

COLLIER COUNTY
Metropolitan Planning Organization



AGENDA

Board of County Commission Chambers
Collier County Government Center
3299 Tamiami Trail East, 3rd Floor
Naples, FL 34112

May 14, 2021

9:00 AM

Councilwoman Elaine Middelstaedt, Esq., Chair
Councilman Paul Perry, Vice-Chair
Councilman Greg Folley
Commissioner Penny Taylor
Commissioner Andy Solis, Esq.
Commissioner Burt L. Saunders
Commissioner Rick LoCastro
Commissioner William L. McDaniel, Jr.
Councilman Mike McCabe

This meeting of the Collier Metropolitan Planning Organization (MPO) is open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition of the Chairperson. Any person desiring to have an item placed on the agenda shall make a request in writing with a description and summary of the item, to the MPO Director or MPO Chairman 14 days prior to the date of the next scheduled meeting of the MPO. Any person who decides to appeal a decision of this Board will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact Anne McLaughlin, MPO Executive Director, 72 hours prior to the meeting by calling (239) 252-8192. The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO's planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Collier MPO Executive Director, Anne McLaughlin at (239) 252-8192 or by writing to Ms. McLaughlin at 2885 South Horseshoe Dr., Naples, FL 34104.

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PLEDGE OF ALLEGIANCE**
- 4. APPROVAL OF THE AGENDA, PREVIOUS MINUTES AND CONSENT ITEMS**
 - 4.A. April 9, 2021 Meeting Minutes**
- 5. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA**
- 6. AGENCY UPDATES**
 - 6.A. FDOT**
 - 6.B. MPO EXECUTIVE DIRECTOR**
- 7. COMMITTEE CHAIR REPORTS**
 - 7.A. CITIZENS ADVISORY COMMITTEE (CAC)**
 - 7.A.1. Citizens Advisory Committee Chair Report**
 - 7.B. TECHNICAL ADVISORY COMMITTEE (TAC)**
 - 7.B.1. Technical Advisory Committee Chair Report**
 - 7.C. BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC)**
 - 7.C.1. Bicycle and Pedestrian Advisory Committee Chair Report**
 - 7.D. CONGESTION MANAGEMENT COMMITTEE (CMC)**
 - 7.E. LOCAL COORDINATING BOARD (LCB)**
 - 7.E.1. Local Coordinating Board Chair Report**
- 8. REGULAR BOARD ACTION (ROLL CALL REQUIRED)**
- 9. REGULAR BOARD ACTION (NO ROLL CALL)**
 - 9.A. Reappointment of Citizens Advisory Committee (CAC) Member**
 - 9.B. Approve Appointment to the Bicycle and Pedestrian Advisory Committee (BPAC)**
 - 9.C. Approval of the Fiscal Year 2021/22 Transportation Disadvantage (TD) Planning Grant**
 - 9.D. Approve the Local Roads Safety Plan**

- 9.E. Approval of 2020 FDOT-MPO Joint Certification Statement**
- 10. PRESENTATIONS (MAY REQUIRE BOARD ACTION)**
 - 10.A. Draft FY 2022-2026 Transportation Improvement Program (TIP)**
 - 10.B. Draft 2021 Project Priorities**
- 11. DISTRIBUTION ITEMS**
- 12. MEMBER COMMENTS**
- 13. NEXT MEETING DATE**
 - 13.A. Next Meeting Date - June 11, 2021 - 9:00 a.m. Board of County Commissioners
Chambers, 3299 Tamiami Trail East, Naples, FL 34112**
- 14. ADJOURN**

05/14/2021

COLLIER COUNTY
Metropolitan Planning Organization

Item Number: 4.A

Item Summary: April 9, 2021 Meeting Minutes

Meeting Date: 05/14/2021

Prepared by:

Title: Planner, Senior – Metropolitan Planning Organization

Name: Brandy Otero

05/06/2021 9:43 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

05/06/2021 9:43 AM

Approved By:

Review:

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	05/06/2021 9:44 AM
Metropolitan Planning Organization	Anne McLaughlin	MPO Executive Director Review	Completed	05/06/2021 2:51 PM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		05/14/2021 9:00 AM

**Collier Metropolitan Planning Organization
Board of County Commission Chambers
Collier County Government Center
3299 Tamiami Trail East, 3rd Floor
Naples, FL 34112**

April 9, 2021

9:00 a.m.

****HYBRID REMOTE – IN-PERSON AND VIRTUALLY VIA ZOOM**

1. CALL TO ORDER

Meeting was called to order at approximately 9:00 a.m.

2. ROLL CALL

Anne McLaughlin called roll and confirmed a quorum was present.

Members Present (in BCC Chambers)

Councilman Paul Perry, City of Naples
Commissioner Rick LoCastro, Collier County BCC District 1
Commissioner William L. McDaniel, Jr. District 5
Commissioner Burt Saunders, Collier County BCC District 3
Councilwoman Elaine Middelstaedt, City of Everglades City, Chair
Commissioner Penny Taylor, Collier County BCC District 4

Members Present (virtually and via phone)

Councilman Greg Folley, City of Marco Island
Commissioner Andy Solis, Collier County BCC District 2
Councilman Mike McCabe, City of Naples

Members Absent

MPO Staff

Anne McLaughlin, Executive Director
Brandy Otero, Principal Planner
Karen Intriago, Administrative Assistant

FDOT

L. K. Nandam, District 1 Secretary
Victoria Peters, Community Liaison

Others Present

Scott Teach, Deputy County Attorney (in-person)
Trinity Scott, Collier County Transportation Planning (in-person)
Sarafin Sousa, FDOT (virtually)

Attachment: April 9, 2021 Meeting Minutes (15800 : April 9, 2021 Meeting Minutes)

Joe Bonness, BPAC, Chair (in-person)

3. PLEDGE OF ALLEGIANCE

Councilwoman Middelstaedt served as Chair and called the meeting to order.

Commissioner Taylor led the Pledge of Allegiance.

4. APPROVAL OF THE AGENDA, PREVIOUS MINUTES AND CONSENT ITEMS

4.A. March 12, 2021 Meeting Minutes

Commissioner Saunders moved to approve the Agenda and Previous Minutes. Commissioner Taylor seconded. Passed unanimously.

5. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA

none

6. AGENCY UPDATES

6.A. FDOT

Ms. Peters – Update on the SR82 and SR29 intersection: FDOT paid contractor extra money to advance construction of right turn lane southbound onto SR29, anticipated to be completed and functional by Monday, April 19th. Anticipated completion date of roundabout at SR82 and SR29 is summer of 2022.

Secretary Nandam – according to COVID relief bill just signed into law, Florida will receive \$93.8 million statewide for transportation infrastructure, another \$250 million for seaports. Department talking to Federal Highway Administration (FHWA) to find out what type of projects will be eligible.

Commissioner Taylor – We want I-75/951 interchange project to be on the list.

6.B. MPO EXECUTIVE DIRECTOR

Ms. McLaughlin – nothing to report beyond what is in the agenda packet.

7. COMMITTEE CHAIR REPORTS

7.A. CITIZENS ADVISORY COMMITTEE (CAC)

7.A.1. Citizens Advisory Committee Chair Report

Ms. McLaughlin – noted Chair was not present in the room or virtually. Report is in agenda packet.

7.B. TECHNICAL ADVISORY COMMITTEE (TAC)

7.B.1. Technical Advisory Committee Chair Report

Ms. McLaughlin – noted Chair, Lorraine Lantz, was not present in the room or virtually. Report is in agenda packet.

7.C. BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC)

7.C.1. Bicycle and Pedestrian Advisory Committee Chair Report

Ms. McLaughlin – noted Chair report is copied to wrong item in agenda packet, 9.C, can be viewed on pages 278-280 in the packet.

Mr. Bonness – Committee received presentation on proposed US Bike Route 15 through Collier County from Kerry Irons, Adventure Cycling. Committee members discussed pros and cons about a number of alignment possibilities, need to avoid high speed/high volume roadways. Members of public spoke in opposition to alignment shown on Grand Lely Dr. Committee members suggested moving alignment to St. Andrews Rd instead. Revised alignment will be brought back before BPAC for further review, more public input, in April. Regarding MPO Call for Bike/Ped Projects this year, Ms. Fendrick proposed capping amount that can be requested. Ms. McLaughlin explained that Call for Projects following protocols in Bike/Ped Master Plan. Mr. Musico suggested large projects be segmented into series of lower cost projects.

Commissioner Taylor - BPAC discussed or decided to move the alignment off Grand Lely Blvd? **Mr. Bonness** – took suggestions to move, did not vote on realignment. Grand Lely not completely excluded but there are clear problems. **Commissioner Taylor** – wide lanes, restriping could create bike lanes; has driven the roadway several times recently, perfect place to bike ride. **Mr. Bonness** – agrees, uses Grand Lely and back roads to 951. The committee is continuing to look at different alignments, using Golden Gate Pkwy to Santa Barbara to St. Andrews Blvd to US41. Considered alignment on and then off Radio Rd and Livingston. **Commissioner Taylor** – include Naples Pathways Coalition members in discussion. **Commissioner LoCastro** – Grand Lely and St. Andrews alignments are in his district, receiving emails for and against route on Grand Lely. Some people think the Tour de France is coming. Expecting 10,000 riders. Needs factual information to share with constituents. Trying to make things better, not just different, taking citizen input and safety into account. Referenced need for information for upcoming meeting involving County staff member, Anthony Khawaja. **Ms. McLaughlin** – will coordinate with Mr. Bonness, Ms. Scott to prepare briefing paper for Commissioner LoCastro.

7.D. CONGESTION MANAGEMENT COMMITTEE (CMC)

7.D.1. Congestion Management Committee Chair Report

Ms. McLaughlin – noted Chair not present, report is in agenda packet.

7.E. LOCAL COORDINATING BOARD (LCB)

7.E.1. Local Coordinating Board Chair Report

Ms. McLaughlin – no meeting this month to report on.

8. REGULAR BOARD ACTION (ROLL CALL REQUIRED)

8.A. Approve an Amendment to the FY2021- 2025 Transportation Improvement Program (TIP) and an Authoring Resolution– 5305D Funds

Ms. Otero – presented Executive Summary. FDOT requested amendment to FY2021-2025 TIP to reflect current FTA 5305(d) allocation which was \$128,028, and to change required 20% match from cash match to soft match. Previously, FDOT provided 10% of match in cash, remaining 10% provided by City of Naples, City of Marco Island and Collier County. FDOT notified MPOs that cash match to federal funds no longer available, would be replaced with Transportation Development Credits as a soft match, which is for in kind services. Reduces amount of funding received by \$32,007.

Commissioner Taylor – What’s the value of the soft match, what are we using it for?

Ms. Peters – Transportation Development Credits, also called Toll Credits, get value when local transit agency applies for other grants.

Commissioner Taylor – Does that mean FDOT works harder for us?

Secretary Nandam – Previously 80% federal, 20% match split evenly between FDOT and local contributions, roughly \$16,000 each. Value of moving to soft match is ability to use 80% federal funds without using cash, leveraging the same amount of federal funds with in-kind services. In immediate picture, the MPOs are getting less, but they don’t have to put up cash to apply for grants.

Commissioner Taylor – so the result is good for smaller communities - they can apply for more grants.

Secretary Nandam – yes, we learned of this approach from other districts.

***Commissioner McDaniel** moved to approve an Amendment to the FY2021 – 2025 Transportation Improvement Program (TIP) and an Authoring Resolution – 5305D Funds. **Commissioner Taylor** seconded. Roll Call vote taken:*

***Commissioner Taylor** – Yes*

***Councilwoman Middelstaedt** – Yes*

Commissioner McDaniel – Yes
Commissioner LoCastro – Yes
Councilman Perry – Yes
Commissioner Saunders – Yes
Commissioner Solis – Yes
Councilman Folley – Yes
Councilman McCabe – Yes

Passed unanimously.

8.B. Approve an Amendment to the FY 2021 – 2025 Transportation Improvement Program (TIP) and an Authoring Resolution– 5310D Funds

Ms. Otero – presented Executive Summary. FDOT requested amendment to add two projects to FY2021-2025 TIP: Operating Assistance for Easter Seals of Naples and Notice of Grant Award for six busses for Collier Area Transit.

Commissioner McDaniel moved to approve an Amendment to the FY2021 – 2025 Transportation Improvement Program (TIP) and an Authoring Resolution – 5310D Funds. Commissioner Taylor seconded. Roll Call Vote Taken:

Commissioner Taylor – Yes
Councilwoman Middelstaedt – Yes
Commissioner McDaniel – Yes
Commissioner LoCastro – Yes
Commissioner Saunders – Yes
Councilman Perry – Yes
Commissioner Solis – Yes
Councilman Folley – Yes
Councilman McCabe – Yes

Passed unanimously.

9. REGULAR BOARD ACTION (NO ROLL CALL)

9.A. Appointment of Three Members to the Local Coordinating Board (LCB)

Ms. Otero – presented Executive Summary. Purpose of the LCB Board is to identify local service needs and provide information, advice and direction to Community Transportation Coordinator on services provided to transportation disadvantaged. Members are appointed by the MPO Board. Current positions available on the LCB include: a person over sixty representing the elderly, a citizen advocate (non-user) a representative of the local, private for-profit transportation industry, and a representative of the medical community. Three applications received. Anne Chernin, Elderly Representative, Bianca Borges, Medical Community Representative and Eileen Streight, Citizen Advocate. All meet the requirements as stated.

Commissioner McDaniel moved to appointment of three members to the Local Coordinating Board (LCB). Councilman Perry seconded. Passed unanimously.

9.B. Approve Reappointment to the Bicycle and Pedestrian Advisory Committee (BPAC)

Ms. McLaughlin - presented Executive Summary. Mr. Larry Smith's term expires at end of May. He is a consulting civil engineer, member of Naples Pathways Coalition and Naples Velo, willing to attend committee meetings in-person. There are two current vacancies on this committee. Staff recommends reappointment.

Commissioner McDaniel moved to award Reappointment to the Bicycle and Pedestrian Advisory Committee. Councilman Perry seconded. Passed unanimously.

9.C. Approval of the Public Transportation Grant Agreement (PTGA) for Federal Transit Administration (FTA) 5305(D) Funding

Ms. Otero – presented Executive Summary. The PTGA establishes cooperative relationship between the MPO and FDOT to use FTA Section 5305(D) funds for Metropolitan Planning Program tasks. Funds are used for transit planning studies identified in the Unified Planning Work Program (UPWP) for FY 2020/21-2021/22. The UPWP is included as an exhibit to the PTGA. The total amount of award is \$128,028. This is companion piece to TIP amendment Board approved earlier.

Commissioner McDaniel moved to approve the Public Transportation Grant Agreement for Federal Transit Administration (FTA) 5305(D) Funding. Councilman Perry Seconded. Passed unanimously.

10. PRESENTATIONS (MAY REQUIRE BOARD ACTION)

No presentations.

11. DISTRIBUTION ITEMS

Ms. McLaughlin – no action required. Included in packet for transparency so members of public are aware of activity taking place. Item 11A is programming additional SU funds for the design phase of S. Golf Dr Sidewalk Project in City of Naples. Board granted approval to do so at a previous meeting. Item 11B concerns addition of Eastern Federal Lands Highway Division project to the TIP, a continuation of work being done of Fritz Rd in the National Panther Refuge. This has been in the TIP for at least a year, possibly two.

11.A. Administrative Modification FY2021-2025 TIP – S Golf Dr Sidewalk Project

11.B. Administrative Modification FY2021-2025 TIP – Eastern Federal Lands Highway Division (EFLHD)

12. MEMBER COMMENTS

Commissioner McDaniel – Secretary Nandam mentioned additional funds coming to Department from the CARES Act. Should the MPO prepare now to hire consultant to amend the Long-Range Transportation Plan (LRTP) so there is no delay in receiving funding?

Secretary Nandam – Department's first priority is to bring projects back in [that have been pushed out beyond the years of the current TIP]. Probably no need for LRTP amendment. As we get more clarity, will work with MPO Directors. As we shift projects back in, opportunities will arise to fit in additional projects.

Commissioner LoCastro – directed comments to Councilman Folley – regarding the construction cost increase on a project, we need to do a deep dive into the details about why it is costing more than expected. \$200,000 is a lot, we want to feel good about it. On flip side, we want to make biking safer and so it's desirable.

Councilman Folley – couldn't agree more with you.

13. NEXT MEETING DATE

13.A. Next Meeting Date – May 14, 2021 - 9:00 a.m. Board of County Commissioners Chambers, 3299 Tamiami Trail East, Naples, FL 34112

14. ADJOURN

There being no further business, Councilwoman Middelstaedt adjourned the meeting at approximately 9:55 a.m.

EXECUTIVE SUMMARY

Citizens Advisory Committee Chair Report

OBJECTIVE: For the MPO Board to receive a report from the Chair of the Citizens Advisory Committee (CAC) related to recent committee actions and recommendations.

CONSIDERATIONS: Staff prepared the attached written report. The CAC Chair will provide a verbal report providing additional information regarding recent committee activities.

COMMITTEE RECOMMENDATION: Committee recommendations are reported in the Executive Summary for each action item, and may be elaborated upon by the Chair in his/her report to the Board.

STAFF RECOMMENDATION: Not applicable

Prepared by: Anne McLaughlin, MPO Director

ATTACHMENT(S)

1. CAC Chair Report (PDF)

05/14/2021

COLLIER COUNTY
Metropolitan Planning Organization

Item Number: 7.A.1**Doc ID:** 15801**Item Summary:** Citizens Advisory Committee Chair Report**Meeting Date:** 05/14/2021

Prepared by:

Title: Planner, Senior – Metropolitan Planning Organization

Name: Brandy Otero

05/06/2021 9:47 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

05/06/2021 9:47 AM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	05/06/2021 9:47 AM
Metropolitan Planning Organization	Anne McLaughlin	MPO Executive Director Review	Completed	05/06/2021 2:49 PM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		05/14/2021 9:00 AM

CAC Committee Chair Report

The Citizens Advisory Committee (CAC) held an in-person meeting on April 26, 2021, and a quorum was achieved.

Agency Reports

Florida Department of Transportation (FDOT) – none

MPO Director – none.

Committee Actions

- Ratified amendment to committee bylaws approved by MPO Board, reducing in-person quorum to 3 due to COVID-19 considerations.
- Opportunity to comment on draft FY2022-2026 TIP. (no comments)
- Received hard copy of project priorities at the meeting. (no comments)

Reports and Presentations

- None

Distribution Items

- None

The next regular meeting will be held on May 24, 2021 as an in-person meeting.

05/14/2021

EXECUTIVE SUMMARY**Technical Advisory Committee Chair Report**

OBJECTIVE: For the MPO Board to receive a report from the Chair of the Technical Advisory Committee related to recent committee actions and recommendations.

CONSIDERATIONS: Staff prepared the attached written report. Staff typically provides a verbal report at the MPO Board meeting, although the Chair is welcome to do so.

COMMITTEE RECOMMENDATION: Committee recommendations are reported in the Executive Summary for each action item, and may be elaborated upon by the Chair in his/her report to the Board.

STAFF RECOMMENDATION: Not applicable

Prepared by: Anne McLaughlin, MPO Director

ATTACHMENT(S)

1. TAC Chair Report (PDF)

05/14/2021

COLLIER COUNTY
Metropolitan Planning Organization

Item Number: 7.B.1**Doc ID:** 15802**Item Summary:** Technical Advisory Committee Chair Report**Meeting Date:** 05/14/2021

Prepared by:

Title: Planner, Senior – Metropolitan Planning Organization

Name: Brandy Otero

05/06/2021 9:51 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

05/06/2021 9:51 AM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	05/06/2021 9:51 AM
Metropolitan Planning Organization	Anne McLaughlin	MPO Executive Director Review	Completed	05/06/2021 2:48 PM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		05/14/2021 9:00 AM

TAC Committee Chair Report

The Technical Advisory Committee (TAC) held an in-person meeting on April 26, 2021, and a quorum was achieved.

Agency Reports

Florida Department of Transportation (FDOT) – none

MPO Director – none.

Committee Actions

- Ratified amendment to committee bylaws approved by MPO Board, reducing in-person quorum to 3 due to COVID-19 considerations.
- Review and Comment on Draft FY2022-2026 TIP – Committee to provide comments by May 15th.
- Received hard copy and update from Lee MPO on revised Transportation Regional Incentive Program (TRIP) Joint Lee/Collier Project Priorities 2021. Collier County Transportation Planning provided an overview of the new TRIP project being submitted (Immokalee at Livingston Rd).

Reports and Presentations

- None

Distribution Items

- None

The next regular meeting will be held on May 24, 2021 as an in-person meeting.

EXECUTIVE SUMMARY

Bicycle and Pedestrian Advisory Committee Chair Report

OBJECTIVE: For the MPO Board to receive a report from the Chair of the Bicycle and Pedestrian Advisory Committee (BPAC) related to recent committee actions and recommendations.

CONSIDERATIONS: Staff prepared the attached written report. The BPAC Chair will provide a verbal report providing additional information regarding recent committee activities.

COMMITTEE RECOMMENDATION: Committee recommendations are reported in the Executive Summary for each action item and may be elaborated upon by the Chair in his/her report to the Board.

STAFF RECOMMENDATION: Not applicable

Prepared by: Anne McLaughlin, MPO Executive Director

ATTACHMENT(S)

1. BPAC Chair Report (PDF)

05/14/2021

COLLIER COUNTY
Metropolitan Planning Organization

Item Number: 7.C.1**Doc ID:** 15805**Item Summary:** Bicycle and Pedestrian Advisory Committee Chair Report**Meeting Date:** 05/14/2021

Prepared by:

Title: Planner, Senior – Metropolitan Planning Organization

Name: Brandy Otero

05/06/2021 10:01 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

05/06/2021 10:01 AM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	05/06/2021 10:01 AM
Metropolitan Planning Organization	Anne McLaughlin	MPO Executive Director Review	Completed	05/06/2021 2:46 PM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		05/14/2021 9:00 AM

BPAC Committee Chair Report

The Bicycle and Pedestrian Advisory Committee (BPAC) met on April 20, 2021 and a quorum was achieved.

Agency Reports

- FDOT – none
- MPO Director – explained that the May meeting will be in-person only. The MPO’s Administrative Assistant has submitted her resignation, leaving the MPO down to two staff members. By the time the MPO’s staffing level is back up to par, the need to offer a virtual meeting option due to concerns about COVID-19 is expected to diminish significantly given the vaccine rollout.

Committee Actions

- The committee continued its review of potential alignments for the proposed US Bike Route 15 through Collier County. Ms. McLaughlin introduced the item and showed the map provided by Adventure Cycling with the proposed route moved to St. Andrews Blvd from Grand Lely Rd. Committee members asked questions and commented on the route, followed by comments from a resident of St. Andrews Blvd., the Chairman of the Lely MSTU, and the President of Lely Civic Association HOA. Ms. McLaughlin also read an email from a concerned resident into the record. The speakers expressed concern about safety, the amount of traffic on St. Andrews and increasing cycling in that context unless more can be done to enhance safety. The Lely MSTU representative spoke out strongly against the alignment, providing photo documentation of damage that speeding vehicles have caused within the ROW. The committee decided to meet again to review traffic count data, and any additional information the County wishes to provide regarding traffic calming on St. Andrews Blvd as well as potential alternate routes in May.

Reports and Presentations

- none

Distribution Items

- none

The next regularly scheduled meeting will occur on May 18, 2021 at 9:00 am.

EXECUTIVE SUMMARY

Local Coordinating Board Chair Report

OBJECTIVE: For the MPO Board to receive a report from the Chair of the Local Coordinating Board (LCB) related to recent LCB actions and recommendations.

CONSIDERATIONS: Staff prepared the attached written report. The LCB Chair may provide additional information to the Board.

COMMITTEE RECOMMENDATION: Committee recommendations are reported in the Executive Summary for each action item, and may be elaborated upon by the Chair in his/her report to the Board.

STAFF RECOMMENDATION: Not applicable

Prepared by: Brandy Otero, Principal Planner

ATTACHMENT(S)

1. LCB Chair Report (PDF)

05/14/2021

COLLIER COUNTY
Metropolitan Planning Organization

Item Number: 7.E.1**Doc ID:** 15804**Item Summary:** Local Coordinating Board Chair Report**Meeting Date:** 05/14/2021

Prepared by:

Title: Planner, Senior – Metropolitan Planning Organization

Name: Brandy Otero

05/06/2021 9:55 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

05/06/2021 9:55 AM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	05/06/2021 9:56 AM
Metropolitan Planning Organization	Anne McLaughlin	MPO Executive Director Review	Completed	05/06/2021 2:47 PM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		05/14/2021 9:00 AM

LCB Chair Report

The Local Coordinating Board (LCB) conducted a hybrid virtual meeting on May 5th and a quorum was attained.

The LCB took the following action at the meeting:

- Reviewed and approved an updated LCB Grievance Policy.
- Review and approved the annual Community Transportation Coordinator (CTC) Evaluation. The evaluation will be brought to the MPO Board in June for ratification.
- Reviewed and approved the 2021 Transportation Disadvantaged Service Plan Minor Update. The TDSP minor update will be brought to the MPO Board in June for ratification.
- Endorsed the Fiscal Year 2020/21 Transportation Disadvantaged Planning Grant application and resolution.

The LCB received the following presentations:

- Received a presentation of the CTC Quarterly Report. Identified operating statistics for paratransit system last quarter.
- Received MPO Quarterly Progress Report identifying planning tasks invoiced to the Commission for Transportation Disadvantaged (CTD) last quarter.
- Received FDOT report including an update on the Section 5310, 5311 and 5339 FFY 2021 Grant Cycle.

The next LCB meeting is scheduled for **September 1, 2021 at 1:30 p.m.**, at the Collier County Government Center, Building F, Collier County Chambers, 3rd Floor - 3299 E. Tamiami Trail, Naples.

EXECUTIVE SUMMARY**Reappointment of Citizens Advisory Committee (CAC) Member**

OBJECTIVE: For the Board to reappoint a CAC member.

CONSIDERATIONS: Mr. Gelfand is currently serving as Chair of the CAC. His term expires at the end of May 2021. Commissioner Solis supports the reappointment of Mr. Neal Gelfand to serve a second 3-year term as the District II representative on the CAC. Mr. Gelfand's application for reappointment is included as an attachment.

COMMITTEE RECOMMENDATIONS: not applicable.

