginning in 2017, the NPMRDS expanded its coverage of travel segments, and a new vendor began to supply the dataset, creating a difference in reliability performance results on non-Interstate NHS segments between pre-2017 trends and later trends. These factors create challenges for establishing a confident trend line to inform target setting for the next two to four years.

In consideration of these differences, as well as other unknowns and unfamiliarity associated with the new required processes, FDOT took a conservative approach when establishing its initial statewide system performance and freight targets.

FDOT collects and reports reliability data to FHWA each year to track performance and progress toward the reliability targets. The percentage of person-miles that are reliable improved since 2017 on both the Interstate and non-Interstate NHS. The truck travel time reliability index improved slightly from the 2017 baseline to 2018 but declined slightly in 2019. The data all indicate performance that exceeded the applicable two-year targets. In early 2021, FHWA determined that FDOT made significant progress toward the two-year targets.

System performance and freight are addressed through several statewide initiatives:

- Florida's Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT's capacity investments and is Florida's primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and includes highways, are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT's focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA's TPM program. The SIS Policy Plan will be updated in 2021 consistent with the updated FTP. The SIS Policy Plan defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investments needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, safety, preservation, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).
- In addition, FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development efforts into the future. The FMTP identifies truck bottlenecks and other freight investment needs and defines the process for setting priorities among these needs to receive funding from the National Highway Freight Program (NHFP). Project evaluation criteria tie back to the FMTP objectives to ensure high priority projects support the statewide freight vision. In February 2018, FHWA approved the FMTP as FDOT's State Freight Plan.
- FDOT also developed and refined a methodology to identify freight bottlenecks on Florida's SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's SIT to help identify the most important SIS capacity projects to relieve congestion.

The **Collier MPO TIP** reflects investment priorities established in the **2045 LRTP**. The focus of **Collier MPO's** investments that address system performance and freight:

- Corridor improvements
- Intersection improvements (on NHS roads)
- Projects evaluated in the CMP and selected for the TIP
- Investments in transit, bicycle, and pedestrian systems that promote mode shift
- Managed lanes on I-75
- Freight improvements that increase reliability and safety.
- TSMO/ITS projects or programs
- Travel demand management programs [studies in process, no projects programmed at this time]

**Collier MPO** uses project selection criteria related to congestion-relief, reliability, mode shift, freight, TDM, etc. in the LRTP and in the project prioritization process for the use of the MPO's SU "box" funds.

The **Collier MPO TIP** devotes a significant amount of resources to programs and projects that will improve system performance and freight reliability on the Interstate and non-Interstate NHS. Investments include **\$80.7 million** for **corridor improvements on the non-Interstate NHS**, which also support the MPO's **regional priority freight corridors**. The TIP will fund **\$14.1 million** for **congestion management projects**; and **\$17.2 million** for **bike/ped projects**.

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize funding to address performance goals and targets. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to programs that address system performance and freight, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide reliability performance targets.

## 6 - TRANSIT ASSET MANAGEMENT MEASURES

---

### Transit Asset Performance Measures

On July 26, 2016, FTA published the final Transit Asset Management (TAM) 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 TAM plans, and establishes state of good repair standards and performance measures for four asset categories: equipment, rolling stock, transit infrastructure, and facilities. The rule became effective on October 1, 2018.

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



**Table 6.1. FTA TAM Performance Measures**

<b>Asset Category</b>	<b>Performance Measure</b>
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, service frequency, etc.

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 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. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area.

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 19 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). These are FDOT's Section 5311 Rural Program 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	Central Florida Regional Planning Council DeSoto-Arcadia Regional Transit Good Wheels, Inc <sup>1</sup>
2	Baker County Transit Big Bend Transit <sup>2</sup> Levy County Transit Nassau County Transit Ride Solution Suwannee River Economic Council Suwannee Valley Transit Authority
3	Big Bend Transit <sup>2</sup> Calhoun Transit Gulf County ARC JTRANS Liberty County Transit Tri-County Community Council Wakulla Transit
4	<i>No participating providers</i>
5	Marion Transit Sumter Transit
6	Key West Transit
7	<i>No participating providers</i>

<sup>1</sup>no longer in service

<sup>2</sup>provider service area covers portions of Districts 1 and 2

The **Collier MPO** has a single Tier II transit provider operating in the region – the **Board of County Commissioners** oversees the **Collier Area Transit**. **CAT does not participate in the FDOT Group TAM Plan because it has too few busses to meet the criteria.**

## 6.1 Language for MPO that Supports Public Transportation Provider Targets

On **November 9, 2018**, the **Collier MPO** agreed to support **Collier County Board of County Commissioners (BCC) /CAT's** transit asset management targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets. See Table 6.3 below.

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. The table summarizes both existing conditions for the most recent year available, and the targets.