STAFF RECOMMENDATION: That the Board reappoint Mr. Gelfand to serve as the District II representative for a second three-year term.

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENT(S)

1. Neal Gelfand Letter & Original Application (PDF)

05/14/2021

COLLIER COUNTY
Metropolitan Planning Organization

Item Number: 9.A**Doc ID:** 15806**Item Summary:** Reappointment of Citizens Advisory Committee (CAC) Member**Meeting Date:** 05/14/2021

Prepared by:

Title: Planner, Senior – Metropolitan Planning Organization

Name: Brandy Otero

05/06/2021 10:07 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

05/06/2021 10:07 AM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	05/06/2021 10:07 AM
Metropolitan Planning Organization	Anne McLaughlin	MPO Executive Director Review	Completed	05/06/2021 2:45 PM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		05/14/2021 9:00 AM

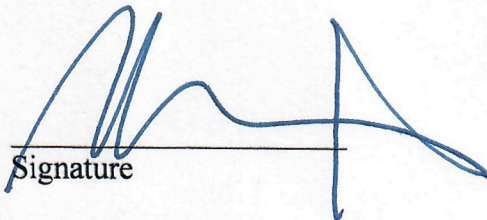


REQUEST FOR REAPPOINTMENT TO AN MPO COMMITTEE

Date: 4/27/21

I, Neal Gelfand, have been notified that my term on the Citizens Advisory Committee has, or will soon expire; therefore, I do hereby request to remain a member of the MPO advisory committee and request that the MPO Board reappoints me to that committee for another term. My updated MPO Advisory Committee Application form is attached.

Sincerely,


Signature



**2018 COLLIER COUNTY MPO
(METROPOLITAN PLANNING ORGANIZATION)
ADVISORY COMMITTEE/BOARD APPLICATION**

Return Application to: Collier Metropolitan Planning Organization
2885 South Horseshoe Drive
Naples, Florida 34104
Phone: (239) 252-5884
Email: AnneMcLaughlin@colliergov.net

Name: GELFAND NEAL
Last First Middle
Address: 295 GRANDE WAY, APT 604
City: NAPLES Zip Code: 34110
Home Telephone: 239 325 9930 Contact Time: _____
Email Address: nealand@me.com
Referred By: ANDY SOLIS Date Available: NOW
I am applying for: CAC

Please note: Year-round residents are eligible to apply. Your application will remain active in the MPO's Office for one (1) year. The application must be complete in order to be considered. Read "Important Information" section on the second page of the application, then sign and date the application. (Use additional pages as needed.)

PLEASE TYPE OR PRINT LEGIBLY

Date: _____ Commission District #/City _____

Tribal Affiliation: _____

If you are a member of, or officially represent a nonprofit or public agency, identify here, and provide link to website:

Please list any Advisory Committees or Boards on which you currently serve:

1. GREATER NAPLES LEADERSHIP
2. _____
3. _____
4. _____

Have you previously served on an MPO advisory committee or board? Please specify committee/board and dates served:

NONE

Occupation & Employer (if retired, please indicate):

RETIRED

Please describe your background and experience which you feel provides a useful perspective for this Committee/Board.

PH.D. ORGANIZATIONAL PSYCHOLOGY - U. OF HOUSTON
 PARTNER AMY ASSOCIATES MANAGEMENT CONSULTANTS
 SUP HESS CORPORATION - INT'L OIL & GAS COMPANY
 CURRENTLY ON BOARD OF GREATER NAPLES LEADERSHIP

Please describe any public involvement or community service you've been involved in either locally or otherwise (in addition to Committees and Boards you currently serve on.)

GREATER NAPLES LEADERSHIP BOARD + GOVERNANCE
 COMMITTEE
 PROJECT HOPE CRISIS HOTLINE OPERATOR

What other MPO advisory committee(s) would you be willing to serve on?

Several of the MPO advisory committees/boards have specific membership requirements. To assist the Collier MPO in its selection process, please check as many of the following categories that apply:

1. Year-round resident of:

- Collier County (unincorporated area) ☒
- City of Naples ☐
- City of Marco Island ☐
- Everglades City ☐

2. Member of one of the following organizations or groups:

- AARP ☒
- Adventure Cycling ☐
- Bicycling/Walking Advocacy Group: ☐
- Professional Association: ☐
- Chamber of Commerce: ☐
- Visitors & Tourism Bureau ☐
- Community Redevelopment Agency ☐
- NAACP ☐
- Historical Preservation Society: ☐

- Homeowners' Association: THE DUNES ✓
- Environmental Group: _____
- Home Builders Association _____
- Collier County Public Schools _____
- Other NGO, Community Association _____
- Agricultural Industry _____
- Trucking Industry _____
- Other, please specify GRANDER NAPLES LEADERSHIP? ✓

3. Representative of one of the following:

- Persons with Disabilities
- Major Employer in the MPO Region
- Small Business Owner _____
- State, City or County Department of Children & Families
- State, City or County Department of Health
- State, City, or County Department of Education
- Educational Institution
- Elderly Health Care Provider
- Other Health Care Provider
- Transit Rider(s)
- Developmental Disability Service Provider
- Elderly – Advocate/Instructor - Mobility and Access to Services
- Veterans – Advocate/Instructor – Mobility & Access to Services
- Family Service Provider
- Police, Sheriff Department
- Community Transportation Safety Team Member
- Minorities & Disadvantaged Populations, Advocate/Service Provider
- Tribal Member, Officially Designated Representative
- Tribal Member, Acting in Individual Capacity
- Other, please specify DISTRICT 2 ✓

4. Professional/Career Credentials:

- Bicycle/Pedestrian Safety Instructor
- American Institute of Certified Planners (AICP)
- Registered Architect or Landscape Architect
- Licensed Attorney
- Licensed Engineer
- Licensed General Contractor
- Licensed First Responder or Health Care Professional
- Licensed Realtor
- Other, please specify PH.D. ORGANIZATIONAL PSYCHOLOGY
MANAGEMENT CONSULTANT
MOST OF CAREER IN OIL INDUSTRY –
LONG RANGE PLANNING +
LARGE CAPITAL PROJECTS ✓

5. Knowledge, training, background, interest or experience in:

- Natural Sciences, Environmental Conservation
- Mobility & Access for the workforce
- Public Finance, Grants, NGOs
- Sustainable Development, Sustainable Transportation
- Planning, Engineering, Architecture, Landscape Architecture
- Economic Development
- Land Development/Redevelopment
- Archaeological, Cultural & Historic Resources
- Mobility/Active Living (related to community health)
- Tourism Industry
- Parent, Advocate for Working Families
- Other, please specify _____

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

The Collier MPO strives to ensure equal access and representation for minorities, women and those with disabilities to serve on advisory boards/committees.

Questions 6 through 8 are OPTIONAL**6. Gender:**

- Female
- Male

✓

7. Race/Ethnicity:

- White
- Hispanic or Latino
- Black or African American
- Asian or Pacific Islander
- American Indian or Alaskan Native
- Other: _____

✓

✓

✓

✓

✓

✓

8. Handicapped/Disabled:

- Yes
- No

✓

IMPORTANT INFORMATION:

- Be advised that membership on certain advisory committees/boards may involve financial disclosure or the submission of other information.
 - Florida State Statute 119.07 designates that this application as a public document be made available for anyone requesting to view it.
-

Your application is not complete until you answer the following question, sign and date the form.

Are you related to any member of the Collier MPO?

_____ YES ☒ NO

Applicant's Signature: _____

Date Signed: _____

4/30/15

EXECUTIVE SUMMARY

Approve Appointment to the Bicycle and Pedestrian Advisory Committee (BPAC)

OBJECTIVE: For the Board to approve an appointment to the BPAC.

CONSIDERATIONS: There were no vacancies on the Bicycle and Pedestrian Advisory Committee at the time George Dondanville submitted an application for appointment to the Citizens Advisory Committee in December 2019, but it is clear in his application (**Attachment 1**) that his greatest interest involves nonmotorized transportation planning. Mr. Dondanville served on the initial Pathways Advisory Committee established in the early 1990's and contributed to the development of the MPO's first Pathways Master Plan. He was a founding member of the Naples Pathways Coalition. His long record of public service includes serving on the Community Services Advisory Board to the City of Naples as a member and as Chair. Now that the opportunity has arisen, Mr. Dondanville has asked to change his current appointment as an at-large member of the CAC to fill one of two vacancies on the BPAC.

COMMITTEE RECOMMENDATIONS: not applicable.

STAFF RECOMMENDATION: That the Board approve the appointment of George Dondanville to the BPAC.

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENT(S)

1. Dondanville Original Application (PDF)

05/14/2021

COLLIER COUNTY
Metropolitan Planning Organization

Item Number: 9.B**Doc ID:** 15807**Item Summary:** Approve Appointment to the Bicycle and Pedestrian Advisory Committee (BPAC)**Meeting Date:** 05/14/2021

Prepared by:

Title: Planner, Senior – Metropolitan Planning Organization

Name: Brandy Otero

05/06/2021 10:11 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

05/06/2021 10:11 AM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	05/06/2021 10:11 AM
Metropolitan Planning Organization	Anne McLaughlin	MPO Executive Director Review	Completed	05/06/2021 2:45 PM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		05/14/2021 9:00 AM

12/10/19

9.B.1

DEAR MS. MILAGRETHIN,

Find enclosed my application for
one of the vacant "AT Large" seats of CAC
or even the PAC (BPAC) if CAC no longer
of 40.

Thank you for your assistance in this
matter & for taking your time to speak with
me last Friday. Sincerely, Joyce D. D.

Attachment: Dondanville Original Application



**2019 COLLIER COUNTY MPO
(METROPOLITAN PLANNING ORGANIZATION)
ADVISORY COMMITTEE/BOARD APPLICATION**

Return Application to: Collier Metropolitan Planning Organization
2885 South Horseshoe Drive
Naples, Florida 34104
Phone: (239) 252-5884
Email: AnneMcLaughlin@colliergov.net

Name: DONDANVILLE, GEORGE M.
Last First Middle
Address: 2460 14th STREET NORTH
City: NAPLES Zip Code: 34103
Home Telephone: 239-262-0047 Contact Time: _____
Email Address: GEORGE21050@COMCAST.NET
Referred By: _____ Date Available: NOW
I am applying for: CAC (AT LARGE)

Please note: Year-round residents are eligible to apply. Your application will remain active in the MPO's Office for one (1) year. The application must be complete in order to be considered. Read "Important Information" section on the second page of the application, then sign and date the application. (Use additional pages as needed.)

PLEASE TYPE OR PRINT LEGIBLY

Date: 12/10/19 Commission District #/City: NAPLES CITY
Tribal Affiliation: _____

If you are a member of, or officially represent a nonprofit or public agency, identify here, and provide link to website: _____

Please list any Advisory Committees or Boards on which you currently serve:

- | | |
|----------|----------|
| 1. _____ | 3. _____ |
| 2. _____ | 4. _____ |

Have you previously served on an MPO advisory committee or board? Please specify committee/board and dates served:

SERVED ON INITIAL PATHWAYS ADVISORY COMMITTEE TO THE MPO IN EARLY 90'S. FORMULATED 1ST BIKE/PED MASTER PLAN

Occupation & Employer (if retired, please indicate):

RETIRED

Please describe your background and experience which you feel provides a useful perspective for this Committee/Board.

SEE PAGE #1 FOR MY PREVIOUS SERVICE TO THE
MPO IN EARLY YEARS - SERVED AS MEMBER AND AS A
PAST CHAIRMAN OF PAC NOW KNOWN AS BPAC.
FOUNDING MEMBER OF NAPLES PATHWAYS COALITION

Please describe any public involvement or community service you've been involved in either locally or otherwise (in addition to Committees and Boards you currently serve on.)

ALSO SERVED ON COMMUNITY SERVICES ADVISORY
BOARD TO CITY OF NAPLES AS MEMBER AND CHAIR.

What other MPO advisory committee(s) would you be willing to serve on?

BPAC

Several of the MPO advisory committees/boards have specific membership requirements. To assist the Collier MPO in its selection process, please check as many of the following categories that apply:

1. Year-round resident of:

- Collier County (unincorporated area)
- City of Naples
- City of Marco Island
- Everglades City

X

2. Member of one of the following organizations or groups:

- AARP
- Adventure Cycling
- Bicycling/Walking Advocacy Group: NPC
- Professional Association:
- Chamber of Commerce:
- Visitors & Tourism Bureau
- Community Redevelopment Agency
- NAACP
- Historical Preservation Society:

X

X

5. Knowledge, training, background, interest or experience in:

- Natural Sciences, Environmental Conservation
- Mobility & Access for the workforce
- Public Finance, Grants, NGOs
- Sustainable Development, Sustainable Transportation
- Planning, Engineering, Architecture, Landscape Architecture
- Economic Development
- Land Development/Redevelopment
- Archaeological, Cultural & Historic Resources
- Mobility/Active Living (related to community health)
- Tourism Industry
- Parent, Advocate for Working Families
- Other, please specify _____

X
X
X

X

The Collier MPO strives to ensure equal access and representation for minorities, women and those with disabilities to serve on advisory boards/committees.

Questions 6 through 8 are OPTIONAL**6. Gender:**

- Female
- Male

X

7. Race/Ethnicity:

- White
- Hispanic or Latino
- Black or African American
- Asian or Pacific Islander
- American Indian or Alaskan Native
- Other: _____

X

8. Handicapped/Disabled:

- Yes
- No

X

IMPORTANT INFORMATION:

- Be advised that membership on certain advisory committees/boards may involve financial disclosure or the submission of other information.
 - Florida State Statute 119.07 designates that this application as a public document be made available for anyone requesting to view it.
-

Your application is not complete until you answer the following question, sign and date the form.

Are you related to any member of the Collier MPO?

_____ YES X _____ NO

Applicant's Signature: _____

Date Signed: _____

12/10/2019

Approval of the Fiscal Year 2021/22 Transportation Disadvantage (TD) Planning Grant

OBJECTIVE: For the MPO Board to approve the FY 2021/22 TD Planning Grant Application and supporting resolution.

CONSIDERATIONS: The MPO has the authority to file a TD Planning Grant Application for Collier County and to undertake a TD service project as authorized by Section 427.0159, Florida Statutes, and Rule 41-2, Florida Administrative Code. As part of the annual process, the TD Grant Application must be filed by July 1st. The amount requested in the TD Grant application for FY 2021/22 is \$27,906. These funds will be used as described in the FY 2020/21-2021/22 Unified Planning Work Program (UPWP), Task 6 - Transit and Transportation Disadvantaged and the TD Planning Grant Agreement. The planning tasks include:

- Conducting the annual Transportation Disadvantaged Service Plan Update;
- Annual Community Transportation Coordinator (CTC) Evaluation;
- Staff support at LCB meetings;
- Legal advertisement of LCB meetings;
- Conducting the annual Public Hearing;
- Conducting LCB training
- Review of LCB bylaws, grievance procedures, reports; and
- Staff attending TD Training Events and TD Commission meetings.

The FY 2021/22 planning grant allocation is included as **Attachment 1**. The completed application (**Attachment 2**) and resolution (**Attachment 3**) must be submitted to the TD Commission to receive funding. The FY 2021/22 Planning Grant Program Manual summarizes the requirements for the grant and is included as **Attachment 4**. The planning grant agreement for FY 2020/21 is included as **Attachment 4** for reference. Due to timing of the grant agreement, the Board is asked to authorize the Chair to execute the agreement upon receipt. A copy of the fully executed agreement will be provided to the Board at a future meeting.

COMMITTEE RECOMMENDATIONS: The Local Coordinating Board (LCB) for the Transportation Disadvantaged reviewed and endorsed the TD planning grant application and Resolution 2021-06 at its May 5, 2021 meeting.

STAFF RECOMMENDATION: That the Board approve the grant application and Resolution and authorize the MPO Chair to execute the agreement upon receipt.

Prepared By: Brandy Otero, Principal Planner

ATTACHMENT(S)

1. Draft Planning Grant Allocation FY2021-22 (PDF)
2. TD Planning Grant Application (PDF)
3. Resolution 2021-06 TD Planning Grant Execution (PDF)
4. Planning Grant Program Manual 2021-22 (PDF)
5. FY 2020_21 TD PLanning Grant Agreement (PDF)

05/14/2021

COLLIER COUNTY
Metropolitan Planning Organization

Item Number: 9.C**Doc ID:** 15808**Item Summary:** Approval of the Fiscal Year 2021/22 Transportation Disadvantage (TD) Planning Grant**Meeting Date:** 05/14/2021

Prepared by:

Title: Planner, Senior – Metropolitan Planning Organization

Name: Brandy Otero

05/06/2021 10:24 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

05/06/2021 10:24 AM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	05/06/2021 10:24 AM
Metropolitan Planning Organization	Anne McLaughlin	MPO Executive Director Review	Completed	05/06/2021 2:44 PM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		05/14/2021 9:00 AM

**Commission for the Transportation Disadvantaged
Planning Grant Allocations
FY 2021-2022**

County	Planning Funds
Alachua	\$25,643
Baker	\$20,579
Bay	\$23,865
Bradford	\$20,560
Brevard	\$32,475
Broward	\$61,092
Calhoun	\$20,283
Charlotte	\$23,842
Citrus	\$23,076
Clay	\$24,489
Collier	\$27,906
Columbia	\$21,470
DeSoto	\$20,765
Dixie	\$20,331
Duval	\$39,960
Escambia	\$26,668
Flagler	\$22,321
Franklin	\$20,229
Gadsden	\$20,958
Gilchrist	\$20,360
Glades	\$20,265
Gulf	\$20,309
Hamilton	\$20,283
Hardee	\$20,556
Hendry	\$20,846
Hernando	\$23,954
Highlands	\$22,185
Hillsborough	\$50,336
Holmes	\$20,392
Indian River	\$23,264
Jackson	\$21,000
Jefferson	\$20,279
Lafayette	\$20,161
Lake	\$27,359
Lee	\$35,718

County	Planning Funds
Leon	\$26,162
Levy	\$20,839
Liberty	\$20,155
Madison	\$20,371
Manatee	\$28,178
Marion	\$27,523
Martin	\$23,372
Miami-Dade	\$77,597
Monroe	\$21,595
Nassau	\$21,751
Okaloosa	\$24,327
Okeechobee	\$20,855
Orange	\$48,787
Osceola	\$27,489
Palm Beach	\$51,248
Pasco	\$31,175
Pinellas	\$40,568
Polk	\$34,624
Putnam	\$21,540
Saint Johns	\$25,199
Saint Lucie	\$26,657
Santa Rosa	\$23,707
Sarasota	\$28,931
Seminole	\$29,826
Sumter	\$22,646
Suwannee	\$20,917
Taylor	\$20,444
Union	\$20,304
Volusia	\$31,428
Wakulla	\$20,667
Walton	\$21,434
Washington	\$20,505
TOTALS	\$1,784,599

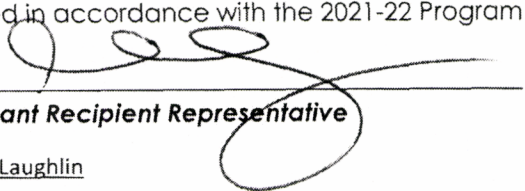
4/21/2021



Transportation Disadvantaged Planning Grant Recipient Information

Legal Name	Collier Metropolitan Planning Organization		
Federal Employer Identification Number	59-6000558		
Registered Address	3299 Tamiami Trail E. Suite 303		
City and State	Naples, FL	Zip Code	34112
Contact Person for this Grant	Anne McLaughlin	Phone Number Format 111-111-1111	(239) 252-5884
E-Mail Address [Required]	Anne.McLaughlin@colliercountyfl.gov		
Project Location [County(ies)]	Collier	Proposed Project Start Date	07/01/2021
Budget Allocation			
Grant Amount Requested			\$27,906
Total Project Amount			\$ 0.00

I, the authorized Grant Recipient Representative, hereby certify that the information herein is true and accurate and is submitted in accordance with the 2021-22 Program Manual and Instructions for the Planning Grant.


Signature of Grant Recipient Representative

4/28/21
Date

Name: Anne McLaughlin

Title: Collier MPO Executive Director



RESOLUTION 2021 - 06**RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION AUTHORIZING THE MPO CHAIR TO EXECUTE A TRANSPORTATION DISADVANTAGED TRUST FUND GRANT AGREEMENT WITH THE FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED.**

WHEREAS, the Collier Metropolitan Planning Organization ("Collier MPO") has the authority to execute a Transportation Disadvantaged Trust Fund Grant Agreement and to undertake a transportation disadvantaged service project as authorized by Florida Statutes, section 427.0159 and Florida Administrative Code, Rule 41-2; and

WHEREAS, on May 14, 2021, the Collier MPO voted in favor of authorizing its Chair to execute a Transportation Disadvantaged Trust Fund Grant Agreement with the Florida Commission for the Transportation Disadvantaged.

NOW, THEREFORE, BE IT RESOLVED BY THE COLLIER METROPOLITAN PLANNING ORGANIZATION THAT:

1. The Collier MPO has the authority to execute a Transportation Disadvantaged Trust Fund Grant Agreement.
2. The Collier MPO authorizes its Chair to execute the Transportation Disadvantaged Trust Fund Grant Agreement on behalf of the Collier MPO and to file it with the Florida Commission for the Transportation Disadvantaged in the total amount of \$27,906.
3. The Collier MPO authorizes its Chair to sign any agreements, assurances, warranties, certifications, and any other related documents that may be required in connection with the grant submission or subsequent agreements.

This Resolution was **PASSED and DULY ADOPTED** by the Collier Metropolitan Planning Organization Board on May 14, 2021.

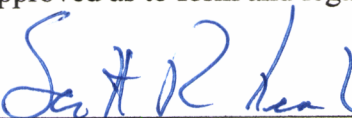
Attest:

COLLIER COUNTY METROPOLITAN
PLANNING ORGANIZATION

By: _____
Anne McLaughlin
Collier MPO Executive Director

By: _____
Councilwoman Elaine Middelstaedt, Esq.
MPO Chair

Approved as to form and legality:



Scott R. Teach, Deputy County Attorney

Florida Commission for the



Transportation Disadvantaged

FISCAL YEAR 2021-22 PROGRAM MANUAL AND INSTRUCTIONS FOR THE PLANNING GRANT

Issued By:

FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED

605 Suwannee Street, Mail Station 49

Tallahassee, Florida 32399-0450

850-410-5700

<http://ctd.fdot.gov/>

INTRODUCTION

The Transportation Disadvantaged Trust Fund is administered by the Florida Commission for the Transportation Disadvantaged (Commission), pursuant to Section 427.0159, Florida Statutes. The purpose of the Transportation Disadvantaged Trust Fund is to provide a dedicated funding source for the operational and planning expenses of the Commission in carrying out its legislative responsibilities. The trust fund is appropriated by the Legislature annually from revenues collected from vehicle registrations and voluntary contributions. The Planning Grant Program was established to provide funding to designated official planning agencies to assist the Commission in their responsibilities at the local level and to provide support to the Local Coordinating Boards.

This manual contains information regarding the Transportation Disadvantaged Planning Grant Program administered by the Commission. It provides guidance to designated official planning agencies when implementing local transportation disadvantaged planning services under the Transportation Disadvantaged Program.

This manual is divided into two parts: Program Requirements and the Grant Recipient Information Instructions.

PART I PLANNING GRANT PROGRAM REQUIREMENTS

This part of the manual contains requirements that accompany the Planning Grant Program and the tasks that are required to be accomplished.

1. ELIGIBILITY INFORMATION

A. Eligible Recipients

An eligible recipient is any official body, agency or entity designated by the Commission to fulfill the functions associated with staffing the local coordinating board (LCB) and other necessary local designated planning agency functions. The Metropolitan Planning Organization (MPO) shall serve as the planning agency in areas covered by such organizations unless the Commission has designated a service area beyond the area for which an MPO has been created to serve. In designated service areas not covered by a MPO, agencies eligible for selection as the designated planning agency include county or city governments, regional planning councils, local planning organizations or other planning providers who are currently performing planning activities in designated service areas or capable of such.

To be eligible for this grant agreement, there must be an active LCB in the respective service area to assist in the successful completion of the tasks herein. The determination of whether a LCB is functioning will be based on supportive documentation in the Commission files.

B. Allowable Activities

This is a fixed-price agreement to complete tasks identified in the law, rule, this Program Manual and the grant agreement. It is not subject to adjustment due to the actual cost experience of the recipient in the performance of the grant agreement. The amount paid is based on the weighted value of the tasks and deliverables listed below that have been accomplished for the invoiced period. Prior to payment, the tasks performed and deliverables are subject to review and acceptance by the Commission. The criteria for acceptance of completed tasks and deliverables are based on the most recent regulations, guidelines or directives related to the particular task and deliverable. Specific required tasks are as follows:

TASK 1:

Weighted value = 17%

Jointly develop and annually update the Transportation Disadvantaged Service Plan (TDSP) with the community transportation coordinator (CTC) and the LCB.

Deliverable: Complete initial TDSP or annual updates. Must be approved by the LCB no later than June 30th of the current grant cycle.

TASK 2 A:**Weighted value = 15%**

When necessary and in cooperation with the LCB, solicit and recommend a CTC. The selection will be accomplished, to the maximum extent feasible, through public competitive bidding or proposals in accordance with applicable laws and rules. Such recommendation shall be presented to the Commission by planning agency staff or their designee as needed.

Deliverable:

Planning agency's letter of recommendation and signed resolution.

OR**TASK 2 B:**

Provide staff support to the LCB in conducting an annual evaluation of the CTC, including local developed standards as delineated in the adopted TDSP. Assist the Commission in joint reviews of the CTC.

Deliverable:

LCB and planning agency selected CTC evaluation worksheets pursuant to the most recent version of the Commission's CTC Evaluation Workbook.

TASK 3:**Weighted value = 40%**

Organize and provide staff support and related resources for at least four (4) LCB meetings per year, holding one meeting during each quarter.

Provide staff support for committees of the LCB.

Provide program orientation and training for newly appointed LCB members.

Provide public notice of LCB meetings in accordance with the most recent LCB and Planning Agency Operating Guidelines.

LCB meetings will be held in accordance with the Commission's most recent LCB and Planning Agency Operating Guidelines and will include at least the following:

1. Agendas for LCB meetings. Agenda should include action items, informational items and an opportunity for public comment.
2. Official minutes of LCB meetings and committee meetings (regardless of a quorum). A copy will be submitted along with the quarterly report to the Commission. Minutes will at least be in the form of a brief summary of basic points, discussions, decisions, and recommendations. Records of all meetings shall be kept for at least five years.

3. A current full and active membership of voting and non-voting members to the LCB. Any time there is a change in the membership, provide the Commission with a current membership roster and mailing list of LCB members.
4. A report of the LCB membership's attendance at the LCB meeting held during this grant period. This would not include committee meetings.

Deliverable: LCB Meeting agendas; minutes; membership roster; attendance report; copy of public notice of meetings.

TASK 4:

Weighted value = 4%

Provide at least one public workshop annually by each LCB, and assist the Commission, as requested, in co-sponsoring public workshops. This public workshop must be held separately from the LCB meeting. It may, however, be held on the same day as the scheduled LCB meeting. It could be held immediately following or prior to the LCB meeting.

Deliverable: Public workshop agenda, minutes of related workshop, and copy of public notice of workshop. The agenda and minutes must be separate documents and cannot be included in the LCB meeting agenda and minutes, if held on the same day. Minutes may reflect "no comments received" if none were made.

TASK 5:

Weighted value = 4%

Develop and annually update by-laws for LCB approval.

Deliverable: Copy of LCB approved by-laws with date of update noted on cover page.

TASK 6:

Weighted value = 4%

Develop, annually update, and implement LCB grievance procedures in accordance with the Commission's most recent LCB and Planning Agency Operating Guidelines. Procedures shall include a step within the local complaint and/or grievance procedure that advises a dissatisfied person about the Commission's Ombudsman Program.

Deliverable: Copy of LCB approved Grievance Procedures with date of update noted on cover page.

TASK 7:

Weighted value = 4%

Review and comment on the Annual Operating Report (AOR) for submittal to the LCB, and forward comments/concerns to the Commission.

Deliverable: Cover Page of AOR, signed by CTC representative and LCB Chair.

TASK 8:**Weighted value = 4%**

Research and complete the Actual Expenditures Report (AER) for direct federal and local government transportation funds to the Commission no later than September 15th. Complete the AER, using the Commission approved form.

Deliverable: Completed AER in accordance with the most recent Commission's AER instructions.

TASK 9:**Weighted value = 4%**

Complete quarterly progress reports addressing planning accomplishments for the local transportation disadvantaged program as well as planning grant deliverables; including but not limited to, consultant contracts, special studies, and marketing efforts.

Deliverable: Complete Quarterly Progress Reports submitted with invoices. Quarterly Report must be signed by planning agency representative. Electronic signatures are acceptable.

TASK 10:**Weighted value = 4%**

Planning agency staff shall attend at least one Commission sponsored training, including but not limited to, the Commission's regional meetings or annual training workshop.

Deliverable: Documentation related to attendance at such event(s); including but not limited to sign in sheets.

2. GRANT FUNDING

Each year, the Commission will calculate each service area's allocation in accordance with Rule 41-2, FAC. Each service area's anticipated eligible allocation is subject to change based on appropriations by the Legislature.

LOCAL MATCH REQUIREMENT

There is no match required.

3. GRANT APPROVAL

All grants are subject to approval by the Commission or its designee. Once the completed Grant Recipient Information document has been received, a grant agreement will be forwarded to the recipient for execution. An authorizing resolution or documentation by the Grantee's governing body shall also be submitted along with the executed grant agreement.

4. INVOICING

Invoices for trust funds will not be honored until the grant agreement has been executed by both the Commission and the Grantee, and is on file at the Commission office. Invoices related to this grant agreement shall be completed on the invoice form(s) provided by the Commission and submitted electronically to FLCTDInvoice@dot.state.fl.us unless otherwise notified by the Commission.

Grantee shall invoice on a quarterly basis. Invoices should be submitted after the last month of each quarter and shall include only the activities performed during that time. The Grantee shall provide sufficient detailed documentation to support the completion of task outlined above.

Invoices for expenses provided or incurred pursuant to the grant agreement must be submitted in detail sufficient for a proper pre-audit and post-audit thereof. Failure to submit to the Commission detailed supporting documentation with the invoice or request for project funds will be cause for the Commission to refuse to pay the amount claimed by the Grantee until the Commission is satisfied that the criteria set out in Chapter 427, Florida Statutes, and Rule 41-2, Florida Administrative Code, is met. Unless extended by the Commission, the final invoice and supporting documentation must be submitted to the Commission in acceptable format by August 15 for each grant year.

PART II PLANNING GRANT RECIPIENT INFORMATION DOCUMENTATION

GENERAL INSTRUCTIONS

Presented in this part are specific instructions on the completion of the grant recipient information document. Additional assistance may be obtained by contacting the Commission.

- A.** A complete Grant Recipient Information document shall be submitted to the assigned CTD project manager via email. The original signed documentation shall be mailed to the Commission for the Transportation Disadvantaged, 605 Suwannee Street, MS-49, Tallahassee, FL 32399.

For those planning agencies who are responsible for more than one service area that has not been designated as a multi-county service area, a separate Planning Grant Recipient Information document must be submitted for each service area. However, one original resolution will satisfy the requirement for each service area.

TIMETABLE

- | | |
|------------------|---|
| JULY 1 | Earliest date that grant agreements can be effective for these grant funds. Commission's fiscal year begins on July 1. Grant Agreements not executed prior to July 1 will begin on the date of execution. |
| JUNE 30 | All Grant Agreements will terminate on June 30 th the following year. |
| AUGUST 15 | Deadline for final invoices. |

TRANSPORTATION DISADVANTAGED PLANNING GRANT RECIPIENT INFORMATION INSTRUCTIONS

Except for the following notes, the grant information document is essentially self-explanatory. If questions arise, please contact the Commission.

PLANNING GRANT RECIPIENT INFORMATION

LEGAL NAME: The full legal name of the grantee's organization, not an individual. Name must match Federal ID number and the information registered with MyFloridaMarketPlace.

FEDERAL EMPLOYER IDENTIFICATION NUMBER: The number used by all employers within the United States to identify their payroll and federal income tax. Name must match Federal ID number and the information registered with MyFloridaMarketPlace.

REGISTERED ADDRESS: This should be the grant recipient's mailing address as registered in MyFloridaMarketPlace, and will be the address on the grant agreement. This address should also be consistent with the address associated with your Federal Employer Identification (FEI) Number.

CONTACT PERSON, PHONE NUMBERS AND E-MAIL ADDRESS: Provide the name of the person who will be the point of contact, their phone number and email address.

PROJECT LOCATION: This is the service area [county(ies)] the Planning Agency is designated to serve. Planning Agencies that serve several different service areas shall complete a separate Grant Recipient Information document for each service area.

PROPOSED PROJECT START DATE: The start date shall be July 1st each fiscal cycle or date of grant agreement execution if later than July 1st.

BUDGET ALLOCATION: Using the Commission approved Planning Grant Allocations chart, complete the funding category as appropriate. Once the line item is complete, right click on the space provided for the "Total Project Amount." Select "update field" from the drop down box. This will automatically calculate the total project amount.

SAMAS Approp	108846	Fund	TDTF	FM/Job No(s)	43202911401
SAMAS Obj	751000	Function	615	CSFA No.	55.002
Org. Code	55120000952	Contract No	G1N26	Vendor No.	59-6000558

FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED PLANNING GRANT AGREEMENT

THIS AGREEMENT, made and entered into this 1st day of July, 2020 by and between the STATE OF FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED, created pursuant to Chapter 427, Florida Statutes, hereinafter called the Commission, and Collier Metropolitan Planning Organization, 2885 S Horseshoe Drive, Naples, Florida, 34104, hereinafter called the Grantee.

WITNESSETH:

WHEREAS, the Grantee has the authority to enter into this Agreement and to undertake the Project hereinafter described, and the Commission has been granted the authority to carry out responsibilities of the Commission which includes the function of the Designated Official Planning Agency and other responsibilities identified in Chapter 427, Florida Statutes, or rules thereof;

NOW, THEREFORE, in consideration of the mutual covenants, promises and representations herein, the parties agree as follows:

1.00 Purpose of Agreement: The purpose of this Agreement is to provide financial assistance to accomplish the duties and responsibilities of the Official Planning Agency as set forth in Chapter 427, Florida Statutes, Rule 41-2, Florida Administrative Code, Commission policies, and the Fiscal Year 2020-21 Program Manual and Application for the Planning Grant, and as further described in this Agreement and in Exhibit(s) A, B, C, D attached hereto and by this reference made a part hereof, hereinafter called the Project; and, for the Commission to provide financial assistance to the Grantee and state the terms and conditions upon which such assistance will be provided and the understandings as to the manner in which the Project will be undertaken and completed.

2.00 Accomplishment of the Project: The Grantee shall commence, and complete the Project as described in Exhibit "A" with all practical dispatch, in a sound, economical, and efficient manner, and in accordance with the provisions herein, and all applicable laws.

2.10 Pursuant to Federal, State, and Local Law: In the event that any election, referendum, approval, permit, notice, or other proceeding or authorization is requisite under applicable law to enable the Grantee to enter into this Agreement or to undertake the Project hereunder, or to observe, assume or carry out any of the provisions of the Agreement, the Grantee will initiate and consummate, as provided by law, all actions necessary with respect to any such matters so requisite.

2.20 Funds of the Grantee: The Grantee will provide the initial funds necessary for the completion of the project. The Grantee shall pay and not be reimbursed for funds exceeding the estimated project cost.



2.30 Funds of the Commission: The Commission will compensate the Grantee upon receipt and approval of said deliverables, not to exceed the estimated project cost as further defined herein.

2.40 Submission of Proceedings, Contracts and Other Documents and Products: The Grantee shall submit to the Commission such data, reports, records, contracts, certifications and other financial and operational documents or products relating to the Project as the Commission may require as provided by law, rule or under this agreement. Failure by the Grantee to provide such documents, or provide documents or products required by previous agreements between the Commission and the Grantee, may, at the Commission's discretion, result in refusal to reimburse project funds or other permissible sanctions against the Grantee, including termination.

2.50 Incorporation by Reference: The Grantee and Commission agree that by entering into this Agreement, the parties explicitly incorporate by reference into this Agreement the applicable law and provisions of Chapter 427, Florida Statutes, Rule 41-2, Florida Administrative Code, and the Fiscal Year 2020-21 Program Manual and Application for the Planning Grant.

3.00 Total Project Cost: The total estimated cost of the Project is \$ 27,016.00. This amount is based upon the budget summarized in Exhibit "B" and by this reference made a part hereof. The Grantee agrees to bear all expenses in excess of the total estimated cost of the Project and any deficits involved, including any deficits revealed by an audit performed in accordance with Section 6.00 hereof after completion of the project.

4.00 Commission Participation: The Commission agrees to maximum participation, including contingencies, in the Project in the amount of \$ 27,016.00 as detailed in Exhibit "B", or in an amount equal to the percentage(s) of total actual project cost shown in Exhibit "B", whichever is less.

4.10 Eligible Costs: Planning Grant Funds, derived exclusively from the Transportation Disadvantaged Trust Fund, may only be used by the Commission and the Grantee to undertake planning activities.

4.20 Eligible Project Expenditures: Project expenditures eligible for State participation will be allowed only from the date of this Agreement. It is understood that State participation in eligible project costs is subject to:

- a) The understanding that disbursement of funds will be made in accordance with the Commission's cash forecast;
- b) Availability of funds as stated in Section 13.00 of this Agreement;
- c) Commission approval of the project scope and budget (Exhibits A & B) at the time appropriation authority becomes available; and
- d) Submission of all certifications, invoices, detailed supporting documents or other obligating documents and all other terms of this agreement.

4.30 Front End Funding and Retainage: Front end funding and retainage are not applicable.

5.00 Project Budget and Disbursement Schedule:

5.10 The Project Budget: The Grantee shall maintain the Commission approved Project Budget, as set forth in Exhibit "B", carry out the Project, and shall incur obligations against and make disbursements of Project funds only in conformity with the latest approved budget for the Project. The budget may be revised periodically, but no budget revision shall be effective unless it complies with fund participation requirements established in Section 4.00 of this Agreement and is approved in writing by the Commission. Any budget revision which changes the fund participation requirements established in Section 4.00 of this agreement shall not be effective unless approved in writing by the Commission and the Florida Department of Transportation Comptroller.

5.20 Schedule of Disbursements: The Grantee shall be paid on a quarterly basis based on the satisfactory performance of each task detailed in Exhibit A.

6.00 Accounting Records and Audits:

6.10 Establishment and Maintenance of Accounting Records: The Grantee shall establish for the Project, in conformity with the latest current uniform requirements established by the Commission to facilitate the administration of the financing program, either separate accounts to be maintained within its existing accounting system, or establish independent accounts. Such financing accounts are referred to herein collectively as the "Project Account". The Project Account, and detailed documentation supporting the Project Account, must be made available upon request, without cost, to the Commission any time during the period of the Agreement and for five years after final payment is made or if any audit has been initiated and audit findings have not been resolved at the end of five years, the records shall be retained until resolution of the audit findings.

6.20 Funds Received or Made Available for The Project: The Grantee shall appropriately record in the Project Account, and deposit in a bank or trust company which is a member of the Federal Deposit Insurance Corporation, all payments received by it from the Commission pursuant to this Agreement and all other funds provided for, accruing to, or otherwise received on account of the Project, which Commission payments and other funds are herein collectively referred to as "Project Funds". The Grantee shall require depositories of Project Funds to secure continuously and fully all Project Funds in excess of the amounts insured under Federal plans, or under State plans which have been approved for the deposit of Project funds by the Commission, by the deposit or setting aside of collateral of the types and in the manner as prescribed by State law for the security of public funds, or as approved by the Commission.

6.30 Costs Incurred for the Project: The Grantee shall charge to the Project Account all eligible costs of the Project. Costs in excess of the latest approved budget, costs which are not within the statutory criteria for the Transportation Disadvantaged Trust Fund, or attributable to actions which have not met the other requirements of this Agreement, shall not be considered eligible costs.

6.40 Documentation of Project Costs and Claims for Reimbursement: All costs charged to the Project shall be supported by detailed supporting documentation evidencing in proper detail the nature and propriety of the charges. The Grantee shall provide sufficient detailed documentation for each cost or claim for reimbursement to allow an audit trail to ensure that the tasks accomplished or deliverables completed in acceptable form to the Commission were those which were promised. The documentation must be sufficiently detailed to comply with the laws and policies of the Department of Financial Services.

6.50 Checks, Orders, and Vouchers: Any check or order drawn by the Grantee with respect to any item which is or will be chargeable against the Project Account will be drawn only in accordance with a properly signed voucher then on file in the office of the Grantee stating in proper detail the purpose for which such check or order is drawn. All checks, payrolls, invoices, contracts, vouchers, orders, or other accounting documents pertaining in whole or in part to the Project shall be clearly identified, readily accessible, within the Grantees existing accounting system, and, to the extent feasible, kept separate and apart from all other such documents.

6.60 Audits:

1. The administration of resources awarded through the Commission to the Grantee by this Agreement may be subject to audits and/or monitoring by the Commission and the Department of Transportation (Department). The following requirements do not limit the authority of the Commission or the Department to conduct or arrange for the conduct of additional audits or evaluations of state financial assistance or limit the authority of any state agency inspector general, the Auditor General, or any other state official. The Grantee shall comply with all audit and audit reporting requirements as specified below.
 - a. In addition to reviews of audits conducted in accordance with Section 215.97, Florida Statutes, monitoring procedures to monitor the Grantee's use of state financial assistance may include but not be limited to on-site visits by Commission and/or Department staff and/or other procedures including, reviewing any required performance and financial reports, following up, ensuring corrective action, and issuing management decisions on weaknesses found through audits when those findings pertain to state financial assistance awarded through the Commission by this Agreement. By entering into this Agreement, the Grantee agrees to comply and cooperate fully with any monitoring procedures/processes deemed appropriate by the Commission and/or the Department. The Grantee further agrees to comply and cooperate with any inspections, reviews, investigations, or audits deemed necessary by the Commission, the Department, the Chief Financial Officer (CFO) of the Department of Financial Services the State Auditor General and, the State Inspector General.
 - b. The Grantee a nonstate entity as defined by Section 215.97, Florida Statutes, as a recipient of state financial assistance awarded by the Commission through this Agreement is subject to the following requirements:
 - i. In the event the Grantee meets the audit threshold requirements established by Section 215.97, Florida Statutes, the Grantee must have a State single or project-specific audit conducted for such fiscal year in accordance with Section 215.97, Florida Statutes; applicable rules of the Department of Financial Services; and Chapters 10.550 (local

governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General. Exhibit D to this Agreement indicates state financial assistance awarded through the Commission by this Agreement needed by the Grantee to further comply with the requirements of Section 215.97, Florida Statutes. In determining the state financial assistance expended in a fiscal year, the Grantee shall consider all sources of state financial assistance, including state financial assistance received from the Commission by this Agreement, other state agencies and other nonstate entities. State financial assistance does not include Federal direct or pass-through awards and resources received by a nonstate entity for Federal program matching requirements.

- ii. In connection with the audit requirements, the Grantee shall ensure that the audit complies with the requirements of Section 215.97, Florida Statutes. This includes submission of a financial reporting package as defined by Section 215.97, Florida Statutes, and Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General.
- iii. In the event the Grantee does not meet the audit threshold requirements established by Section 215.97, Florida Statutes, the Grantee is exempt for such fiscal year from the state single audit requirements of Section 215.97, Florida Statutes. However, the Grantee must provide a single audit exemption statement to the Department at FDOTSingleAudit@dot.state.fl.us no later than nine months after the end of the Grantee's audit period for each applicable audit year. In the event the Grantee does not meet the audit threshold requirements established by Section 215.97, Florida Statutes, in a fiscal year and elects to have an audit conducted in accordance with the provisions of Section 215.97, Florida Statutes, the cost of the audit must be paid from the Grantee's resources (i.e., the cost of such an audit must be paid from the Grantee's resources obtained from other than State entities).
- iv. In accordance with Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General, copies of financial reporting packages required by this Agreement shall be submitted to both:

Florida Department of Transportation Office of Comptroller, MS 24 605 Suwannee Street Tallahassee, FL 32399-0405 Email: FDOTSingleAudit@dot.state.fl.us	State of Florida Auditor General Local Government Audits/342 111 West Madison Street, Room 401 Tallahassee, FL 32399-1450 Email: flaudgen_localgovt@aud.state.fl.us
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- v. Any copies of financial reporting packages, reports or other information required to be submitted to the Department shall be submitted timely in accordance with Section 215.97, Florida Statutes, and Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General, as applicable.

- vi. The Grantee, when submitting financial reporting packages to the Department for audits done in accordance with Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General, should indicate the date the reporting package was delivered to the Grantee in correspondence accompanying the reporting package.
- vii. Upon receipt, and within six months, the Department will review the Grantee's financial reporting package, including corrective action plans and management letters, to the extent necessary to determine whether timely and appropriate corrective action on all deficiencies has been taken pertaining to the state financial assistance provided through the Commission by this Agreement. If the Grantee fails to have an audit conducted consistent with Section 215.97, Florida Statutes, the Commission and/or the Department may take appropriate corrective action to enforce compliance.
- viii. As a condition of receiving state financial assistance, the Grantee shall permit the Commission, the Department, or its designee, the State's Chief Financial Officer (CFO) or the Auditor General access to the Grantee's records including financial statements, the independent auditor's working papers and project records as necessary. Records related to unresolved audit findings, appeals or litigation shall be retained until the action is complete or the dispute is resolved.
- c. The Grantee shall retain sufficient records demonstrating its compliance with the terms of this Agreement for a period of five years from the date the audit report is issued and shall allow the Commission, the Department, or its designee, the State's CFO, or the Auditor General access to such records upon request. The Grantee shall ensure that the audit working papers are made available to the Commission, the Department, or its designee, the State's CFO or the Auditor General upon request for a period of five years from the date the audit report is issued unless extended in writing by the Commission and/or the Department.

6.70 Inspection: The Grantee shall permit, and shall require its contractors to permit, the Commission's authorized representatives to inspect all work, materials, deliverables, records; and to audit the books, records and accounts pertaining to the financing and development of the Project at all reasonable times including upon completion of the Project, and without notice.

7.00 Compensation and Payments: In order to obtain any Commission funds, the Grantee shall:

7.10 File with the Commission for the Transportation Disadvantaged, 605 Suwannee Street, Mail Station 49, Tallahassee, Florida, 32399-0450 its invoice on form or forms prescribed by the Commission, and such other data and deliverables pertaining to the Project as listed in Exhibit "A" hereof, as the Commission may require, to justify and support the invoices as specified in the Commission's Grant Agreement/Contract Invoicing Procedures.

7.11 Grantee certifies, under penalty of perjury, that the Agency will comply with the provisions of the Agreement and that all invoices and support documentation will be true and correct.

7.12 Financial Consequence: Payment shall not be made to the Grantee unless tasks have been completed and back up documentation as requested is provided to the Commission. The project must be completed no later than June 30, 2021.

7.20 The Commission's Obligations: Subject to other provisions hereof, the Commission will honor such invoices in amounts and at times deemed by the Commission to be proper and in accordance with this agreement to ensure the completion of the Project and payment of the eligible costs. However, notwithstanding any other provision of this Agreement, the Commission may give written notice to the Grantee that it will refuse to make a payment to the Grantee on the Project if:

7.21 Misrepresentation: The Grantee has made misrepresentation of a material nature in its application, or any supplement thereto or amendment thereof, with respect to any document of data or certification furnished therewith or pursuant hereto;

7.22 Litigation: There is pending litigation with respect to the performance by the Grantee of any of its duties or obligations which may jeopardize or adversely affect the Project, the Agreement, or payments to the Project;

7.23 Required Submittals/Certifications: The Grantee has failed or refused to provide to the Commission detailed documentation of requisitions or certifications of actions taken;

7.24 Conflict of Interests: There has been any violation of the conflict of interest provisions, prohibited interests, or lobbying restrictions, contained herein;

7.25 Default: The Grantee has been determined by the Commission to be in default under any of the provisions of this Agreement and has been unable to resolve compliance issues once notified by the Commission; or

7.26 Supplanting of Funds: The Grantee has used Transportation Disadvantaged Trust Funds to replace or supplant available and appropriate funds for the same purposes, in violation of Chapter 427, Florida Statutes.

7.30 Invoices for Deliverables: Invoices for deliverables pursuant to this Agreement shall be submitted in detail sufficient for a proper preaudit and postaudit thereof. Failure to submit to the Commission detailed supporting documentation with the invoice or request for project funds will be cause for the Commission to refuse to pay the amount claimed by the Grantee until the Commission is satisfied that the criteria set out in Chapters 287 and 427, Florida Statutes, Rules 3A-24, 41-2, and 60A-1, Florida Administrative Code, and the Fiscal Year 2020-21 Program Manual and Application for the Planning Grant is met. The Commission shall pay the Grantee for the satisfactory performance of each task as outlined in Exhibit "A" on a quarterly basis.

7.40 Commission Claims: If, after project completion, any claim is made by the Commission resulting from an audit or for work or services performed pursuant to this agreement, the Commission may offset such amount from payments due for work or services done under any grant agreement which it has with the Grantee owing such amount if, upon demand, payment of

the amount is not made within sixty (60) days to the Commission. Offsetting any amount pursuant to this section shall not be considered a breach of contract by the Commission.

8.00 Termination or Suspension of Project:

8.10 Termination or Suspension Generally: If the Grantee abandons or, before completion, finally discontinues the Project; or if, by reason of any of the events or conditions set forth in Section 7.20 hereof, or for any other reason, the commencement, prosecution, or timely completion of the Project by the Grantee is rendered improbable, infeasible, impossible, or illegal, the Commission may, by written notice to the Grantee, suspend any or all of its obligations under this Agreement until such time as the event or condition resulting in such suspension has ceased or been corrected, or the Commission may terminate any or all of its obligations under this Agreement.

8.20 Action Subsequent to Notice of Termination or Suspension. Upon receipt of any final termination or suspension notice under this Section, the Grantee shall proceed promptly to carry out the actions required therein which may include any or all of the following: (1) necessary action to terminate or suspend, as the case may be, Project activities and contracts and such other action as may be required or desirable to keep to the minimum the costs upon the basis of which the financing is to be computed; (2) furnish a statement of the project activities and contracts, and other undertakings the cost of which are otherwise includable as Project costs; and (3) remit to the Commission such portion of the financing and any advance payment previously received as is determined by the Commission to be due under the provisions of the Agreement. The termination or suspension shall be carried out in conformity with the latest schedule, plan, and budget as approved by the Commission or upon the basis of terms and conditions imposed by the Commission upon the failure of the Grantee to furnish the schedule, plan, and budget within a reasonable time. The acceptance of a remittance by the Grantee shall not constitute a waiver of any claim which the Commission may otherwise have arising out of this Agreement.

8.30 Public Records:

IF THE GRANTEE HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE GRANTEE'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT:

850/410-5700

CTDOmbudsman@dot.state.fl.us

605 Suwannee Street, MS 49

Tallahassee, Florida 32399

The Grantee shall keep and maintain public records required by the Commission to perform the service of this agreement.

Upon request from the Commission's custodian of public records, provide the Commission with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes, or as otherwise provided by law.

Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the agreement term and following completion of the agreement if the Grantee does not transfer the records to the Commission.

Upon completion of the agreement, transfer, at no cost, to the Commission all public records in possession of the Grantee or keep and maintain public records required by the Commission to perform the service. If the Grantee transfers all public records to the Commission upon completion of the contract, the Grantee shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the Grantee keeps and maintains public records upon completion of the contract, the Grantee shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the Commission, upon request from the Commission's custodian of public records, in a format that is compatible with the information technology systems of the Commission.

Failure by the Grantee to comply with Chapter 119, Florida Statutes, shall be grounds for immediate unilateral cancellation of this Agreement by the Commission.

9.00 Contracts of the Grantee:

9.10 Third Party Agreements: The Grantee shall not execute any contract or obligate itself in any manner requiring the disbursement of Transportation Disadvantaged Trust Fund moneys, including contracts or amendments thereto, with any third party with respect to the Project without being able to provide a written certification by the Grantee that the contract or obligation was executed in accordance with the competitive procurement requirements of Chapter 287, Florida Statutes, Chapter 427, Florida Statutes, and the rules promulgated by the Department of Management Services. Failure to provide such certification, upon the Commission's request, shall be sufficient cause for nonpayment by the Commission as provided in Section 7.23. The Grantee agrees, that by entering into this Agreement, it explicitly certifies that all its third-party contracts will be executed in compliance with this section.