**Table 6.3. Transit Asset Management Targets for Collier Area Transit  
Collier County Public Transit & Neighborhood Division**

*FY19 Transit Asset Management Assets Performance & Performance Targets for FY20*

Rolling Stock				
<i>Fleet Size</i>	<i>Veh Type</i>	<i>ULB</i>	<i>% Exceeds ULB</i>	<i>Performance Targets</i>
28	Over the road bus	14 years	0%	25%
28	Cutaway bus	10 years	0%	25%
5	Mini Van	8 years	0%	25%
6	Support Vehicles	8 years	0%	25%

Facilities			
Bus Passenger Transfer Station - Base 1			
<i>Facility Type</i>	<i>Component</i>	<i>Condition Rating - *Pre-Assessment</i>	<i>Performance Targets</i>
<b>Administration</b>		<b>4</b>	<b>4</b>
	Substructure	4	4
	Shell	2	4
	Interior	2	4
	Conveyance	5	4
	Plumbing	3	4
	HVAC	3	4
	Fire Protection	5	4
	Electrical	3	4
	Site	5	4
<b>Maintenance</b>		<b>3</b>	<b>4</b>
	Substructure	4	4
	Shell	1	3
	Interior	1	4
	Conveyance	4	4
	Plumbing	4	4
	HVAC	2	3
	Fire Protection	5	4
	Electrical	3	4
	Equipment	4	4
	Fare Collections	5	4
	Site	3	4
<b>Fuel Station</b>		<b>5</b>	<b>4</b>
	Substructure	3	4
	Shell	5	4
	Interior	5	4
	Plumbing	5	4
	HVAC	5	4
	Fire Protection	5	4
	Electrical	5	4
	Equipment	5	4
	Site	5	4
<b>Bus Wash</b>		<b>5</b>	<b>4</b>
	Substructure	5	4
	Shell	5	4

Interior	5	4
Plumbing	5	4
HVAC	5	4
Fire Protection	5	4
Electrical	5	4
Equipment	5	4
Site	5	4

Intermodal Passenger Transfer Station - Base 2			
Facility Type	Component	Condition Rating -*	Performance Targets
Administration		5	4
	Substructure	4	4
	Shell	5	4
	Interior	5	4
	Plumbing	5	4
	HVAC	5	4
	Fire Protection	5	4
	Electrical	5	4
	Site	5	4

\* Collier County Facilities Management Division assists with conducting facilities condition assessments.

#### General Condition Assessment Rating Scale

- 5 - Excellent
- 4 - Good
- 3 - Adequate
- 2 - Marginal
- 1 - Poor

Facility Performance Measure			
Number of Facilities	Number of Facilities at or below 3.0	Percent facilities at or Below 3.0	Performance Target
5	1	20%	25%

## Transit Asset Management in the TIP

The **Collier MPO TIP** was developed and is managed in cooperation with **CAT**. It reflects the investment priorities established in the **2045 LRTP**. **CAT submits a list of Transit Priority Projects to the MPO Board for approval on an annual basis. The priority projects reflect the investment priorities established in the 2045 LRTP which incorporates the Transit Development Plan as its transit element.** FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the condition of the region's transit assets. See Appendix I – Criteria Used for Project Prioritization

The focus of **Collier MPO's** investments that address transit state of good repair include:

- Bus and other vehicle purchases and replacements
- Equipment purchases and replacements
- Retrofits
- Repair, rehabilitation, and replacement of transit facilities
- Repair, rehabilitation, and replacement of transit infrastructure]

## 7 - TRANSIT SAFETY PERFORMANCE

---

The Federal Transit Administration (FTA) established transit safety performance management requirements in the Public Transportation Agency Safety Plan (PTASP) final rule, which was published on July 19, 2018. This rule requires providers 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.

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.

The PTASP must include performance targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 28, 2017. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

In Florida, each Section 5307 or 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.<sup>2</sup>

Each provider of public transportation that is subject to the federal rule must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers initially were required to certify a PTASP and targets by July 20, 2020. However, on April 22, 2020, FTA extended the deadline to December 31, 2020 to provide regulatory flexibility due to the extraordinary operational challenges presented by the COVID-19 public health emergency. On December 11, 2020, FTA extended the PTASP deadline for a second time to July 20, 2021. Once the public transportation provider establishes targets, it must make the targets available to MPOs to aid in the planning process. MPOs have 180 days after receipt of the PTASP targets to establish transit safety targets for the MPO planning area. In addition, the **Collier MPO** must reflect those targets in any LRTP and TIP updated on or after July 20, 2021.

### 7.1 Local Safety Targets

**Collier Area Transit is responsible for developing a PTASP and establishing transit safety performance targets annually. The Collier MPO adopted CAT's PTA Safety Targets, shown in Table 7-1 below, on September 14, 2020.**

---

<sup>2</sup> FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at <https://www.fdot.gov/transit/default.shtm>

**Table 7-1 – Collier Area Transit Safety Targets 2020**

Section 3.1 – Annual Safety Performance Targets

VRM = Vehicle Revenue Miles

MB = Motor Bus (Fixed Route)

DR = Demand Response (Paratransit)

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

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the safety of the region's transit systems. **As CAT develops a methodology for identifying transit safety-related projects, the Collier MPO will amend or modify the 2045 LRTP and adjust its project prioritization criteria accordingly.**



## **APPENDIX L: AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS**

**PAGE INTENTIONALLY BLANK**