9.20 Compliance with Consultants' Competitive Negotiation Act: It is understood and agreed by the parties hereto that participation by the Commission in a project with the Grantee, where said project involves a consultant contract for any services, is contingent on the Grantee complying in full with the provisions of Section 287.055, Florida Statutes, Consultants' Competitive Negotiation Act. The Grantee shall certify compliance with this law to the Commission for each consultant contract it enters.

9.30 Competitive Procurement: Procurement of all services or other commodities shall comply with the provisions of Section 287.057, Florida Statutes.

10.00 Restrictions, Prohibitions, Controls, and Labor Provisions:

10.10 Equal Employment Opportunity: In connection with the carrying out of any Project, the Grantee shall not discriminate against any employee or applicant for employment because of race, age, disability, creed, color, sex or national origin. The Grantee will take affirmative action

to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, age, disability, creed, color, sex, or national origin. Such action shall include, but not be limited to, the following: Employment upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Grantee shall insert the foregoing provision modified only to show the particular contractual relationship in all its contracts in connection with the development of operation of the Project, except contracts for the standard commercial supplies or raw materials, and shall require all such contractors to insert a similar provision in all subcontracts, except subcontracts for standard commercial supplies or raw materials. The Grantee shall post, in conspicuous places available to employees and applicants for employment for Project work, notices setting forth the provisions of the nondiscrimination clause.

10.20 Title VI - Civil Rights Act of 1964: The Grantee will comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964 (78 Statute 252), the Regulations of the Federal Department of Transportation, the Regulations of the Federal Department of Justice, and the assurance by the Agency pursuant thereto.

10.30 Prohibited Interests:

10.31 Contracts or Purchases: Unless authorized in writing by the Commission, no officer of the Grantee, or employee acting in his or her official capacity as a purchasing agent, shall either directly or indirectly purchase, rent, or lease any realty, goods, or services for the Grantee from any business entity of which the officer or employee or the officer's or employee's business associate or spouse or child is an officer, partner, director, or proprietor or in which such officer or employee or the officer's or employee's spouse or child, or any combination of them, has a material interest.

10.32 Business Conflicts: Unless authorized in writing by the Commission, it is unlawful for an officer or employee of the Grantee, or for any company, corporation, or firm in which an officer or employee of the Grantee has a financial interest, to bid on, enter into, or be personally interested in the purchase or the furnishing of any materials, services or supplies to be used in the work of this agreement or in the performance of any other work for which the Grantee is responsible.

10.33 Solicitations: No officer or employee of the Grantee shall directly or indirectly solicit or accept funds from any person who has, maintains, or seeks business relations with the Grantee.

10.34 Former Employees - Contractual Services: Unless authorized in writing by the Commission, no employee of the Grantee shall, within 1 year after retirement or termination, have or hold any employment or contractual relationship with any business entity about any contract for contractual services which was within his or her responsibility while an employee.

10.35 Former Employees - Consulting Services: The sum of money paid to a former employee of the Grantee during the first year after the cessation of his or her responsibilities, by the Grantee, for contractual services provided to the Grantee, shall not exceed the annual salary received on the date of cessation of his or her responsibilities. The provisions of this section may be waived by the Grantee for a particular contract if the Grantee determines, and the Commission approves, that such waiver will result in significant time or cost savings for the Grantee and the project.

The Grantee shall insert in all contracts entered into in connection with this Agreement and shall require its contractors to insert in each of their subcontracts, the following provision:

"No member, officer, or employee of the Grantee during his tenure or for one year thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof."

The provisions of this section shall not be applicable to any agreement between the Grantee and its fiscal depositories, or to any agreement for utility services the rates for which are fixed or controlled by a Governmental agency.

10.40 Non-discrimination of Persons With Disabilities: The Grantee and any of its contractors or their sub-contractors shall not discriminate against anyone on the basis of a disability (physical, mental or emotional impairment). The Grantee agrees that no funds shall be used to rent, lease or barter any real property that is not accessible to persons with disabilities nor shall any meeting be held in any facility unless the facility is accessible to persons with disabilities. The Grantee shall also assure compliance with The Americans with Disabilities Act, as it may be amended from time to time.

10.50 Lobbying Prohibition: No Grantee may use any funds received pursuant to this Agreement for the purpose of lobbying the Legislature, the judicial branch, or a state agency. No Grantee may employ any person or organization with funds received pursuant to this Agreement for the purpose of lobbying the Legislature, the judicial branch, or a state agency. The "purpose of lobbying" includes, but is not limited to, salaries, travel expenses and per diem, the cost for publication and distribution of each publication used in lobbying; other printing; media; advertising, including production costs; postage; entertainment; telephone; and association dues. The provisions of this paragraph supplement the provisions of Section 11.062, Florida Statutes, which is incorporated by reference into this Agreement.

10.60 Public Entity Crimes: No Grantee shall accept any bid from, award any contract to, or transact any business with any person or affiliate on the convicted vendor list for a period of 36 months from the date that person or affiliate was placed on the convicted vendor list unless that person or affiliate has been removed from the list pursuant to Section 287.133, Florida Statutes. The Grantee may not allow such a person or affiliate to perform work as a contractor, supplier, subcontractor, or consultant under a contract with the Grantee. If the Grantee was transacting business with a person at the time of the commission of a public entity crime which resulted in that person being placed on the convicted vendor list, the Grantee may also not accept any bid from, award any contract to, or transact any business with any other person who is under the

same, or substantially the same, control as the person whose name appears on the convicted vendor list so long as that person's name appears on the convicted vendor list.

10.70 Homeland Security: Grantee shall utilize the U.S. Department of Homeland Security's E-Verify system, in accordance with the terms governing use of the system, to confirm the employment eligibility of:

1. all new persons employed by the grantee during the term of the grant agreement to perform employment duties within Florida; and
2. all new persons, including subcontractors, assigned by the grantee to perform work pursuant to the contract with the Commission.

The Commission shall consider the employment by any vendor of unauthorized aliens a violation of Section 274A(e) of the Immigration and Nationality Act. If the vendor knowingly employs unauthorized aliens, such violation shall be cause for unilateral cancellation of this agreement. Refer to the U.S. Department of Homeland Security's website at www.dhs.gov to learn more about E-Verify.

11.00 Miscellaneous Provisions:

11.10 Environmental Pollution: Not applicable.

11.20 Commission Not Obligated to Third Parties: The Commission shall not be obligated or liable hereunder to any party other than the Grantee.

11.30 When Rights and Remedies Not Waived: In no event shall the making by the Commission of any payment to the Grantee constitute or be construed as a waiver by the Commission of any breach of covenant or any default which may then exist, on the part of the Grantee, and the making of such payment by the Commission while any such breach or default shall exist shall in no way impair or prejudice any right or remedy available to the Commission for such breach or default.

11.40 How Contract Affected by Provisions Being Held Invalid: If any provision of this Agreement is held invalid, the provision shall be severable and the remainder of this Agreement shall not be affected. In such an instance, the remainder would then continue to conform to the terms and requirements of applicable law.

11.50 Bonus and Commissions: By execution of the Grant, the Grantee represents that it has not paid and, also, agrees not to pay, any bonus or commission for the purpose of obtaining an approval of its financing hereunder.

11.60 State or Territorial Law: Nothing in the Agreement shall require the Grantee to observe or enforce compliance with any provision thereof, perform any other act or do any other thing in contravention of any applicable State law: Provided, that if any of the provisions of the Agreement violate any applicable State law, the Grantee will at once notify the Commission in writing in order that appropriate changes and modifications may be made by the Commission and the Agency to the end that the Grantee may proceed as soon as possible with the Project.

11.70 Venue: This agreement shall be governed by and construed in accordance with the law of the State of Florida. In the event of a conflict between any portion of the contract and the Florida law, the laws of Florida shall prevail. The Grantee agrees to waive forum and venue and that the Commission shall determine the forum and venue in which any dispute under this Agreement is decided.

12.00 Contractual Indemnity: It is not intended by any of the provision of this Agreement to create in the public or any member thereof, a third-party beneficiary under this Agreement, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this Agreement. The Grantee guarantees the payment of all just claims for materials, supplies, tools, or labor and other just claims against the Grantee or any subcontractor, in connection with this Agreement. Additionally, to the extent permitted by law and as limited by and pursuant to the provisions of Section 768.28, Florida Statutes, the Grantee agreements to indemnify, and hold harmless the Commission, including the Commission's officers and employees, from liabilities, damages, losses, and costs, including but not limited to, reasonable attorney's fees, to the extent caused by negligence, recklessness, or intentional wrongful misconduct of the Grantee and persons employed or utilized by the Grantee in the performance of this Agreement. This indemnification shall survive the termination of this agreement. Nothing contained in this paragraph is intended to nor shall it constitute a waiver of the State of Florida and the Grantee's sovereign immunity. Additionally, the Grantee agrees to include the following indemnification in all contracts with contractors/subcontractors and consultants/subconsultants who perform work in connection with this agreement.

"To the fullest extent permitted by law, the Grantee's contractor/consultant shall indemnify, and hold harmless the Commission for the Transportation Disadvantaged, including the Commission's officers and employees, from liabilities, damages, losses, and costs, including but not limited to, reasonable attorney's fees, to the extent caused by negligence, recklessness, or intentional wrongful misconduct of the Contractor/consultant and persons employed or utilized by the contractor/consultant in the performance of this Agreement.

This indemnification shall survive the termination of this agreement. Nothing contained in this paragraph is intended to nor shall it constitute a waiver of the State of Florida and the Grantee's sovereign immunity."

13.00 Appropriation of Funds: The State of Florida's performance and obligation to pay under this agreement is contingent upon an annual appropriation by the Legislature. If applicable, Grantee's performance of its obligations under this Agreement is subject to an appropriation by the Grantee's Board of County Commissioners for the purposes set forth hereunder. The Commission acknowledges where the Grantee is a political subdivision of the State of Florida it is authorized to act in accordance with the Grantee's purchasing ordinance(s), laws, rules and regulations.

14.00 Expiration of Agreement: The Grantee agrees to complete the Project on or before June 30, 2021. If the Grantee does not complete the Project within this time period, this agreement will expire. Expiration of this agreement will be considered termination of the Project and the procedure established in Section 8.00 of this agreement shall be initiated. For the purpose of this Section, completion of project is defined as the latest date by which all required tasks have been completed, as provided in

the project description (Exhibit "A"). Unless otherwise extended by the Commission, all reimbursement invoices must be received by the Commission no later than August 15, 2021.

15.00 Agreement Format: All words used herein in the singular form shall extend to and include the plural. All words used in the plural form shall extend to and include the singular. All words used in any gender shall extend to and include all genders.

16.00 Execution of Agreement: This agreement may be simultaneously executed in a minimum of two counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one in the same instrument.

17.00 Vendors and Subcontractors Rights: Vendors (in this document identified as Grantee) providing goods and services to the Commission will receive payments in accordance with Section 215.422, Florida Statutes. The parties hereto acknowledge Section 215.422, Florida Statutes, and hereby agree that the time in which the Commission is required to approve and inspect goods and services shall be for a period not to exceed eleven (11) working days upon receipt of a proper invoice. The Florida Department of Transportation has 20 days to deliver a request for payment (voucher) to the Department of Financial Services. The twenty (20) days are measured from the latter of the date the invoice is received or the goods or services are received, inspected, and approved.

If a payment is not available within forty (40) days after receipt of the invoice and receipt, inspection and approval of goods and services, a separate interest penalty at a rate as established pursuant to Section 55.03(1), Florida Statutes will be due and payable, in addition to the invoice amount to the Grantee. Interest penalties of less than one (1) dollar will not be enforced unless the Grantee requests payment. Invoices that have to be returned to a Grantee because of Grantee preparation errors will result in a delay in the payment. The invoice payment requirements do not start until a properly completed invoice is provided to the Commission.

A Vendor Ombudsman has been established within the Department of Management Services. The duties of this individual include acting as an advocate for vendors who may be experiencing problems in obtaining timely payment(s) from the Commission. The Vendor Ombudsman may be contacted at (850) 413-5516.

18.00 Payment to Subcontractors: Payment by the Grantee to all subcontractors with approved third-party contracts shall be in compliance with Section 287.0585, Florida Statutes. Each third-party contract from the Grantee to a subcontractor for goods or services to be performed in whole or in part with Transportation Disadvantaged Trust Fund moneys, must contain the following statement:

When a contractor receives from a state agency any payment for contractual services, commodities, supplies, or construction contracts, except those construction contracts subject to the provisions of chapter 339, the contractor shall pay such moneys received to each subcontractor and supplier in proportion to the percentage of work completed by each subcontractor and supplier at the time of receipt of the payment. If the contractor receives less than full payment, then the contractor shall be required to disburse only the funds received on a pro rata basis with the contractor, subcontractors, and suppliers, each receiving a prorated portion based on the amount due on the payment. If the contractor without reasonable cause fails to make payments required by this section to

subcontractors and suppliers within 7 working days after the receipt by the contractor of full or partial payment, the contractor shall pay to the subcontractors and suppliers a penalty in the amount of one-half of 1 percent of the amount due, per day, from the expiration of the period allowed herein for payment. Such penalty shall be in addition to actual payments owed and shall not exceed 15 percent of the outstanding balance due. In addition to other fines or penalties, a person found not in compliance with any provision of this subsection may be ordered by the court to make restitution for attorney's fees and all related costs to the aggrieved party or the Department of Legal Affairs when it provides legal assistance pursuant to this section. The Department of Legal Affairs may provide legal assistance to subcontractors or vendors in proceedings brought against contractors under the provisions of this section.

19.00 Modification: This Agreement may not be changed or modified unless authorized in writing by both parties.

IN WITNESS WHEREOF, the parties hereto have caused these presents be executed, the day and year first above written.

**GRANTEE: COLLIER METROPOLITAN
PLANNING ORGANIZATION**

**COMMISSION FOR THE TRANSPORTATION
DISADVANTAGED**

BY: Elaine Middeldstadt

BY: Karen Sommers

TITLE: MPO Chair

TITLE: Executive Director (Commission Designee)

Approved as to form and legality

Scott R. Teach
Scott R. Teach, Deputy County Attorney

FM/JOB No(s). 43202911401

CONTRACT NO. 61N26

AGREEMENT DATE 07/01/2020

EXHIBIT "A"
PROJECT DESCRIPTION AND RESPONSIBILITIES:
PLANNING

This exhibit forms an integral part of that Grant Agreement, between the State of Florida, Commission for the Transportation Disadvantaged and Collier Metropolitan Planning Organization, 2885 S Horseshoe Drive, Naples, Florida, 34104.

I. PROJECT LOCATION: Collier County(ies)

II. PROJECT DESCRIPTION: This project provides for the accomplishment of the duties and responsibilities of the Designated Official Planning Agency as set forth in Chapter 427, Florida Statutes, Rule 41-2, Florida Administrative Code, Commission policies and the Fiscal Year 2020-21 Program Manual and Application for the Planning Grant. The project period will begin on the date of this agreement and will end on the date indicated in Section 14.00 hereof. Specific required tasks are as follows:

TASK 1:

Weighted value = 17%

Jointly develop and annually update the Transportation Disadvantaged Service Plan (TDSP) with the community transportation coordinator (CTC) and the Local Coordinating Board (LCB).

Deliverable: Complete initial TDSP or annual updates. Must be approved by the LCB no later than June 30th of the current grant cycle.

TASK 2 A:

Weighted value = 15%

When necessary and in cooperation with the LCB, solicit and recommend a CTC. The selection will be accomplished, to the maximum extent feasible, through public competitive bidding or proposals in accordance with applicable laws and rules. Such recommendation shall be presented to the Commission by planning agency staff or their designee as needed.

Deliverable:

Planning agency's letter of recommendation and signed resolution.

OR

TASK 2 B:

Provide staff support to the LCB in conducting an annual evaluation of the CTC, including local developed standards as delineated in the adopted TDSP. Assist the Commission in joint reviews of the CTC.

Deliverable:

LCB and planning agency selected CTC evaluation worksheets pursuant to the most recent version of the Commission's CTC Evaluation Workbook.

TASK 3:**Weighted value = 40%**

Organize and provide staff support and related resources for at least four (4) LCB meetings per year, holding one meeting during each quarter. Exceptions to reschedule meeting(s) outside of a quarter due to the imminent threat of a natural disaster may be granted by the Commission.

Provide staff support for committees of the LCB.

Provide program orientation and training for newly appointed LCB members.

Provide public notice of LCB meetings in accordance with the most recent LCB and Planning Agency Operating Guidelines.

LCB meetings will be held in accordance with the Commission's most recent LCB and Planning Agency Operating Guidelines and will include at least the following:

1. Agendas for LCB meetings. Agenda should include action items, informational items and an opportunity for public comment.
2. Official minutes of LCB meetings and committee meetings (regardless of a quorum). A copy will be submitted along with the quarterly report to the Commission. Minutes will at least be in the form of a brief summary of basic points, discussions, decisions, and recommendations. Records of all meetings shall be kept for at least five years.
3. A current full and active membership of voting and non-voting members to the LCB. Any time there is a change in the membership, provide the Commission with a current membership roster and mailing list of LCB members.
4. A report of the LCB membership's attendance at the LCB meeting held during this grant period. This would not include committee meetings.

Deliverable: LCB Meeting agendas; minutes; membership roster; attendance report; copy of public notice of meetings; training notification.

TASK 4:**Weighted value = 4%**

Provide at least one public workshop annually by each LCB, and assist the Commission, as requested, in co-sponsoring public workshops. This public workshop must be held separately from the LCB meeting. It may, however, be held on the same day as the scheduled LCB meeting. It could be held immediately following or prior to the LCB meeting.

Deliverable: Public workshop agenda and minutes of related workshop only. The agenda and minutes must be separate documents and cannot be included in the LCB meeting agenda and minutes, if held on the same day. Minutes may reflect "no comments received" if none were made.

TASK 5:**Weighted value = 4%**

Develop and annually update by-laws for LCB approval.

Deliverable: Copy of LCB approved by-laws with date of update noted on cover page and signature of LCB Chair or designee.

TASK 6:**Weighted value = 4%**

Develop, annually update, and implement LCB grievance procedures in accordance with the Commission's most recent LCB and Planning Agency Operating Guidelines. Procedures shall include a step within the local complaint and/or grievance procedure that advises a dissatisfied person about the Commission's Ombudsman Program.

Deliverable: Copy of LCB approved Grievance Procedures with date of update noted on cover page.

TASK 7:**Weighted value = 4%**

Review and comment on the Annual Operating Report (AOR) for submittal to the LCB, and forward comments/concerns to the Commission.

Deliverable: Cover Page of AOR, signed by CTC representative and LCB Chair.

TASK 8:**Weighted value = 4%**

Research and complete the Actual Expenditures Report (AER) for direct federal and local government transportation funds to the Commission no later than September 15th. Complete the AER, using the Commission approved form.

Deliverable: Completed AER in accordance with the most recent Commission's AER instructions.

TASK 9:**Weighted value = 4%**

Complete quarterly progress reports addressing planning accomplishments for the local transportation disadvantaged program as well as planning grant deliverables; including but not limited to, consultant contracts, special studies, and marketing efforts.

Deliverable: Complete Quarterly Progress Reports submitted with invoices. Quarterly Report must be signed by planning agency representative. Electronic signatures are acceptable.

TASK 10:**Weighted value = 4%**

Planning agency staff shall attend at least one Commission sponsored training, including but not limited to, the Commission's regional meetings or annual training workshop.

Deliverable: Documentation related to attendance at such event(s); including but not limited to sign in sheets.

III. Special Considerations by Planning Agency:

Not Applicable

IV. Special Considerations by Commission:

Not Applicable

FM/JOB No(s). 43202911401
 CONTRACT NO. G1N26
 AGREEMENT
 DATE 07/01/2020

EXHIBIT "B" PROJECT BUDGET AND CASHFLOW

This exhibit forms an integral part of that certain Grant Agreement between the Florida Commission for the Transportation Disadvantaged and Collier Metropolitan Planning Organization, 2885 S Horseshoe Drive, Naples, Florida, 34104.

I. PROJECT COST:

Estimated Project Cost shall conform to those eligible Costs as indicated by Chapter 427, Florida Statutes, Rule 41-2, Florida Administrative Code, Commission policies, and the Fiscal Year 2020-21 Program Manual and Application for the Planning Grant. For the required services, compensation shall be the total maximum limiting amount of \$27,016.00 for related planning services in Collier County(ies)

Task 1	17%	\$4,592.72
Task 2	15%	\$4,052.40
Task 3	40%	\$10,806.40
Task 4	4%	\$1,080.64
Task 5	4%	\$1,080.64
Task 6	4%	\$1,080.64
Task 7	4%	\$1,080.64
Task 8	4%	\$1,080.64
Task 9	4%	\$1,080.64
Task 10	4%	\$1,080.64
TOTAL:	100%	\$27,016.00

II. SOURCE OF FUNDS

Commission for the Transportation Disadvantaged
 State Funds (100%)

\$27,016.00

Total Project Cost

\$27,016.00

III. CASH FLOW – Not applicable. Grantee will be paid based on satisfactory performance of each task detailed in Exhibit A.

Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May June
 FY 20/21

FM/JOB No(s). 43202911401

CONTRACT NO. G1N26

AGREEMENT DATE 07/01/2020

EXHIBIT "C" PLANNING

This exhibit forms an integral part of that certain Grant Agreement between the Florida Commission for the Transportation Disadvantaged and Collier Metropolitan Planning Organization, 2885 S Horseshoe Drive, Naples, Florida, 34104.

THE GRANTEE SHALL SUBMIT THE FOLLOWING REQUIRED DOCUMENTS AND CERTIFICATIONS:

DOCUMENTS:

1. Submit progress reports to the Commission quarterly. Finished products such as, but not limited to, the Coordinating Board minutes, by-laws, grievance procedures, and the Transportation Disadvantaged Service Plan, shall be submitted to the Commission. Progress reports and finished products are required to accompany all reimbursement invoices. Invoices and deliverables shall be submitted electronically to:

Florida Commission for the Transportation Disadvantaged
FLCTDInvoice@dot.state.fl.us

THIRD PARTY CONTRACTS: The Grantee must certify to all third party contracts pursuant to Section 9.10 except that written approval is hereby granted for:

1. Contracts furnishing contractual services or commodities from a valid State or inter-governmental contract as set forth in Section 287.042(2), Florida Statutes.
2. Contracts furnishing contractual services or commodities for an amount less than Category II as set forth in Section 287.107(1)(b), Florida Statutes.
3. Contracts for consultant services for an amount less than Category I as set forth in Section 287.017(1)(a), Florida Statutes.

FM/JOB No(s). 43202911401

CONTRACT NO.

G1N26

AGREEMENT DATE

07/01/2020

EXHIBIT "D"**STATE FINANCIAL ASSISTANCE (FLORIDA SINGLE AUDIT ACT)****THE STATE RESOURCES AWARDED PURSUANT TO THIS AGREEMENT CONSIST OF THE FOLLOWING:****SUBJECT TO SECTION 215.97, FLORIDA STATUTES:**

Awarding Agency: Commission for the Transportation Disadvantaged/Florida Department of Transportation

State Project Title: COMMISSION FOR THE TRANSPORTATION DISADVANTAGED (CTD)
PLANNING GRANT PROGRAM

CSFA Number: 55.002

***Award Amount:** \$27,016.00

*The state award amount may change with supplemental agreements

Specific project information for CSFA Number 55.002 is provided at: <https://apps.fldfs.com/fsaa/searchCatalog.aspx>

COMPLIANCE REQUIREMENTS APPLICABLE TO STATE RESOURCES AWARDED PURSUANT TO THIS AGREEMENT:

State Project Compliance Requirements for CSFA Number 55.002 are provided at:
<https://apps.fldfs.com/fsaa/searchCompliance.aspx>

The State Projects Compliance Supplement is provided at: <https://apps.fldfs.com/fsaa/compliance.aspx>

RESOLUTION 2020 - 8

RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION AUTHORIZING THE MPO CHAIR TO EXECUTE A TRANSPORTATION DISADVANTAGED TRUST FUND GRANT AGREEMENT WITH THE FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED.

WHEREAS, the Collier Metropolitan Planning Organization ("Collier MPO") has the authority to execute a Transportation Disadvantaged Trust Fund Grant Agreement and to undertake a transportation disadvantaged service project as authorized by Florida Statutes, section 427.0159 and Florida Administrative Code, Rule 41-2; and

WHEREAS, on June 12, 2020, the Collier MPO voted in favor of authorizing its Chair to execute a Transportation Disadvantaged Trust Fund Grant Agreement with the Florida Commission for the Transportation Disadvantaged.

NOW, THEREFORE, BE IT RESOLVED BY THE COLLIER METROPOLITAN PLANNING ORGANIZATION THAT:

1. The Collier MPO has the authority to execute a Transportation Disadvantaged Trust Fund Grant Agreement.
2. The Collier MPO authorizes its Chair to execute the Transportation Disadvantaged Trust Fund Grant Agreement on behalf of the Collier MPO and to file it with the Florida Commission for the Transportation Disadvantaged in the total amount of \$27,016.
3. The Collier MPO authorizes its Chair to sign any agreements, assurances, warranties, certifications, and any other related documents that may be required in connection with the grant submission or subsequent agreements.

This Resolution was **PASSED and DULY ADOPTED** by the Collier Metropolitan Planning Organization Board on June 12, 2020.

Attest:

COLLIER COUNTY METROPOLITAN
PLANNING ORGANIZATION

By: 

Anne McLaughlin
Collier MPO Executive Director

By: 

Councilwoman Elaine Middelstaedt
MPO Chair

Approved as to form and legality:


Scott R. Teach, Deputy County Attorney

EXECUTIVE SUMMARY

Approve the Local Roads Safety Plan

OBJECTIVE: For the Board to approve the Local Roads Safety Plan (LRSP).

CONSIDERATIONS: Since the MPO Board received a briefing on the Draft LRSP on December 11th, MPO staff updated the draft to reflect the MPO's current practices, taking into account plans developed concurrently with the LRSP that incorporated many of its recommendations. These include the Bicycle and Pedestrian Master Plan (March 2019), Transportation System Performance Report & Action Plan (September 2020), and the 2045 Long Range Transportation Plan (December 2020).

MPO staff interviewed technical staff of member agencies to identify current practices related to each of the strategies identified by the consultant team, and in the process, refined the preliminary draft recommendations to focus on enhanced practices addressing three key strategies:

1. Flag high crash locations identified in the LRSP to incorporate safety analysis in the project scoping and design for road improvement projects and stand-alone bike/ped facility projects.
2. Flag high crash locations for Road Safety Audits using MPO SU safety set-aside and/or state, federal funds. The Bicycle and Pedestrian Master Plan already does this for stand-alone bike-ped projects.
3. Promote bike-ped safety videos, handouts and special events more proactively as part of the CTST /Blue Zones Naples Bike-Ped Safety Coalition.

The Draft LRSP is provided in **Attachment 1**.

COMMITTEE RECOMMENDATIONS: The Congestion Management Committee voted to endorse the LRSP on March 17, 2021; the Technical and Citizen Advisory Committees voted to endorse the LRSP on March 29, 2021.

STAFF RECOMMENDATION: That the Board approve the Local Roads Safety Plan.

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENT(S)

1. Local Roads Safety Plan (PDF)

05/14/2021

COLLIER COUNTY
Metropolitan Planning Organization

Item Number: 9.D**Doc ID:** 15809**Item Summary:** Approve the Local Roads Safety Plan**Meeting Date:** 05/14/2021

Prepared by:

Title: Planner, Senior – Metropolitan Planning Organization

Name: Brandy Otero

05/06/2021 10:33 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

05/06/2021 10:33 AM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	05/06/2021 10:36 AM
Metropolitan Planning Organization	Anne McLaughlin	MPO Executive Director Review	Completed	05/06/2021 2:43 PM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		05/14/2021 9:00 AM

Collier MPO Local Road Safety Plan

May 14, 2021 MPO Board Review Draft

Prepared by



9.D.1

Attachment: Local Roads Safety Plan (15809 : Approve the Local Roads Safety Plan)



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Appendix 1: Glossary of Technical Terms

Appendix 2: Crash Data Quality Control Technical Memorandum

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SECTION 1: EXECUTIVE SUMMARY

Introduction and Intent

Collier MPO's Local Road Safety Plan (LRSP) is a collaborative and comprehensive plan that identifies transportation safety issues and provides a framework for reducing fatalities and serious injuries on highways and local public roads. This framework is developed through data analysis and public outreach, along with the development and adoption of recommendations. The data analysis step allows for the identification of emphasis areas which represent the most critical safety concerns within Collier County. Emphasis areas are then matched with strategies and action steps for reducing roadway fatalities and serious injuries.

These strategies will be grouped under the 4 Es of safety: Engineering, Enforcement, Education, and Emergency Response.

In addition to a thorough analysis of safety issues in Collier County and development of recommended strategies, other high-level objectives of this project include the following:

- Quality Control (QC) of Collier Crash Data Management System to ensure the best quality data for development of the Plan and identification of potential areas of improvement for crash data reporting.
- Develop implementable short-term recommendations to address critical safety issues.
- Provide input to Collier MPO's 2045 Long Range Transportation Plan (LRTP) to address long-term strategies and funding needs.
- Identify ways the MPO can support FDOT's Vision Zero targets

The Collier MPO LRSP incorporates strategies currently being promoted by the Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) and will be implemented in close coordination with these agencies, Collier MPO Member Governments, and local law enforcement.

Key Conclusions and Recommendations

Based on the data analysis conducted as part of the Collier MPO LRSP, four key emphasis areas were identified for further analysis and identification of high-crash corridors. The following crash types were identified as having a high severity ratio (constituting a greater percentage of severe crashes than all crashes) and accounting for a high overall number of severe crashes (more than 5% of total severe crashes):

- Bicycle
- Pedestrian
- Left-turn
- Angle
- Hit fixed object

Additionally, rear-end, single vehicle, head-on, and run-off-road crash types either account for a high frequency of severe crashes or have a high severity ratio. Based on similar characteristics and countermeasure profiles, these crash types can be combined to form the following Emphasis Areas:

- Non-Motorized (Bicycle and Pedestrian Crashes)
- Intersection (Left-Turn and Angle Crashes)
- Lane Departure (Hit Fixed Object, Single Vehicle, Head-On, and Run-Off-Road Crashes)
- Same Direction (Rear-End and Sideswipe Crashes)

Table 1-1 is a summary of Emphasis Area crash statistics excluding private roads and interstate highways. Each emphasis area is discussed further in Section 2: including maps and tables illustrating crash concentrations and high-crash corridors for each area.

Table 1-1: Emphasis Area Summary

	All Crashes	Non-Motorized	Intersection	Lane Departure	Same Direction
Total Crashes	38,887	862	6,819	3,829	23,419
Injury Crashes	3,469	448	1,030	567	1,111
Total Injuries	4,719	470	1,621	747	1,492
Total Serious Injuries	928	136	326	201	187
Fatal Crashes	148	38	39	53	10
Total Fatalities	160	38	40	64	10
Severity Ratio	2.4%	15.8%	4.8%	5.2%	0.8%
Percent of All Crashes	NA	2%	18%	10%	60%
Percent of Severe Injuries	NA	15%	35%	22%	20%
Percent of Fatalities	NA	24%	25%	40%	6%



In addition to the definition of Collier MPO-specific emphasis areas, the following key conclusions help to formulate data-driven recommendations for reducing crashes, injuries, and fatalities in Collier County:

1. **Roadway Safety Relative to Florida:** Collier County has fewer crashes, traffic injuries, and traffic fatalities than Florida as a whole as a function of population and daily vehicle miles of travel (VMT).
2. **Major Roadway Focus:** As is common in many urbanized Florida communities, a significant majority of public road traffic crashes, including severe injury crashes, occur along elements of the County's arterial and collector road network.
3. **Local Autonomy:** Because Collier County has a relatively sparse network of State highways and many County-maintained roadways that carry significant traffic volume, approximately 2/3 of crashes occur along County-maintained roadways. This means Collier County has substantial agency to self-manage safety outcomes on its roadway network.
4. **Driver Demographics:** Driver age data show that older road users do not disproportionately contribute to crashes in Collier County; however, inferential time-of-day data suggest that older drivers (age 55+) also have less exposure to nighttime and rush-hour driving.
5. **Moderate Enforcement:** Fewer traffic citations per capita and per vehicle mile of travel are issued in Collier County than in Florida as a whole and within a group of similarly sized coastal counties.
6. **High Severity Emphasis Areas:** Certain crash types contribute disproportionately to incapacitating injury and fatal crashes. Collectively, non-motorized road user, angle, left-turn, and lane departure crashes account for 30% of all crashes but result in 72% of severe injuries and 89% of fatalities.
7. **High Frequency Emphasis Area:** Though significantly less likely to result in severe injury than the crash types noted above, rear-end and sideswipe crashes result in a significant number of incapacitating injuries due to their frequency.

Based on the LRSP Emphasis Areas and the summary conclusions described above, infrastructure and non-infrastructure strategies have been identified. These are summarized in Table 1-2 and 1-3 and described in detail in Section 4:.

Table 1-2: Infrastructure Strategies Matrix

Infrastructure Strategies	Non-Motorized	Intersection	Lane Departure	Same Direction
Speed Management	•	•	•	•
Alternative Intersections (ICE Process)	•	•		•
Intersection Design Best Practices for Pedestrians	•			
Median Restrictions/Access Management		•		•
Right Turn Lanes	?			•
Signal Coordination	?			•
Rural Road Strategies including:				
• Paved shoulder	•		•	
• Safety edge			•	
• Curve geometry, delineation, and warning			•	
• Bridge/culvert widening/attenuation			•	
• Guardrail/ditch regrading/tree clearing			•	
• Isolated intersection conspicuity/geometry		•		
Shared Use Pathways, Sidewalk Improvements	•			
Mid-Block Crossings & Median Refuge	•			
Intersection Lighting Enhancements	•	•	•	
Autonomous Vehicles (Longer-Term)	TBD	•	•	•
(= Applicable Strategy ? = Possible Contra-indications				

Table 1-3: Non-Infrastructure Strategies Matrix

Non-Infrastructure Strategies	Intersection	Lane Departure	Non-Motorized	Rear End/Sideswipe
Traffic Enforcement				
• Targeted Speed Enforcement	X	X	X	X
• Red Light Running Enforcement	X		X	
• Automated Enforcement	X			?
• Pedestrian Safety Enforcement			X	
Bike Light and Retroreflective Material Give-Away			X	
Young Driver Education	X	X	X	X
WalkWise/BikeSmart or Similar Campaign			X	
Continuing Education	X	X	X	X
Safety Issue Reporting	X	X	X	X
Vision Zero Policy	X	X	X	X



Plan Organization

The Collier LRSP is divided into three main sections as follows:

- **Data and Analysis:** This section includes an analysis of the County’s traffic crash history, a comparison of Collier County traffic citation data with the State of Florida and with “peer” counties, and a discussion of the four emphasis areas described above. The Data and Analysis Section of the LRSP also includes “Key Conclusions” derived from the analysis of the County’s traffic crash and citation data.
- **Recommendations:** This section begins with a problem statement that builds from the “Key Conclusions” part of the Data and Analysis Section. Next Recommendations related to both infrastructure and non-infrastructure strategies are presented where “infrastructure” refers to public roadway design and operations and “non-infrastructure” refers to education/marketing, law enforcement, and other strategies.
- **Implementation Plan:** The LRSP Implementation Plan shows potential processes for addressing each of the infrastructure and non-infrastructure strategies identified in the Recommendations Section of the Report. Implementation measures are categorized by timeframe (short-term, longer-term) and by order of magnitude cost. The Implementation Plan also includes recommendations for evaluating and updating the Plan.

In addition to the three main report section, the LRSP also includes the following appendices:

- **Glossary of Technical Terms (Appendix 1):** This is a glossary of technical terms used in the LRSP and is provided to make the document more legible for audiences that are not familiar with traffic engineering terms.
- **Traffic Crash Data Quality Control Technical Memorandum (Appendix 2):** As part of the LRSP, a five year history of Collier County’s crash data was manually reviewed to ensure fatal and incapacitating injury crashes and non-motorized crashes were located correctly and that key data attributes were consistent with the crash report collision diagram and narrative. This appendix summarizes the methodology and findings of that process.
- **Community Survey Summary (Appendix 3):** As part of the public outreach process for the LRSP, a web-based community survey was distributed to better understand the perception and attitudes of Collier County residents and workers with respect to traffic safety. The survey questions and findings are provided in this appendix.

SECTION 2: STATISTICAL ANALYSIS

Introduction and Methodology

Introduction

A critical input into the Collier MPO LRSP is analysis of traffic crash data and other relevant quantitative data inputs. This section provides a description of the data analysis methodology and findings used to inform the Collier MPO LRSP. Key elements of this memorandum include the following:

- Analysis of countywide crash data distributions and comparison with statewide norms
- Analysis of traffic citation data for Collier County and comparisons with statewide citation data and citation data from peer counties
- Establishment of Collier MPO-specific safety emphasis areas and identification of high-crash locations based on Safety Emphasis Areas
- Key Conclusions

Methodology

The Collier MPO LRSP uses traffic crash data from the Collier County Crash Data Management System (CDMS) for the years 2014 to 2018. As described in the LRSP Crash Data Quality Control Memorandum (Appendix 2), fatal, incapacitating injury, and bicycle/pedestrian crash reports were manually reviewed and key data fields were updated to ensure accuracy.

Next, crashes that occurred in parking lots and along private roads were removed from the data sample, and those that occurred along the County's major roadway network were assigned ID numbers from the major roadway database. This was done using a spatial query in which crashes within 100 ft of a major roadway segment were assigned to that segment. Data from Collier County's Annual Update and Inventory Report (AUIR) were then used to understand crash data distributions in the context of roadway system vehicle miles of travel (VMT), roadway characteristics, and other factors.

To evaluate traffic citations, data were collected from Florida Department of Highway Safety and Motor Vehicles (DHSMV) crash and citation reports and statistics web page. Data from Collier County, the State of Florida, and similar-size coastal counties were downloaded as Excel spreadsheets and compared.

A Glossary of Terms used in this section is provided as Appendix 1. Appendix 3 provides an overview of a public outreach survey that was disseminated by the Collier MPO to help understand public perceptions of traffic safety in Collier County.

Crash Data Analysis

This section of the LRSP Statistical Analysis summarizes the following traffic crash data distributions:

- Comparison of State and County Crash Rates

- Roadway Functional Class
- Major Roadway Maintenance Authority
- Major Roadway Number of Lanes
- Area Type (Urban/Rural)
- Lighting Condition
- Crash Type
- (At Fault) Driver Age
- Temporal Trends (Annual and Monthly)

State of Florida Crash Rate Comparison

Using data from FLHSMV (for consistency) the average number of reported crashes, fatalities, and injuries from the State of Florida and Collier County are shown in Table 2-1. These crash totals are represented as crash rates as a function of millions of daily vehicle miles of travel (DVMT) and as a function of 100,000 persons. The data shows that Collier County has fewer crashes and traffic fatalities and injuries than the State of Florida in terms of both population and vehicle miles of travel.

Table 2-1: Comparison of Collier County to State Average

	Florida	Collier County	Collier/State Average
Crashes	383,862	4,962	NA
Fatalities	2,972	38	NA
Injuries	242,709	2,829	NA
Daily VMT	582,491,060	9,939,709	2%
Crashes/m DVMT	659	499	24% lower
Fatalities/mDVMT	5.1	3.8	25% lower
Injuries/mDVMT	417	285	32% lower
Population	20,159,183	351,121	NA
Crashes/100k Pop.	1,904	1,413	26% lower
Fatalities/100k Pop.	15	11	27% lower
Injuries/100k Pop.	1,204	806	33% lower

Crash Distribution by Roadway Functional Class

Using the location data for each traffic crash report and a GIS layer representing Collier County's major road network (arterial and collector roads), all Collier County crashes for 2014–2018 were either assigned to a major roadway segment or classified as a local roadway crash. Figure 2-1 shows the distribution of all crashes and severe crashes in Collier County. Approximately 3/4 of crashes occurred along the County's major signalized arterial and collector road network, with fewer than 10% occurring along I-75 and fewer than 20% occurring along local streets.

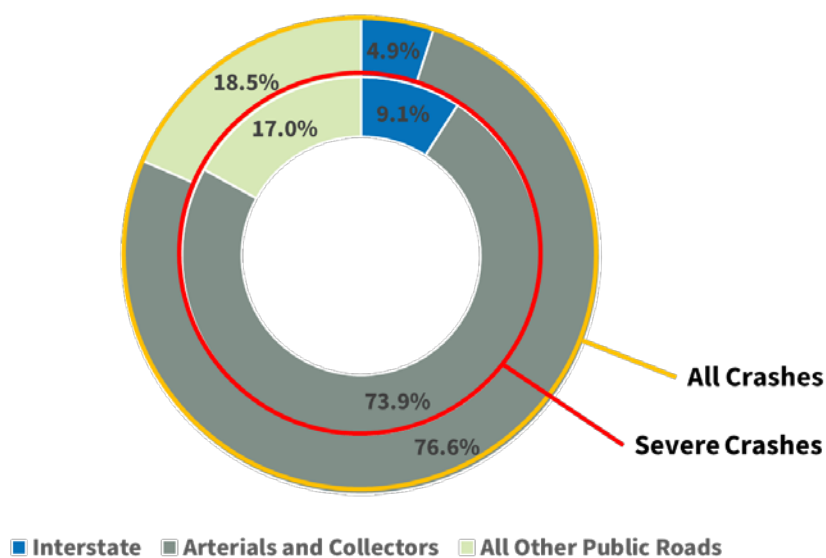


Figure 2-1: Crashes by Roadway Functional Classification

To put this data into context, Table 2-2 show how automobile traffic is distributed across Collier County's roadway network as compared with roadways statewide. The table shows that proportionally fewer vehicle miles of travel (VMT) in Collier County is handled by limited access highways (interstate, turnpike, etc.) while a greater share of VMT is handled by arterial roads and major collector roadways. These types of roadways tend have a higher number of reported crashes per VMT than limited access highways or lower-speed minor collectors and local roads.

Table 2-2: VMT Distribution of Collier County and Florida by Functional Classification

Roadway Functional Classification	Florida		Collier		Crash Characteristics
Interstate, Turnpike & Freeways	26%		21%		Limited Access, Low Crashes/VMT
Other Principle Arterials	25%	50%	16%	59%	Higher Speed, More Conflict Points
Minor Arterials	15%		29%		
Major Collectors	11%		14%		
Minor Collectors	2%	23%	2%	20%	Lower Speed, Less Severe Crashes
Locals	21%		18%		

Crash Distribution of Major Roadway Crashes by Maintenance Authority

To understand how Collier County, the Florida Department of Transportation (FDOT), and the cities of Naples and Marco Island each contribute to managing safety along the County's road network, it is useful to look at how crashes are distributed based on roadway ownership/maintenance responsibility. Figure 2-2 shows the distribution of all crashes, severe crashes, and vehicle miles of travel along the county's major roadway network excluding I-75.

The percentage of all crashes and severe crashes is more or less proportional to each maintenance jurisdictions' overall VMT, with a slightly higher proportion of severe crashes occurring along State roads compared with County-maintained roads. In more metropolitan areas of Florida, there is a



denser grid of State-maintained arterial roads than in Collier County. Accordingly, up to half of VMT and half of all crashes in those jurisdictions occur on the State Highway System (SHS). In Collier County, County-maintained major roadways that look and function like State highways carry a greater share of the load and therefore account for a more significant proportion of crashes.

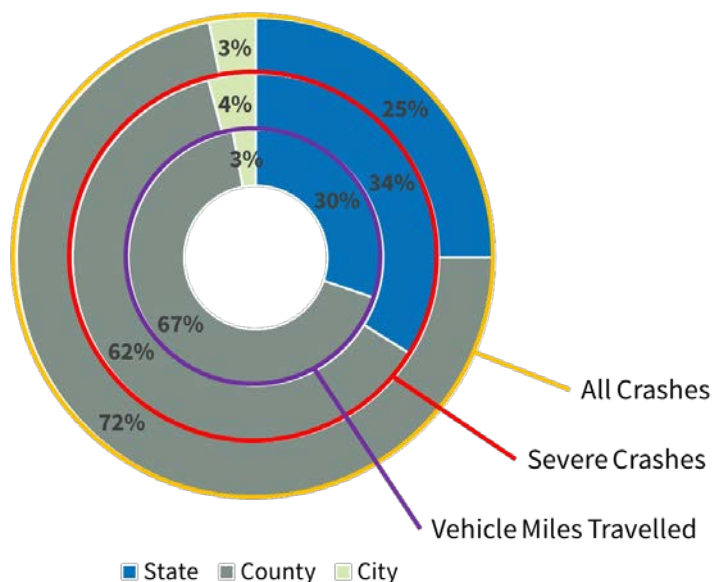


Figure 2-2: Crash Distribution by Major Roadway Maintenance Authority

Crash Distribution of Major Roadway Number of Lanes

Another way to understand Collier County's crash history, especially when comparing concentrations of severe crashes, is to look at the distribution of crashes by the number of roadway lanes along the major roadway network (excluding I-75). Referring to the inner ring of Figure 2-3, roadways with six or more lanes account for half of arterial and collector roadway VMT and overall crashes but only 38% of severe crashes. Conversely, two-lane roadways account for 31% of VMT but 41% of severe crashes.

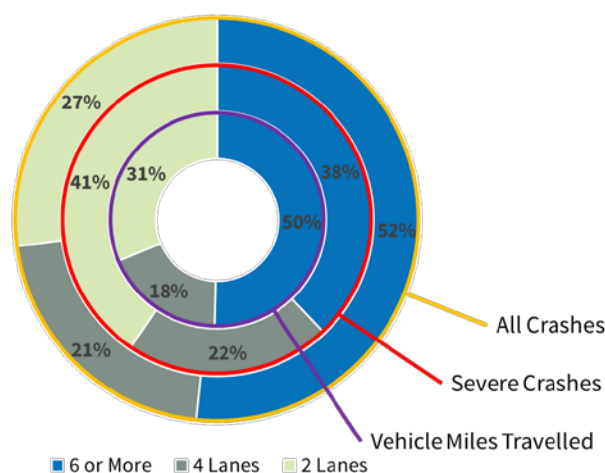


Figure 2-3: Crash Distribution by Major Roadway Number of Lanes



Crash Distribution by Area Type

The proportion of all crashes, severe crashes, and VMT was also compared for the western, more urban part of the county and the eastern, more rural part of the county using CR-951/Collier Boulevard as an approximate meridian. Including travel on I-75, approximately 60% of all VMT occurs on major roadways to the west of and including CR-951, and these roadways account for nearly 3/4 of all crashes and about 57% of severe crashes.

Roadways in the eastern, more rural part of the county account for proportionally fewer crashes overall but a somewhat higher proportion of severe crashes compared with VMT. These data, combined with the prior analysis of crash severity by number of lanes, indicate a potential issue with rural highway safety, including a potential for single-vehicle (lane departure) crashes.

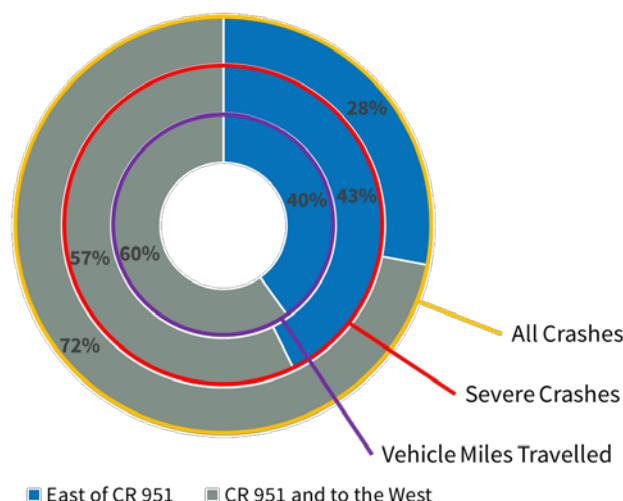


Figure 2-4: Major Roadway Crashes by Sub-Area

Crash Distribution by Lighting Condition

In addition to the roadway characteristics of the County’s crash history, it is also helpful to understand key environmental conditions. One of the most useful of these is the lighting conditions in which crashes occurred. Because crash report coding of lighting condition does not always reflect whether nighttime lighting is functionally adequate (i.e., meets applicable AASHTO or FDOT standards), it is better to focus on whether crashes occurred during daylight or non-daylight conditions as a primary indicator while considering the specific non-daylight conditions as a secondary measure.

The chart on the left of Figure 2-5 compares the observed lighting condition of all crashes and severe crashes, and the chart on the right shows a comparison of all non-motorized crashes, severe non-motorized crashes and all crashes. The overall percentage of non-daylight crashes (22%) is about typical for Florida (25%). These data also show that severe crashes are more likely to occur outside of daylight hours for both motorized and non-motorized crashes.



The preponderance of severe non-motorized crashes during non-daylight hours is also a common finding statewide and nationally and reflects the fact that driver ability to observe, react, and respond to non-motorized users in the roadway is drastically diminished at night due to the frequent lack of adequate running lights on bicycles or use of retroreflective clothing by cyclists and pedestrians.

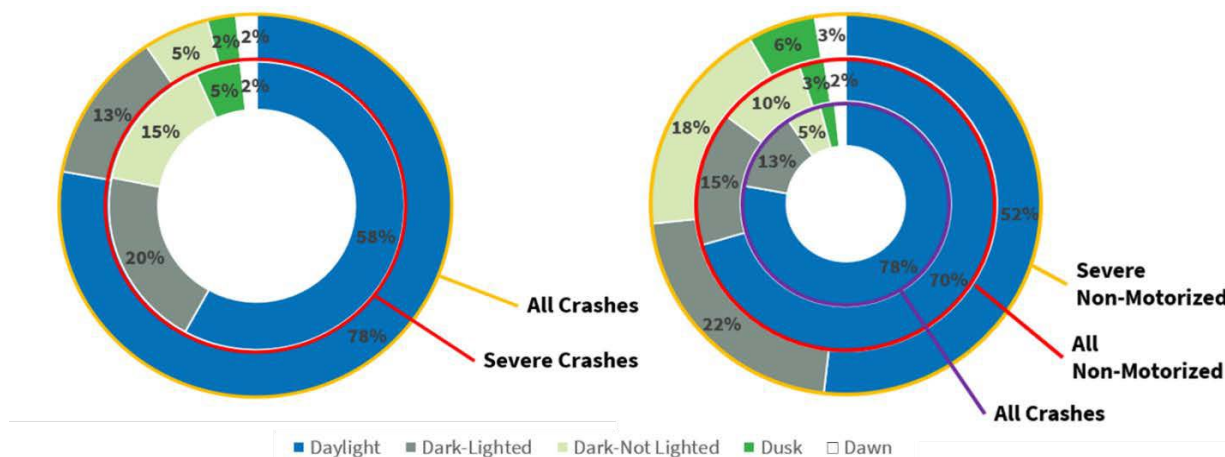


Figure 2-5: Lighting Conditions

Crash Type Distribution

A critical way of looking at Collier County's crash history is to understand what types of crashes occur most frequently and what types result in the most incapacitating injuries and fatalities. **Figure 2-6** shows all crashes ranked by crash type and the percentage of severe crashes for each. These data show that rear-end crashes are the most common overall crash type (nearly 50%) and result in the highest overall number of severe crashes, but the relative severity of rear-end crashes is lower than many other crash types.

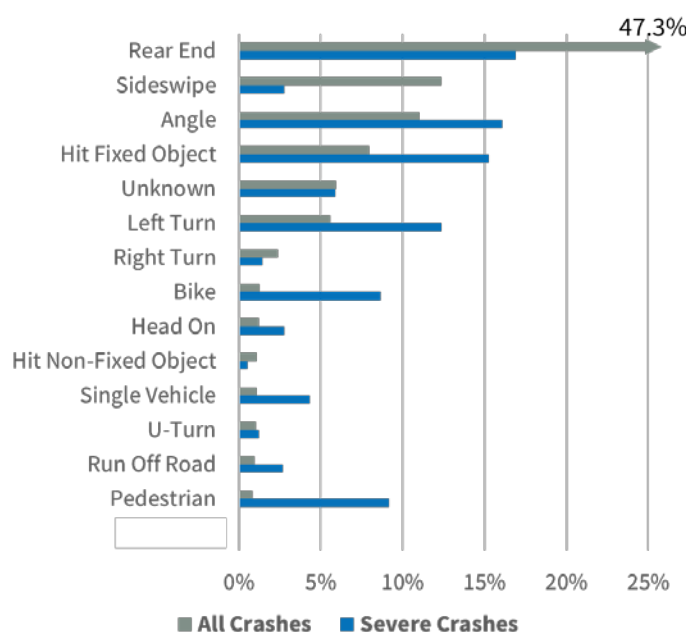


Figure 2-6: Crash Type Distribution

Table 2-3 shows crash type and severity data shown in Figure 2-7 presented as a two-by-two matrix. The top left quadrant represents crash types that have a high severity ratio (account for a greater percentage of severe crashes than overall crashes) and also a high absolute number of severe crashes (account for more than 5% of all severe crashes). This quadrant is the most important strategically since eliminating a relatively small percentage of overall crashes can have a relatively large effect in reducing life-altering injuries and fatalities.

Table 2-3: Crash Type and Severity Matrix

	High Severity Ratio	Low Severity Ratio
High Severity Frequency (> 5% of All Severe Crashes)	Bike Pedestrian Left-Turn Angle Hit Fixed Object	Rear-End Unknown/Other
Low Severity Frequency (<5% of All Severe Crashes)	Head-On Single Vehicle U-Turn Run Off Road	Sideswipe Right-Turn Hit Non-Fixed Object

Driver Age

In addition to understanding where and how crashes occur in Collier County, it is also useful to consider demographic information about the people involved in crashes. Figure 2-7 shows the relative contribution of different age drivers to crashes countywide and also shows the extent to which each age bracket contributes to the County's overall population. These data indicate that young drivers are more likely to be cited as "at fault" in crashes both in absolute terms and in proportion to their representation in the County's population.



Although it is common to find that younger drivers are at a greater risk of being involved in a crash, it is unusual to find that middle-age adult drivers are over-represented compared to older drivers. To understand these data better, crash time-of-day data were compared to at-fault driver age for drivers ages 54 and younger and 55 and up. Figure 2-7 confirms that some of the difference between older and younger driver risk is related to time of day.

Across all time periods, drivers age 54 and younger account for 70% of all crashes, and drivers age 55 and older account for the remaining 30% of all crashes. Accordingly, the younger age group is over-represented in late-night crashes and also during morning and afternoon rush hours and in the evening. Conversely, older drivers very rarely are at fault in late-night crashes but are over-represented during the midday period.

Although not definitive proof, these data imply that part of the lower risks attributed to older drivers is that they are less likely to drive at night and may also avoid driving during the most congested times of day.

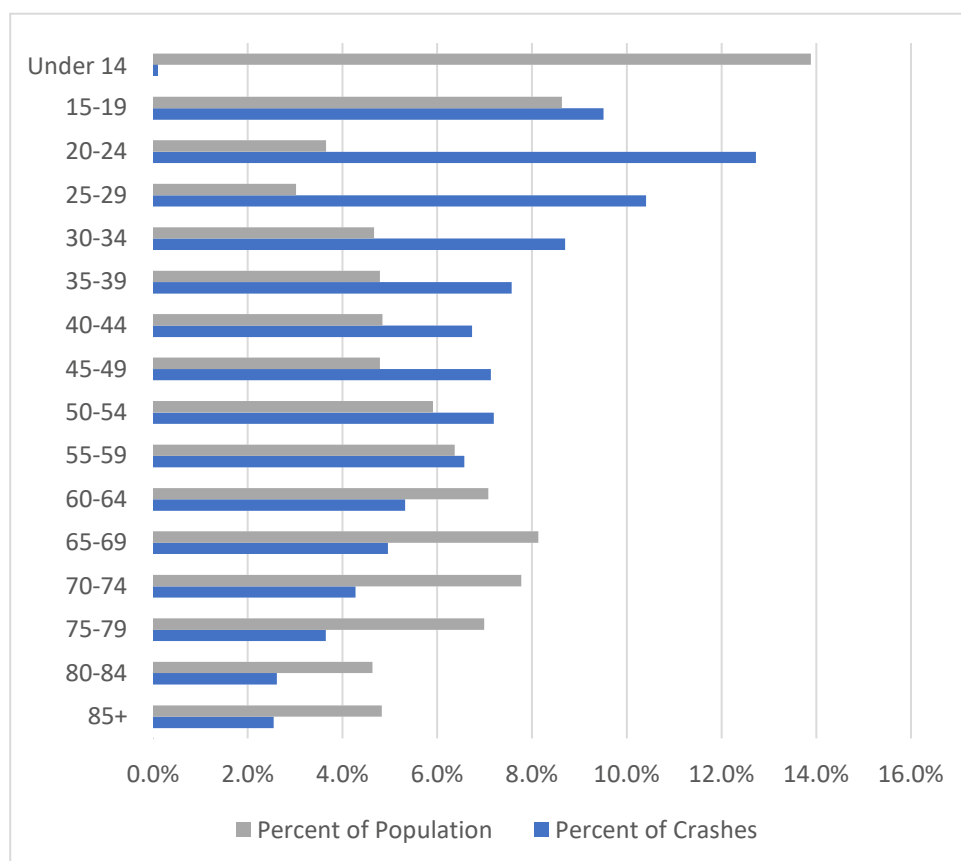


Figure 2-7: At Fault Driver Age

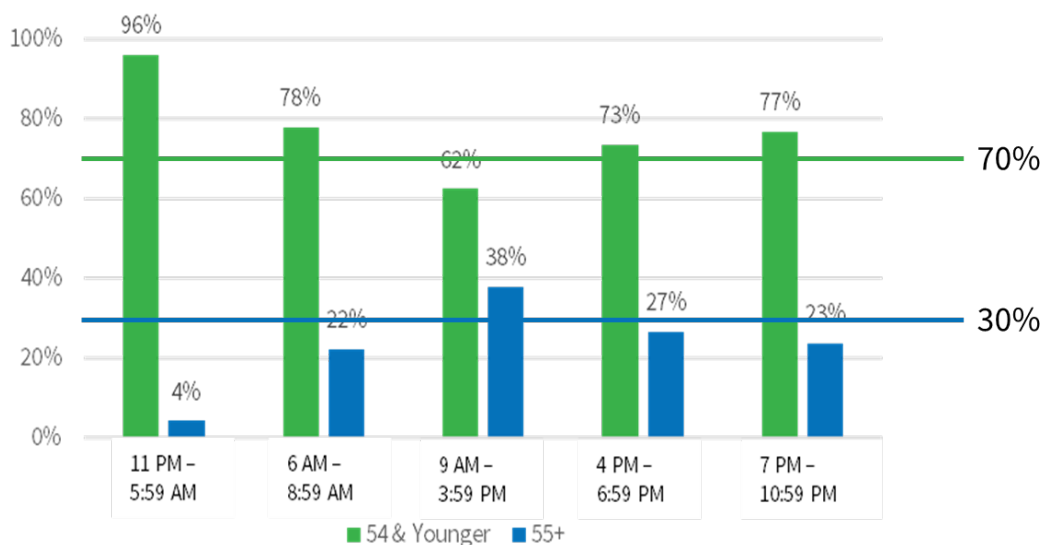


Figure 2-8: Crash Distribution for Age 54 and Younger vs. Age 55 and Older

Temporal Trends

Figure 2-9 shows annual crash frequencies for crashes in Collier County for 2014–2018. Reported crashes ranged from a low of approximately 7,600 crashes in 2014 to a high of nearly 9,000 crashes in 2016. Nominally, the trend in crash frequency is increasing by about 130 crashes per year; however, the year-over-year data are somewhat erratic, resulting in a low R2 value of about 0.20.

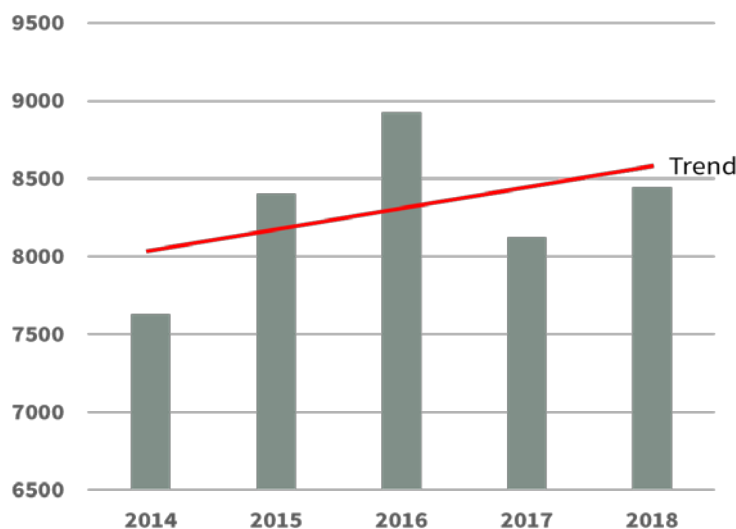


Figure 2-9: Crash Trend, 2014–2018

Figure 2-10 shows average monthly crash frequencies Collier County for 2014–2018. Over this period, there was an average of approximately 700 reported crashes per month, with a monthly distribution that generally reflects the overall seasonal traffic patterns exhibited in Collier County.

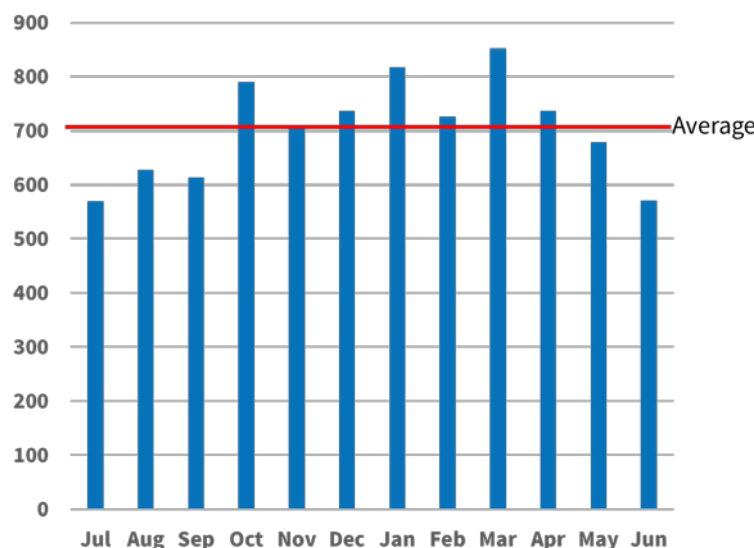


Figure 2-10: Average Crashes per Month

Traffic Citation Analysis

Traffic citation data are another lens through which to analyze traffic safety in Collier County. For the LRSP, citation data for 2014–2018 were obtained from the Florida Department of Highway Safety and Motor Vehicles (DHSMV) for Collier County, the State of Florida, and several “peer” counties.

Figure 2-6 shows the most common moving violations recorded in Collier County. “Exceeding the Posted Speed” (speeding) accounts for more than half of all moving violations, followed by “Disregard Traffic Control Device” (e.g., ran stop sign or yield sign) and “Disregard Traffic Signal” (ran red light).

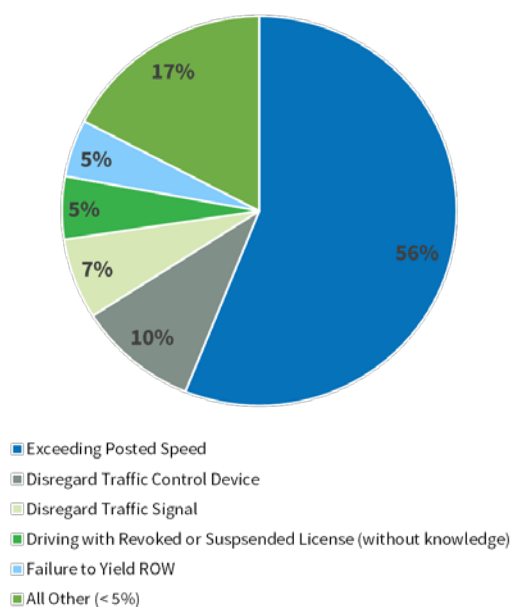


Figure 2-6: Most Common Collier County Moving Violations

Figure 2-7 shows the distribution of traffic citations by issuing agency for Collier County. These data indicate that the Collier County Sheriff's Office accounts for about 45% of all traffic citations, followed by the Florida Highway Patrol at 39%. Naples and Marco Island collectively issue about 15% of the citations countywide.

Table 2-3 compares traffic citation activity in Collier County with similarly sized coastal Florida counties and Florida overall. These data suggest that Collier County law enforcement agencies issue fewer citations on average than the State of Florida and most peer counties in terms of both citations per capita and citations per vehicle miles of travel.

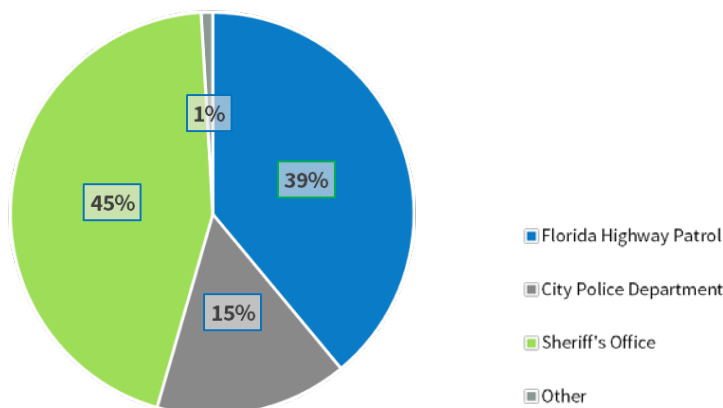


Figure 2-7: Traffic Citation by Law Enforcement Agency (LEA)

Table 2-3: Traffic Citations per Capita and per VMT Comparison

State and County	Violations (2014–18)	Total VMT (2014–18)	Citations per 100K VMT	Population	Citations per 100K Pop.
Florida	1,978,741	582,491,060	340	20,159,183	9,816
Collier	22,136	9,939,709	223	351,121	6,304
Brevard	29,592	17,784,554	166	568,367	5,206
Escambia	24,176	9,657,445	250	310,556	7,785
Lee	83,614	20,667,894	405	682,448	12,252
Manatee	23,208	10,038,803	231	358,616	6,472
Sarasota	33,880	12,052,890	281	400,694	8,455

Table 2-5 shows the types of criminal, non-criminal (moving), and non-moving traffic violations in Collier County compared with Florida. Generally, high-frequency citation types in Collier County align with those issued statewide; however, the following exceptions are noteworthy:

- Collier County issues a lower percentage of citations for driving with a suspended or revoked driver's license. This may be due, in part, to the relative affluence of Collier County compared with Florida.
- Collier County does not have red-light running cameras. These account for approximately 15% of moving violations statewide.

Table 2-4: Traffic Citations (State Totals vs. Collier County) Collier LRSP Emphasis Areas

COLLIER COUNTY			STATE TOTALS		
Infraction	Average Annual Citations	Percent of Annual Citations	Infraction	Average Annual Citations	Percent of Annual Citations
CRIMINAL					
DR/DL/Sus/RV	1,287	25%	DR/DL/SUS/RV	149,717	37%
No/Imp/Expired Driver's License	1,243	24%	No/Imp/Expired Driver's License	87,385	22%
DUI	1,173	23%	DUI	45,791	11%
Other Crime	349	7%	Other Crime	36,220	9%
No/Imp/Exp. Tag	240	5%	No/Imp/Exp. Tag	20,857	5%
All Other (< 5%)	400	9%	All Other (<5%)	30,648	8%
NON-CRIMINAL (MOVING)					
Exceeding Posted Speed	12,428	56%	Exceeding Posted Speed	746,886	38%
Disregard Traffic Control Device	2,182	10%	Disregard Traffic Control Device	302,601	15%
Disregard Traffic Signal	1,480	7%	Disregard Traffic Signal	203,096	10%
Driving with Revoked or Suspended License (w/o knowledge)	1,154	5%	Driving with Revoked or Suspended License (w/o knowledge)	116,733	6%
Failure to Yield ROW	1,053	5%	Failure to Yield ROW	93,217	5%
All Other (< 5%)	3,850	17%	All Other (<5%)	516,207	26%
NON-MOVING INFRACTIONS					
Exp/Fail Display Tag	2,637	25%	Exp/Fail/ Display Tag	253,969	28%
No Proof of Insurance	2,518	24%	No Proof of Insurance	215,538	24%
Seat Belt Viol	2,215	21%	Seat Belt Viol	159,253	18%
Other	1,185	11%	Other	81,346	9%
Exp/Fail Display DL	1,097	10%	Exp/Fail Disp DL	67,964	8%
Def/Unsafe Equip	536	5%	Def/Unsafe Equip	63,465	7%
All Other (<5%)	199	2%	All Other (<5%)	30,158	3%

Based on the data analysis described, four key Collier MPO LRSP emphasis areas were identified for further analysis and identification of high-crash corridors. The following crash types were identified as having a high severity ratio (constituting a greater percentage of severe crashes than all crashes) and accounting for a high overall number of severe crashes (more than 5% of total severe crashes):

- Bicycle
- Pedestrian
- Left-turn
- Angle
- Hit fixed object

Additionally, rear-end, single vehicle, head-on, and run-off-road crash types either account for a high frequency of severe crashes or have a high severity ratio. Based on similar characteristics and countermeasure profiles, these crash types can be combined to form the following Emphasis Areas:



1. Non-Motorized (Bicycle and Pedestrian Crashes)
2. Intersection (Left-Turn and Angle Crashes)
3. Lane Departure (Hit Fixed Object, Single Vehicle, Head-On, and Run-Off-Road Crashes)
4. Same Direction (Rear-End and Sideswipe Crashes)

Table 2-5 is a summary of Emphasis Area crash statistics excluding private roads and interstate highways. Each emphasis area is discussed further in this section, including a summary of high-crash corridors and a “heat map” showing crash concentrations for each emphasis areas. Because much of Collier County is undeveloped, the maps focus on the western, urban part of the county and the area around Immokalee and Marco Island.

Table 2-5: Emphasis Area Summary

	All Crashes	Non- Motorized	Intersection	Lane Departure	Same Direction
Total Crashes	38,887	862	6,819	3,829	23,419
Injury Crashes	3,469	448	1,030	567	1,111
Total Injuries	4,719	470	1,621	747	1,492
Total Serious Injuries	928	136	326	201	187
Fatal Crashes	148	38	39	53	10
Total Fatalities	160	38	40	64	10
Severity Ratio	2.4%	15.8%	4.8%	5.2%	0.8%
Percent of All Crashes	NA	2%	18%	10%	60%
Percent of Severe Injuries	NA	15%	35%	22%	20%
Percent of Fatalities	NA	24%	25%	40%	6%

Emphasis Area 1: Non-Motorized Crashes

Non-motorized crashes (crashes in which a pedestrian or bicyclist are involved) are a statewide Emphasis Area and an important component of traffic safety challenges in Collier County. These crashes account for only 2% of all reported crashes in Collier County but constitute 15% of the county's severe injury crashes and 24% of the county's crash fatalities.

Table 2-6 shows a list of major roadway corridors with the most non-motorized crashes, and Figure 2-8 is a "heat map" of non-motorized user crashes. Consistent with prior Collier MPO bicycle/pedestrian safety analyses, key focus areas include the area defined by US-41 (Tamiami Trail), Airport Road, and Davis Boulevard and SR-29 through Immokalee. Other critical corridors are listed in Table 2-7 and highlighted in Figure 2-9.

Table 2-6: Non-Motorized High Crash Corridors 2014-2018

On Street	From Street	To Street	Crashes	Fatal Crashes	Incap. Injury Crashes
Airport Rd	US-41 (Tamiami Trail)	Davis Blvd	31	2	3
Tamiami Trail E	Davis Blvd	Airport Rd	24	2	2
Tamiami Trail N	Vanderbilt Beach Rd	Immokalee Rd	22	1	0
SR 29	1st St	9th St	21	1	4
Bayshore Dr	Thomasson Dr	US-41 (Tamiami Trail)	20	0	3
Radio Rd	Livingston Rd	Santa Barbara Blvd	20	0	2
SR 29	9th St	Immokalee Dr	19	0	5
Tamiami Trail E	Airport Rd	Rattlesnake Hammock Rd	19	0	2
Collier Blvd	Vanderbilt Beach Rd	Immokalee Rd	16	0	1
Lake Trafford Rd	Carson Rd	SR-29	16	1	3
Immokalee Rd	Stockade Rd	SR-29	15	0	2
Davis Blvd	Lakewood Blvd	County Barn Rd	14	0	2
SR-29	Immokalee Dr	CR-29A North	14	1	2
Airport Rd	Davis Blvd	North Rd	13	0	2
Airport Rd	Radio Rd	Golden Gate Pkwy	13	0	1

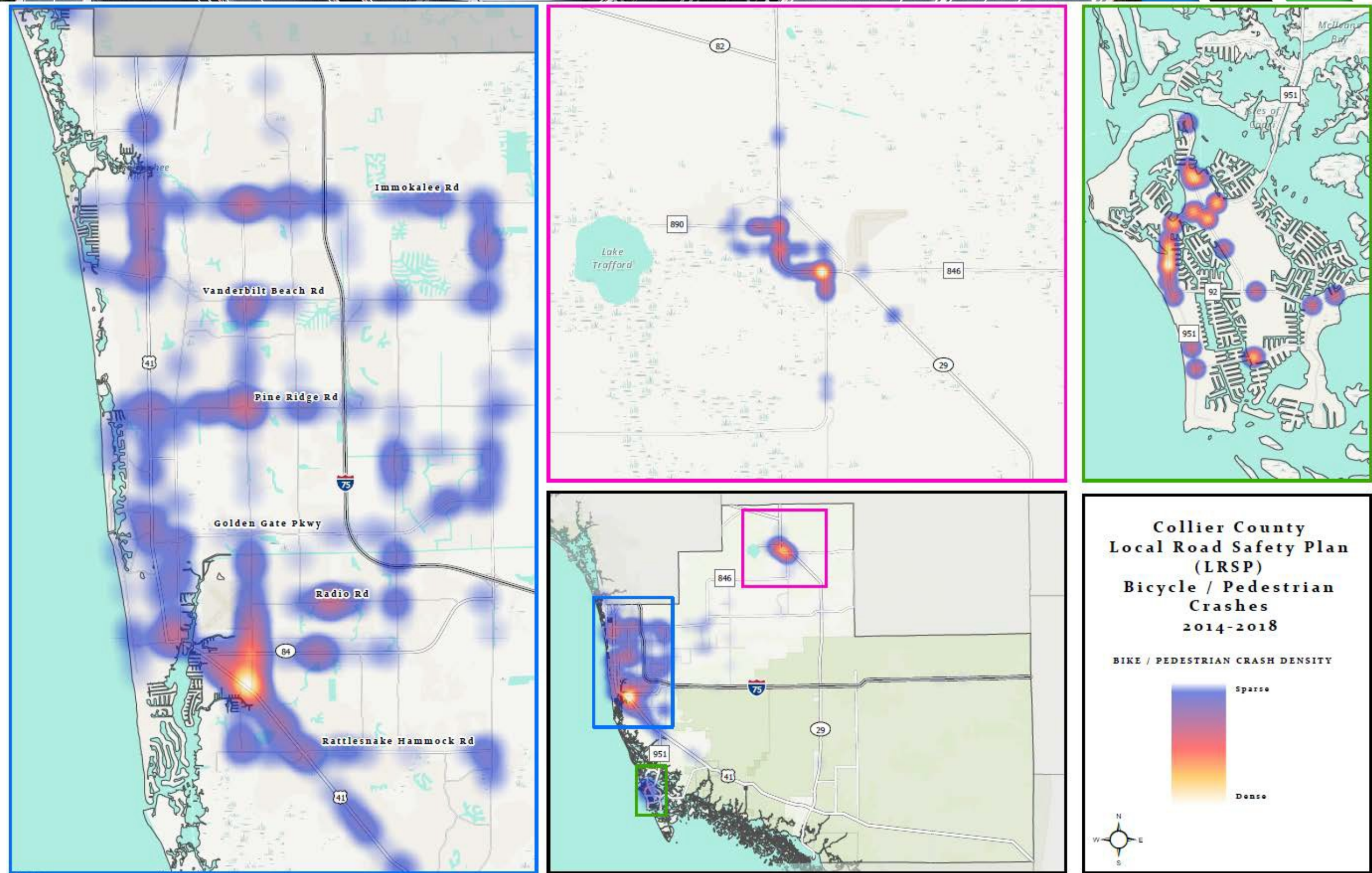


Figure 2-8: Non-Motorized Crash Heat Map

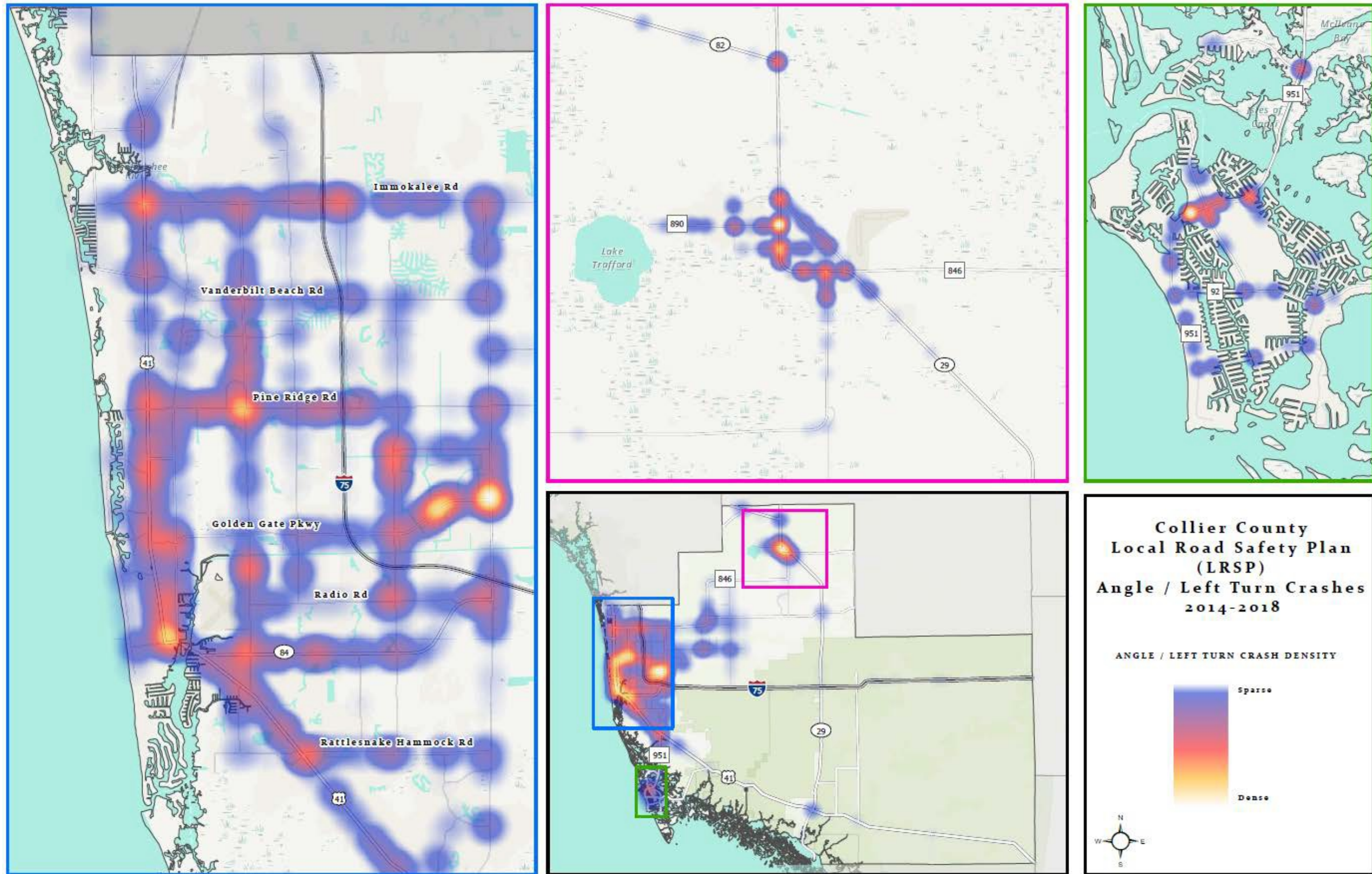
Emphasis Area 2: Intersection Crashes (Angle and Left-Turn)

Angle and left-turn crashes involve either two motor vehicles traveling at roughly perpendicular directions or a motor vehicle making a left turn across the path of an oncoming vehicle. Because these crashes are often extremely violent, high-energy events, they are more likely to result in incapacitating or fatal injuries than crashes in which vehicles are traveling in the same direction. These crashes account for only 18% of all crashes but 35% of severe injuries and 25% of fatalities.

Table 2-7 shows a list of major roadway corridors with the most angle and left turn crashes based on the data mapped in Figure 2-9. Many of the high-crash corridors include one or more high-volume arterial intersections; however, some corridors, including Golden Gate Parkway (Santa Barbara Blvd. to Collier Blvd.) include crash concentrations associated with lower-volume intersections.

Table 2-7: Intersection (Angle and Left-Turn) High-Crash Corridors 2014-2018

On Street	From Street	To Street	Crashes	Fatal Crashes	Incap. Injury Crashes
Golden Gate Pkwy	Santa Barbara Blvd	Collier Blvd	190	0	4
Tamiami Trail N	SR-84 (Davis Blvd)	CR-851 (Goodlette Rd S)	136	0	1
Collier Blvd	Golden Gate Pkwy	Green Blvd	111	1	4
Tamiami Trail N	12th Ave	Park Shore Dr/ Cypress Woods Dr	106	0	4
Goodlette-Frank Rd	US-41 (Tamiami Trail)	Golden Gate Pkwy	87	0	3
Tamiami Trail N	Park Shore Dr/ Cypress Woods Dr	Pine Ridge Rd/ Seagate Dr	84	1	2
Santa Barbara Blvd	Golden Gate Pkwy	Green Blvd	82	0	1
Airport Rd	Radio Rd	Golden Gate Pkwy	81	1	1
Airport Rd	Pine Ridge Rd	Orange Blossom Dr	74	2	1
Goodlette-Frank Rd	Golden Gate Pkwy	Pine Ridge Rd	74	0	4
Pine Ridge Rd	Airport Rd	Livingston Rd	73	0	2
Collier Blvd	Vanderbilt Beach Rd	Immokalee Rd	67	0	4
SR-29	9th St	Immokalee Dr	67	0	2
Tamiami Trail N	Pine Ridge Rd/ Seagate Dr	Gulf Park Dr	65	1	4
Tamiami Trail E	Airport Rd	Rattlesnake Hammock Rd	63	1	2



Emphasis Area 3: Lane Departure

Lane departure crashes, referred to as “run-off-road” crashes, include crash types in which a single vehicle leaves the roadway and either strikes a fixed object or otherwise crashes. Head-on crashes, though rare events, are included in this Emphasis Area as they are precipitated by similar circumstances. Because these types of crashes often involve vehicles traveling at high speeds, they are more likely to have severe outcomes. In Collier County, roadway departure crashes account for only 10% of overall crashes but are responsible for 22% of severe injuries and 40% of fatalities.

Table 2-8 shows a list of major roadway corridors with the most lane departure crashes and Figure 2-10 shows a “heat map” of non-motorized user crashes. While more lane departure crashes occur in the along busier roadways west of and including Collier Boulevard, approximately 40% of these crashes occur along rural highways and local roadways in the eastern part of Collier County.

Table 2-8: Lane Departure High Crash Corridors 2014-2018

On Street	From Street	To Street	Crashes	Fatal Crashes	Incap. Injury Crashes
Immokalee Rd	Collier Blvd	Wilson Blvd	51	1	3
Immokalee Rd	Oil Well Rd	Stockade Rd	45	0	4
Golden Gate Blvd	Collier Blvd	Wilson Blvd	43	0	2
Airport Rd	Radio Rd	Golden Gate Pkwy	39	0	1
Airport Rd	Pine Ridge Rd	Orange Blossom Drive	35	0	1
Goodlette-Frank Rd	US-41 (Tamiami Trail)	Golden Gate Pkwy	35	0	1
Collier Blvd	Vanderbilt Beach Rd	Immokalee Rd	33	0	2
Tamiami Trail N	12th Ave	Park Shore Dr/ Cypress Woods Dr	33	0	0
Tamiami Trail N	SR-84 (Davis Blvd)	CR-851 (Goodlette Rd S)	33	0	0
Collier Blvd	US-41 (Tamiami Trail)	Rattlesnake Hammock Rd	32	0	2
Collier Blvd	Rattlesnake Hammock Rd	Davis Blvd	31	0	2
Collier Blvd	Mainsail Drive	Manatee Rd	29	0	0
Tamiami Trail E	Rattlesnake Hammock Rd	Treetops Dr	29	0	2
Vanderbilt Beach Rd	Logan Blvd	Collier Blvd	28	0	1
Pine Ridge Rd	Airport Rd	Livingston Rd	28	0	1

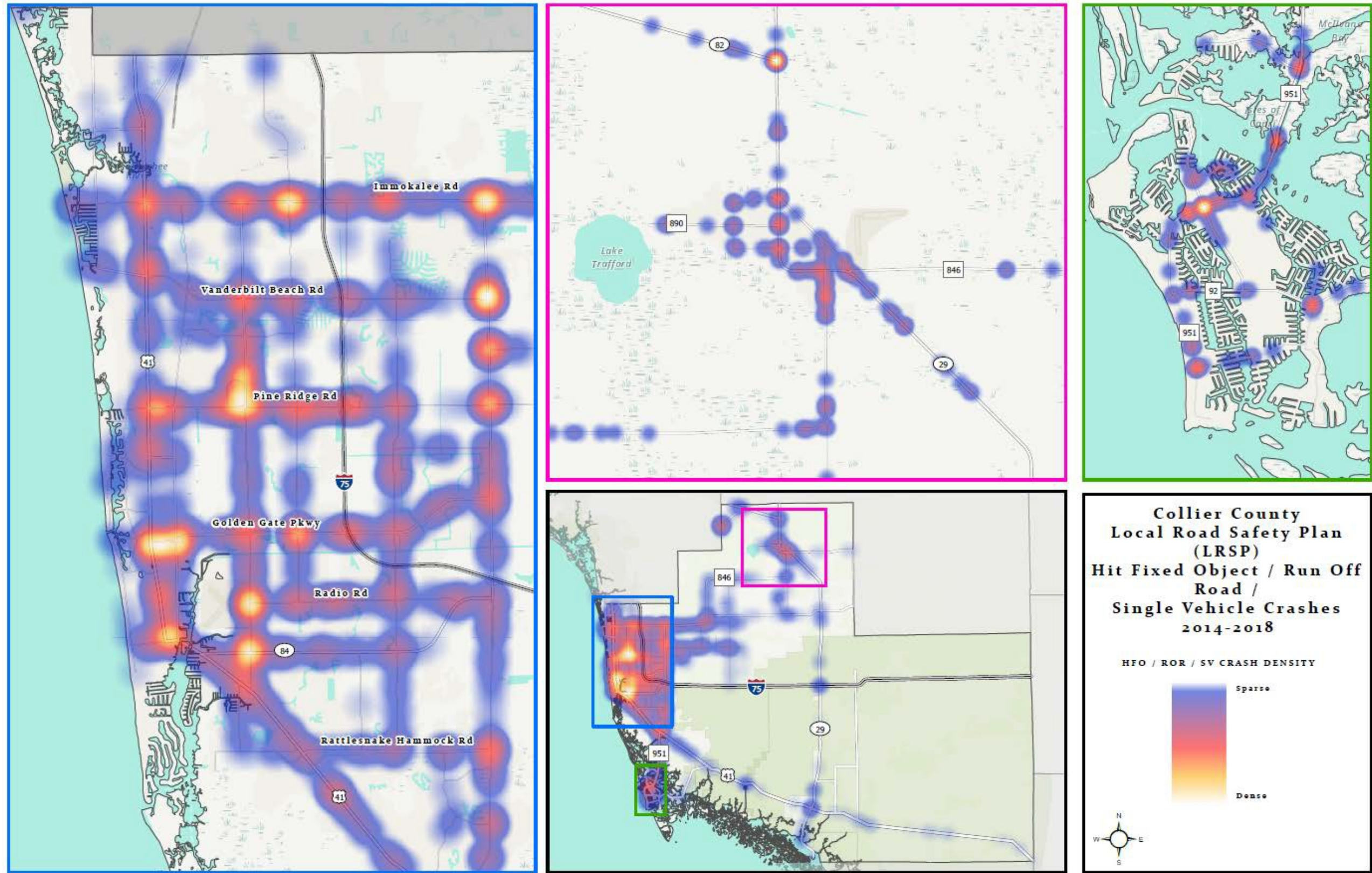


Figure 2-10: Lane Departure Crash Heat Map

Emphasis Area 4: Same Direction (Rear-End and Sideswipe) Crashes

Rear-end and sideswipe crashes are much less likely to result in incapacitating or fatal injuries than crash types included in the other three emphasis areas; however, these crashes are the most common type of crash to occur and contribute to injuries and deaths as a function of their frequency.

Table 2-9 shows a list of major roadway corridors with the most non-motorized crashes and Figure 2-11 shows a “heat map” of non-motorized user crashes. Consistent with prior Collier MPO Bicycle/Pedestrian safety analyses, key focus areas include the area defined by US 41 (Tamiami Trail), Airport Road, and Davis Boulevard and SR 29 through the town of Immokalee.

Table 2-9: Same Direction High Crash Corridors 2014-2018

On Street	From Street	To Street	Crashes	Fatal Crashes	Incap. Injury Crashes
Golden Gate Parkway	Santa Barbara Boulevard	Collier Boulevard	190	0	4
Tamiami Trail North	SR 84 (Davis Blvd)	CR 851 (Goodlette Rd South)	136	0	1
Collier Boulevard	Golden Gate Pkwy	Green Boulevard	111	1	4
Tamiami Trail North	12th Ave	Park Shore Dr / Cypress Woods Dr	106	0	4
Goodlette-Frank Road	US 41 (Tamiami Trail)	Golden Gate Parkway	87	0	3
Tamiami Trail North	Park Shore Dr / Cypress Woods Dr	Pine Ridge Rd / Seagate Dr	84	1	2
Santa Barbara Boulevard	Golden Gate Parkway	Green Boulevard	82	0	1
Airport Road	Radio Road	Golden Gate Parkway	81	1	1
Airport Road	Pine Ridge Road	Orange Blossom Drive	74	2	1
Goodlette-Frank Road	Golden Gate Parkway	Pine Ridge Road	74	0	4
Pine Ridge Road	Airport Road	Livingston Road	73	0	2
Collier Boulevard	Vanderbilt Beach Road	Immokalee Road	67	0	4
SR 29	9th Street	Immokalee Dr	67	0	2
Tamiami Trail North	Pine Ridge Rd / Seagate Dr	Gulf Park Drive	65	1	4
Tamiami Trail East	Airport Road	Rattlesnake Hammock Road	63	1	2

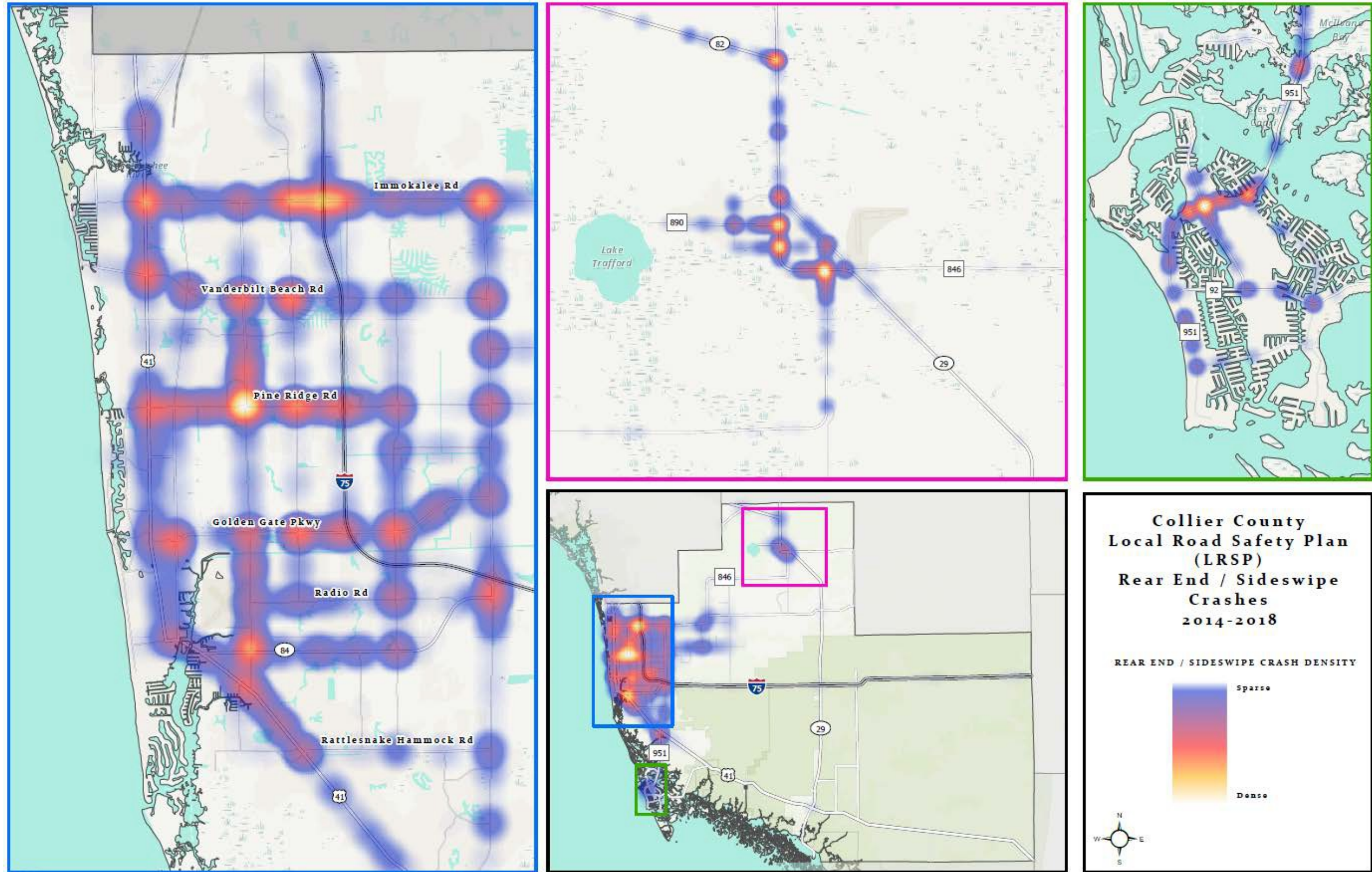


Figure 2-11: Same Direction Crash Heat Map



Key Conclusions

Based on the data analysis summarized above, the following key conclusions are evident:

- Collier County has fewer crashes, traffic injuries, and traffic fatalities than Florida as a whole as a function of population and daily VMT.
 - As is common in many urbanized Florida communities, a significant majority of public road traffic crashes, including severe injury crashes, occurs along elements of the County's arterial and collector road network.
 - Because Collier County has a relatively sparse network of State highways and many County-maintained roadways that carry significant traffic volume, approximately 2/3 of crashes occur along County-maintained roadways. This means Collier County has substantial agency to self-manage safety outcomes on its roadway network.
 - Driver age data show that older road users do not disproportionately contribute to crashes in Collier County; however, inferential time-of-day data suggest that older drivers (age 55+) also have less exposure to nighttime and rush-hour driving.
 - Tindale Oliver noted that fewer traffic citations per capita and per vehicle mile of travel are issued in Collier County than in Florida and within a group of similarly-sized coastal counties. The County Sheriff's Office responded that "This may be misleading in substance. Viewing Table 2-3 on P. 2-11, the number of citations are not critically lower on a statistical level than Manatee, Brevard, Escambia, and Sarasota Counties. Further, these numbers only count citations. They do not count the overall number of traffic stops and warnings issued. As noted in a footnote below Table 2-3, Collier County does not have red light cameras that cause number variations in other Florida jurisdictions; red light cameras issuing a 100% citation rate for identified violators. Beyond that, Conclusion #5 listed 2 paragraphs below this sentence articulates the significant impact municipalities have on citation statistics and the small municipalities in Collier County.
- Of note as well is that Manatee, Brevard, Escambia, Lee, and Sarasota Counties all have Florida Highway Patrol (FHP) Troop stations located within their county boundaries. FHP can be relied upon for issuing a notable number of citations from their Troopers. Collier County no longer has a Troop Station located in its boundaries; it was removed years ago. Collier County relies upon the Lee County Troop Station to supply Troopers to Collier County which can cause staffing anomalies in the county as the local Troopers must travel to north of RSW for administrative functions."
- Certain crash types contribute disproportionately to incapacitating injury and fatal crashes. Collectively, non-motorized road user, angle, left-turn, and lane departure crashes account for 30% of all crashes but result in 72% of severe injuries and 89% of fatalities.
 - Though significantly less likely to result in severe injury than the crash types discussed above, rear-end and sideswipe crashes result in a significant number of incapacitating injuries due to their frequency.
 - High crash corridors identified in the LRSP can be flagged for consideration of safety mitigation measures in association with other roadway improvements.



3: RECOMMENDATIONS

Introduction and Problem Statement

Based on the data analysis documented in the preceding section on Data Analysis , the following key conclusions help to formulate data-driven recommendations for reducing crashes, injuries, and fatalities in Collier County:

1. **Roadway Safety Relative to Florida:** Collier County has fewer crashes, traffic injuries, and traffic fatalities than Florida as a whole as a function of population and daily vehicle miles of travel (VMT).
2. **Major Roadway Focus:** As is common in many urbanized Florida communities, a significant majority of public road traffic crashes, including severe injury crashes, occur along elements of the county's arterial and collector road network.
3. **Local Autonomy:** Because Collier County has a relatively sparse network of State highways and many County-maintained roadways that carry significant traffic volume, approximately 2/3 of crashes occur along County-maintained roadways. This means Collier County has substantial agency to self-manage safety outcomes on its roadway network.
4. **Driver Demographics:** Driver age data show that older road users do not disproportionately contribute to crashes in Collier County; however, inferential time-of-day data suggest that older drivers (age 55+) also have less exposure to nighttime and rush-hour driving.
5. **Moderate Enforcement:** Fewer traffic citations per capita and per vehicle mile of travel are issued in Collier County than in Florida as a whole and within a group of similarly-sized coastal counties.
6. **High Severity Emphasis Areas:** Certain crash types contribute disproportionately to incapacitating injury and fatal crashes. Collectively, non-motorized road user, angle, left-turn, and lane departure crashes account for 30% of all crashes but result in 72% of severe injuries and 89% of fatalities.
7. **High Frequency Emphasis Area:** Though significantly less likely to result in severe injury than the crash types noted above, rear-end and sideswipe crashes result in a significant number of incapacitating injuries due to their frequency.
8. **High Crash** Corridors and Intersections identified in the LRSP can be flagged for integration of safety mitigation measures in association with other roadway improvements.



Each of these conclusions is considered below to begin formulating recommended strategies.

Conclusions #1 and 4: Roadway Safety Relative to Florida and Driver Demographics

Data from 2014–2018 indicate that Collier County experiences approximately 25% fewer traffic crashes and fatalities than Florida as a whole when normalized for both population and VMT. Understanding factors that contribute to this can help to build on Collier County’s existing strengths. Some potential explanations for Collier County’s relatively low rate of traffic crashes and fatalities compared with Florida as a whole include the following:

Demographics: Collier County has a lower proportion of younger drivers than Florida as a whole. Statewide, approximately 18.4% of the population is ages 15–29, whereas in Collier

County only 14.4% of the population falls within this age range. Less experienced drivers are more likely to be involved in crashes than older drivers, so a community with proportionately fewer younger drivers should exhibit fewer crashes per capita than average. When statewide crash rates for each age bracket are applied to Collier County’s population, the expected number of crashes in Collier County is approximately 90% of statewide figures. Accordingly, driver demographics may explain part of the reason why Collier County has fewer crashes per capita and per VMT than Florida overall.

- **Roadway Characteristics:** Compared with Florida as a whole, Collier County has a similar proportion of VMT on relatively safe roadway types such as limited access highway, minor collector streets, and local roads but carries substantially less VMT on signalized principal arterials and, instead, handles more traffic with its minor arterial network. Although both principal arterials and minor arterials are focused on longer-distance mobility, minor arterials tend to be more compact and generally operate at somewhat lower ambient speeds. Although difficult to quantify, this may, in part, contribute to Collier County’s superior safety performance compared with Florida as a whole.
- **Land Use and Network Characteristics:** With some exceptions, commercial land uses in Collier County tend to be organized around major intersection nodes rather than along thoroughfare roadways. This means that between major intersections, access points are limited, resulting in fewer potential conflicts.

As Collier County continues to grow, it is reasonable to expect its demographic profile will “regress to the mean,” resulting in a more normal proportion of young drivers and associated increase in crashes. Strategies to improve driver training and education for younger drivers and services to provide mobility for older road users are discussed in Section 3. Strategies to further enhance safety on the county’s major roadway network and maintain good access controls are discussed in Section 2.

Conclusions #2 and #3: Major Roadway Focus and Local Autonomy

Because a majority of crashes in Collier County occur along County-maintained minor arterial and collector roadways, Collier County, in conjunction with the Collier MPO, has the ability to be proactive in making roadway safety infrastructure investments while continuing to coordinate with the Florida Department of Transportation (FDOT) to enhance safety on I-75 and major state highways such as US-41 and SR-29, Davis Boulevard, and State-maintained sections of Collier Boulevard.



Specific strategies applicable to the county's roadway network are discussed in Section 2.

Conclusion #5: Moderate Enforcement Efforts

Statewide, more than half of Floridians live in municipalities, and just over half of all traffic citations are issued by City police departments, with the remainder split roughly 60/40 between County Sheriffs and the Florida Highway Patrol. Because the municipalities in Collier County account for only about 10% of the county's population, the role of City police departments in traffic enforcement is less prevalent in Collier County, with approximately 15% of citations being issued by municipal police. Section 3 addresses strategies to target and enhance traffic enforcement where appropriate.

The Collier County Sheriff's Office notes that "Statewide, more than half of Floridians live in municipalities, and just over half of all traffic citations are issued by City police departments, with the remainder split roughly 60/40 between County Sheriffs and the Florida Highway Patrol. Because the municipalities in Collier County account for only about 10% of the county's population, the role of City police departments in traffic enforcement is less prevalent in Collier County, with approximately 15% of citations being issued by municipal police. Section 3 addresses strategies to target and enhance traffic enforcement where appropriate."

Conclusions #6 and 7: High Severity Ratio and High Frequency Crash Emphasis Areas

Because specific crash types are more likely to result in incapacitating injury or death, it is logical that these should be the focus of both infrastructure and non-infrastructure strategies to enhance traffic safety in Collier County. All types of crashes and crash severities may be reduced by speed management strategies and strategies to combat distracted driving, whereas other crash types respond to specific infrastructure and non-infrastructure interventions.

The remainder of this section offers infrastructure and non-infrastructure strategies that relate to the conclusions from the LRSP's data and analysis described above.

Conclusion #8: High Crash Corridors and Intersections

The LRSP identifies High Crash Corridors / Intersections and strategies to address the prevalent crash types. These corridors can be flagged for integration of safety mitigation measures in association with other roadway improvements.

Infrastructure Strategies

The term "**substantive safety**" refers to the measurable safety performance of a roadway or roadway system, usually expressed in terms of crashes, injuries, and fatalities normalized for user exposure, typically expressed in terms of VMT. The design and operating characteristics of a roadway system affect the substantive safety performance of the system based on the interplay of two other expressions of safety—nominal safety and perceived safety.

"**Nominal safety**" refers to the application of evidence-based design standards and best practices intended to reduce the frequency and severity of crashes. Examples include elements such as minimum lane widths, speed limits, effective drainage, clear and level roadside shoulders, curve super-elevation, guardrails, roadway lighting, and hundreds of other roadway design and operating standards. Each of these elements is intended to reduce the likelihood of automobile crashes and/or



to reduce the severity of crashes if they occur.

“Perceived safety” refers to how roadway users gauge the relative safety of the roadway system, including the crashworthiness of their automobiles. This is important because for most roadway users, perceived safety impacts their level of focus and operating behavior. Roadway users who perceive a particular roadway environment to be relatively safe are more likely to relax their concentration and may engage in higher-risk driving behaviors such as speeding, multi-tasking, and “jaywalking,” whereas roadway users who perceive a roadway environment to be less safe are more likely to remain vigilant.

There are two primary challenges implicit in the interaction of these fundamental aspects of roadway safety. The first is that many of the measures intended to make roadways nominally safer also result in increased perception of safety by roadway users and corresponding increases in riskier user behavior. This riskier behavior, in turn, diminishes the safety benefits of the roadway system design.

The second challenge is that typical roadway users are not well-equipped to accurately assess their risk operating in a modern roadway system. The former challenge is intuitive but nonetheless problematic to the extent that the very design decisions that are meant to make a roadway system safer often contribute to the abuse of that system by its users. The latter challenge is a function of both biological and cognitive limitations which, when combined, can contribute to unsafe user behavior.

From a biological perspective, the speeds, distances, and complexities of modern roadway environments are outside the normal parameters of what the “human animal” has encountered for the vast majority of our recorded history. Multiple times per minute, a human roadway user will pass within arm’s length of objects that are comparable in mass to some of the largest animals on earth, traveling at speeds that are naturally achievable only by falling from a high place. Rationally, human/automobile interactions should be terrifying, but most modern humans have been conditioned since childhood to accept them as a normal, low-risk activity.

From a cognitive perspective, most people’s ability to accurately assess and process risk is more limited when probabilities are very low and outcomes are extreme. For example, most people can easily understand both the probabilities and the outcomes of a \$1.00 bet against a coin toss but have almost no capacity to logically process the risk/reward proposition of buying a lottery ticket. By the same mechanism, most people cannot intuitively process the extent to which individual higher-risk, but otherwise routine, behaviors alter their probability of being involved in an automobile crash.

Historically, the traffic safety industry has focused considerable attention on nominal safety, both in terms of roadway system design and operations and motor vehicle design (bumpers, crush zones, air bags, etc.). Generally, the assumption has been made that roadway users will behave as “rational actors” using available information to make benefit/cost analyses that govern choices expected to deliver preferred outcomes. Based on quantitative and qualitative assessment of crash histories, there is ample evidence that road users do not consistently perform according to the rational actor model. This includes incidences of wantonly irrational behavior (road racing, driving while intoxicated, etc.) but more commonly occurs from a failure to accurately process risk.

The Collier LRSP considers infrastructure strategies from the perspective of nominal safety and from the standpoint of how each strategy provides better information to roadway users to help them make safer decisions about how they interact with each other and the roadway system.

Table 3-1 provides a summary of infrastructure strategies and shows how each strategy is applicable to the four emphasis areas defined through the analysis of Collier County's crash history.

The remainder of this section provides more information about each strategy and discusses how the strategies relate to one another. Non-infrastructure strategies are addressed in Section 3 of this chapter.

Table 3-1: Infrastructure Strategies Matrix

Infrastructure Strategies	Non-Motorized	Intersection	Lane Departure	Same Direction
Speed Management	•	•	•	•
Alternative Intersections (ICE Process)	•	•		•
Intersection Design Best Practices for Pedestrians	•			
Median Restrictions/Access Management		•		•
Right Turn Lanes	?			•
Signal Coordination	?			•
Rural Road Strategies including:				
• Paved shoulder	•		•	
• Safety edge			•	
• Curve geometry, delineation, and warning			•	
• Bridge/culvert widening/attenuation			•	
• Guardrail/ditch regrading/tree clearing			•	
• Isolated intersection conspicuity/geometry		•		
Shared Use Pathways, Sidewalk Improvements	•			
Mid-Block Crossings & Median Refuge	•			
Intersection Lighting Enhancements	•	•	•	
Autonomous Vehicles (Longer-Term)	TBD	•	•	•
(= Applicable Strategy ? = Possible Contra-indications)				

Speed Management

Speed is a critical factor in both a driver's ability to perceive, react, and effectively respond to roadway conflicts and in determining crash outcomes/severity. "Speed management" refers to a combination of infrastructure and non-infrastructure strategies to both curtail incidences of speeding—traveling too fast for conditions or exceeding the posted speed limit—and designing roadways to deliver operating speeds that match the land use and access contexts of the roadway. From an infrastructure standpoint, key elements of speed management include:

- Context classification and establishment of target speeds
- Design interventions
- Proactive signal management

Each of these elements is discussed in greater detail below.

Context Classification and Target Speeds

As part of FDOT's implementation of "Complete Streets," the Department has established a process for classifying major roadways based on land use and roadway network connectivity to create a continuum of context classifications ranging from rural preserve to urban core (Figure 3-1). The context classification assignment of each segment of the State Highway System (SHS) is then used to define design specifications including appropriate design speed ranges.



Figure 3-1: FDOT Context Classification System

In addition to design elements such as lane width and multimodal facilities requirements, a roadway's context classification establishes allowable design speed ranges and identifies speed management strategies for each context class and design speed range. Context classifications also provide guidance for establishing appropriate target speeds, the desired operating speed for any given segment of roadway based on strategic safety and mobility objectives. When a roadway's target speed is not supported by the roadway's design characteristics (e.g., design speed), the roadway owner (City, County, FDOT) can establish short-, medium-, and longer-term strategies to modify the subject roadway so that the target speed is achieved.

Design Interventions

There are many design techniques to modify roadway characteristics to achieve a desired target speed, but generally they correspond with the concepts of Enclosure, Engagement, and Deflection. Chapter 202 of FDOT's 2020 *Florida Design Manual* (FDM) defines these concepts as follows:

- **Enclosure** is the sense that the roadway is contained in an "outside room" rather than in a limitless expanse of space. A driver's sense of speed is enhanced by providing a frame of reference in this space. The same sense of enclosure that provides a comfortable pedestrian experience also helps drivers remain aware of their travel speed. Street trees, buildings close to the street, parked cars, and terminated vistas help to keep drivers aware of how fast they are traveling. This feedback system is an important element of speed management.
- **Engagement** is the visual and audial input connecting a driver with the surrounding environment. Low-speed facilities use engagement to help bring awareness to the driver, resulting in lower operating speeds. As the cognitive load on a driver's decision-making increases, he/she needs more time for processing and will manage speed accordingly. Uncertainty is one element of engagement; the potential of an opening car door, for instance, alerts drivers to drive more cautiously. On-street parking and proximity of other moving vehicles in a narrow-lane are important elements of engagement, as are architectural detail, shop windows, and even the presence of pedestrians.



Deflection is the horizontal or vertical movement of a driver from the intended path of travel. It is used to command a driver's attention and manage speeds. Being a physical sensation, deflection is the most visceral and powerful of the speed management strategies. Whereas enclosure and engagement rely, in part, on psychology, deflection relies primarily on physics. Examples includes roundabouts, splitter medians (horizontal deflection), and raised intersections (vertical deflection). Deflection may not be appropriate if it hinders truck or emergency service vehicle access.

Chapter 202 of the FDM describes specific design strategies and provides a matrix of applicable strategies to achieve various speed ranges for each roadway context classification.

Signalization

Traffic signalization is another method of providing actionable information to drivers to help achieve desired operating speeds. When traffic signals are spaced at intervals of not more than 0.25 miles and are timed in a coordinated pattern consistent with a desired operating speed, most road users will learn to drive at the signal "progression speed" rather than race ahead to stop at a standing queue. Alternative performance measures for signal timing are discussed further later in this section.

Current Practice

Collier County's roadway network falls primarily within the C-1 to C-3 range in FDOT's context classification system. The wide spacing between intersections (2 to 6 miles) and low-density development make it difficult to implement speed management strategies. There are exceptions, however – locations that are more urban in character with a greater mix of uses, higher densities and shorter blocks – where speed management could be a useful tool to apply, as noted in the Implementation Section which follows.

Recommendation

MPO staff does not recommend further action at this time.

Alternative Intersections (ICE Process)

According to the Federal Highway Administration (FHWA), the term "alternative intersections" refers to at-grade intersections that remove one or more conventional left-turn movements. By removing one or more of the critical conflicting traffic maneuvers from the major intersection, fewer signal phases are required for signal operation. This can result in shorter signal cycle lengths, shorter delays, and higher capacities compared to conventional intersections.

Alternative intersections also offer substantial safety benefits, with expected crash reductions of at least 15%, depending on the specific treatment. When deployed along an integrated corridor, alternative intersections can also aid in speed management and other systemic safety improvements. The key concepts, constraints, and safety benefits of common alternative intersections are described below.

ICE Process - Current Practice

Intersection Control Evaluation (ICE) is a data-driven process to objectively identify optimal geometric and control solutions for roadway intersections. Factors considered in the ICE process include capacity/operational analysis, safety, and feasibility/cost. ICE is required for new intersections and for substantial changes to existing intersections on FDOT roadways. The MPO's member agencies apply the ICE process used by FDOT to County and City-maintained roadways as



well.

Recommendation

MPO staff does not recommend that additional action be taken at this time.

Roundabouts

FHWA's informational guide on roundabouts (FHWA-DR-00-067) explains that "roundabouts are circular intersections with specific design and traffic control features. These features include yield control of all entering traffic, channelized approaches, and appropriate geometric curvature to ensure that travel speeds on the circulatory roadway are typically less than 30 mph." Modern roundabouts may connect three or more roadway approaches and may have one or more circulating lanes.

The key safety benefit of roundabouts is that they eliminate high-energy "crossing" conflicts and have fewer overall conflicts than conventional intersections. Figure 3-25, from FHWA-DR-00-067, shows and explains the difference in conflict points between roundabouts and conventional intersections. Attention is directed to the fact that whereas traffic signals assign right-of-way to crossing conflicts, these conflicts are not eliminated by signals in cases of red-light-running and permissive left-turn movements. Merge conflicts also exist in the context of right-turn-on-red movements.

Properly designed roundabouts also are generally easier/safer to navigate for pedestrians and bicyclists, and pedestrian crossings at multi-lane roundabouts can be supplemented with various mid-block crossing devices (see discussion on pedestrian mid-block crossing elsewhere in this section). Because of these motorized and non-motorized user safety benefits, roundabouts have been found to reduce crashes overall by about 37% and reduce injury crashes by 51%.

The principal constraint of roundabouts is that they often require a greater right-of-way footprint than conventional intersections of equivalent capacity. This is especially challenging in retrofit scenarios along commercial corridors where right-of-way costs may make roundabout retrofits cost prohibitive. Because the safety benefits of roundabouts diminish as more circulating lanes are added, most roundabouts are limited to two circulating lanes. Accordingly, they are most commonly used at the intersections of either two 2-lane roadways or a 4-lane roadway and 2-lane roadway.

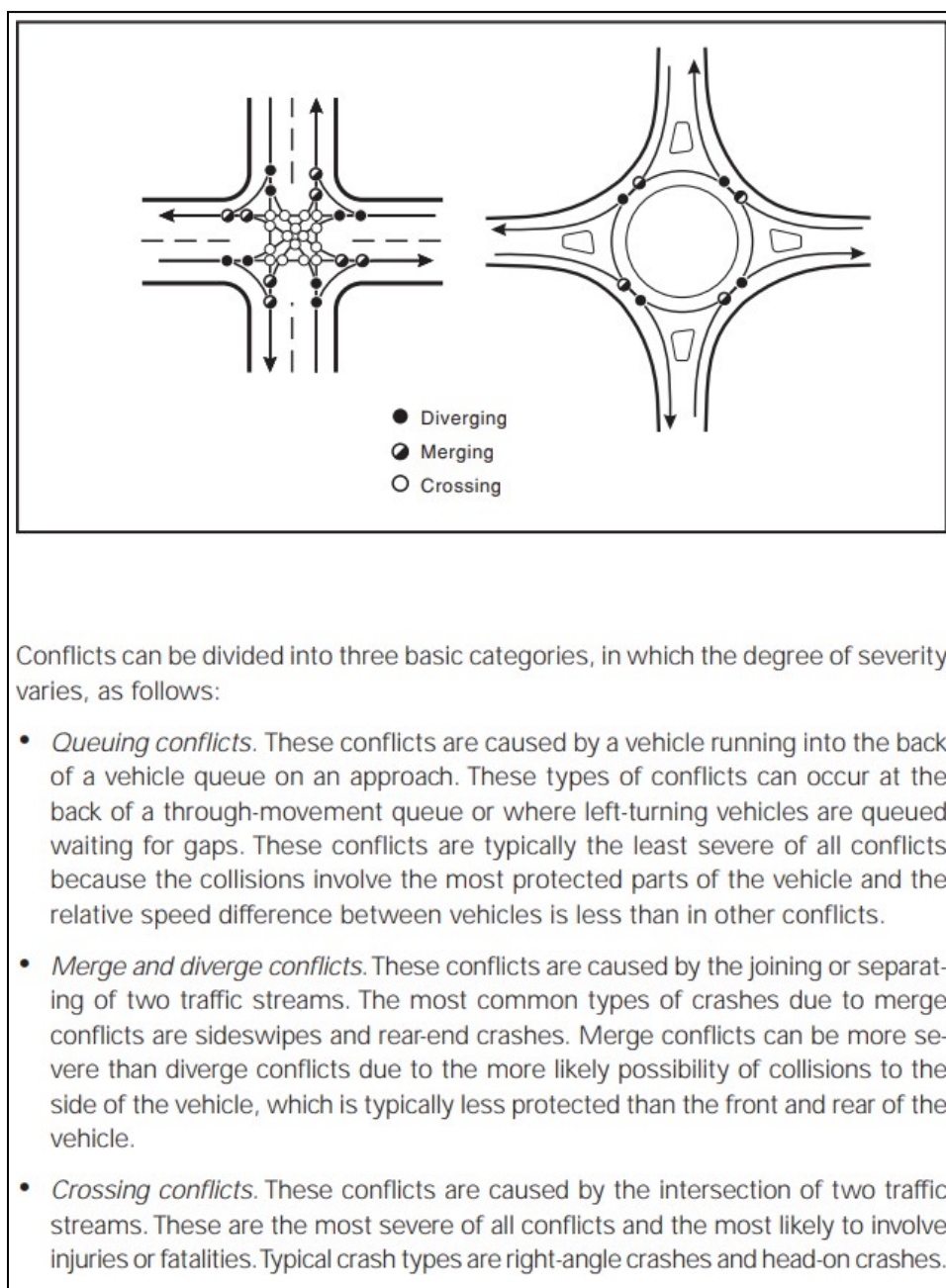


Figure 3-2: Roundabout Safety Benefits

Restricted Crossing U-Turn and Median U-Turn Intersections

Restricted Crossing U-Turn (RCUT) and Median U-Turn (MUT) intersections are illustrated in Figure 3-3 and Figure 3-4 from FHWA Informational Guides #FHWA-SA-14-070 and #FHWA-SA-14-069, respectively. Generally, RCUT intersections are more effective when the minor street thru volumes are lower than the major street left-turn volumes, with the reverse true for MUT intersections. RCUT intersections, when sequenced together in a corridor, also allow each direction of the major street to



thru movements to be coordinated separately which can have exceptional benefits for mainline capacity.

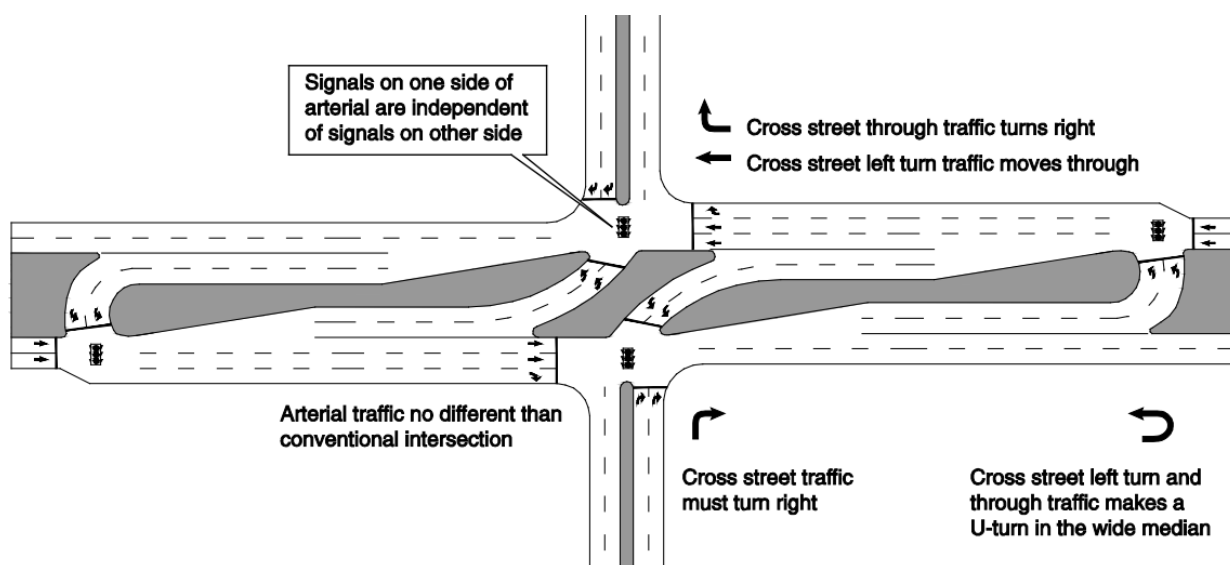


Figure 3-3: Diagram of Signalized RCUT Intersection

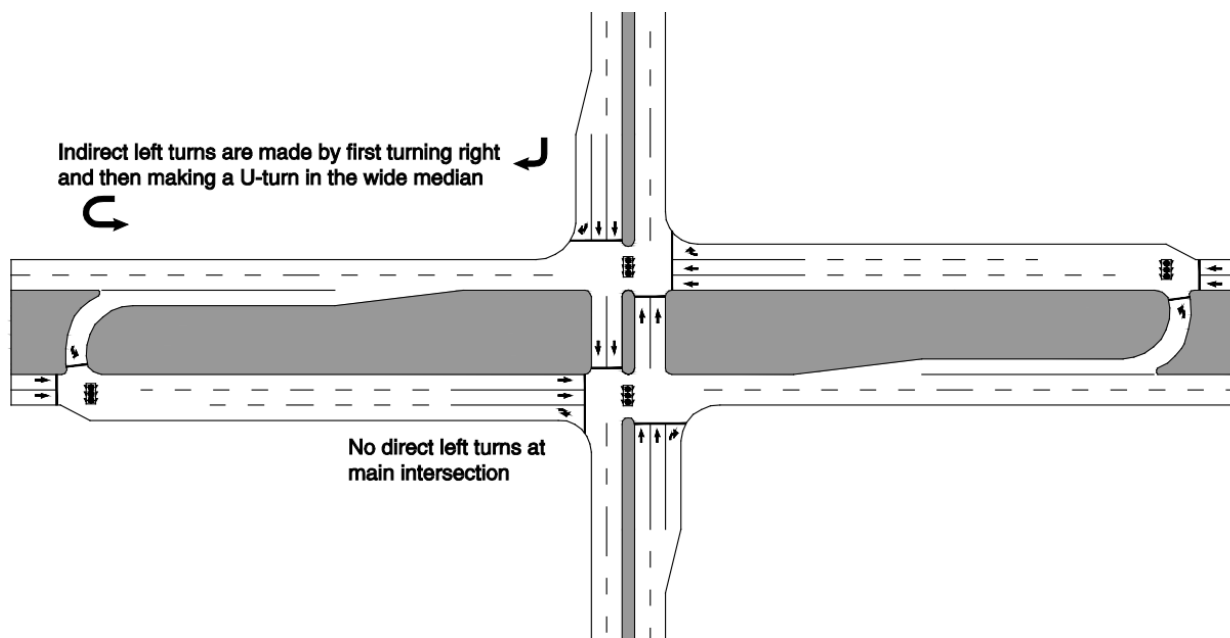


Figure 3-4: Diagram of Median U-Turn Intersection



Common features of both these alternative intersection types include the following:

- Both RCUT and MUT intersections use adjacent “secondary” intersections to help process the movements that are restricted at the main intersection. These are usually about 1/8-mile from the main intersection and may be signalized, as shown in Figure 2-3, or stop/yield controlled, similar to commonplace directional median openings. When signalized, these secondary intersections provide an opportunity for mid-block pedestrian crossing locations.
- When either intersection type displaces truck movements, either an extra-wide median or U-turn aprons, sometimes referred to as “loons,” are necessary to accommodate truck movements. The U-turn diameter (referred to as the swept-path) for a typical tractor-trailer is just under 90 ft, but the U-turn diameter of a typical 6-lane arterial with a standard 22 ft median is a little over 60 ft.
- Except in cases where the displaced movements represent an unusually high proportion of all intersection movements, RCUT and MUT intersections generally offer substantial reductions to major roadway delay and more moderate reductions in overall intersection delay. The distance traveled by displaced movements is naturally increased, but delay for displaced movements may be slightly reduced or only moderately increased depending on a range of operational factors.
- Both RCUT and MUT intersections allow for reduced signal cycle length, especially when pedestrian crossings of the major roadway are handled as two-stage movements. This, combined with greater signal density from the use of secondary intersections, can help with speed management and platooning of vehicles along alternative intersection corridors.

Similar to roundabouts, RCUTs and MUTs convert some high-energy crossing conflicts to lower energy merge-diverge conflicts, helping to reduce crash frequency and severity. According to FHWA-HRT-17-073, RCUT intersections can have an overall crash reduction of 15% and reduce injury crashes by 22% compared with conventional intersections. MUT intersections have similar benefits, with a 16% overall crash reduction and 30% injury crash reduction compared to conventional intersections.

As noted, the principal constraint on converting existing 4-phase conventional intersections to 2-phase RCUT or MUT intersections is available right-of-way to accommodate truck U-turn movements, about 140 ft for a 6-lane road and about 130 ft for a 4-lane road. Other constraints include the suitability of the RCUT or MUT operations with respect to individual intersection turning volumes and driver education about navigating the intersections.

Other Alternative Intersections

Besides RCUTs and MUTs, other alternatives at-grade intersections include displaced left turn intersections (DLT), as shown in Figure 3-5 (FHWA-SA-14-068) and quadrant intersections, as shown in Figure 3-6 (FHWA-SA-19-029). The safety outcomes of these intersection alternatives are less well understood than for RCUT and MUT intersections and, for reasons discussed below, their limited applicability makes them less integral to the LRSP than roundabout, RCUT, and MUT intersections. Nonetheless, they are included in the County’s toolkit should specific circumstances warrant their use.

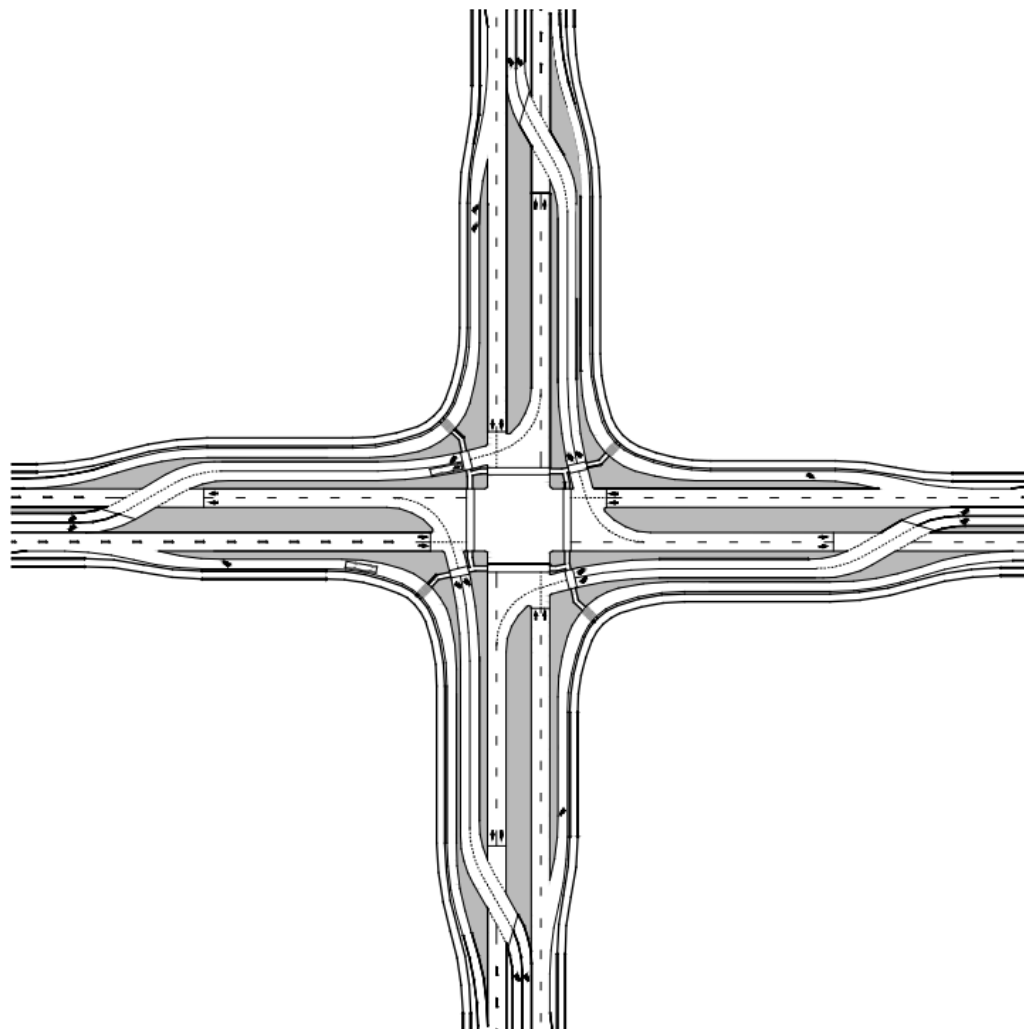


Figure 3-5: Displaced Left Turn Intersection

DLT intersections are very-high-capacity at-grade intersections that “displace” left-turn movements at “cross-over” intersections in advance of the main intersection. This allows left-turn and thru movements from the same roadway to occur concurrently. Given the high capacity, complexity, and cost of DLT intersections, they are perhaps better thought of as alternatives to grade separation (trading right-of-way costs for structure costs) rather than alternatives to conventional intersections. Because of their substantial right-of-way footprints and potential for substantial business access impacts to adjacent land uses, DLT intersections are challenging to implement as retrofit projects.

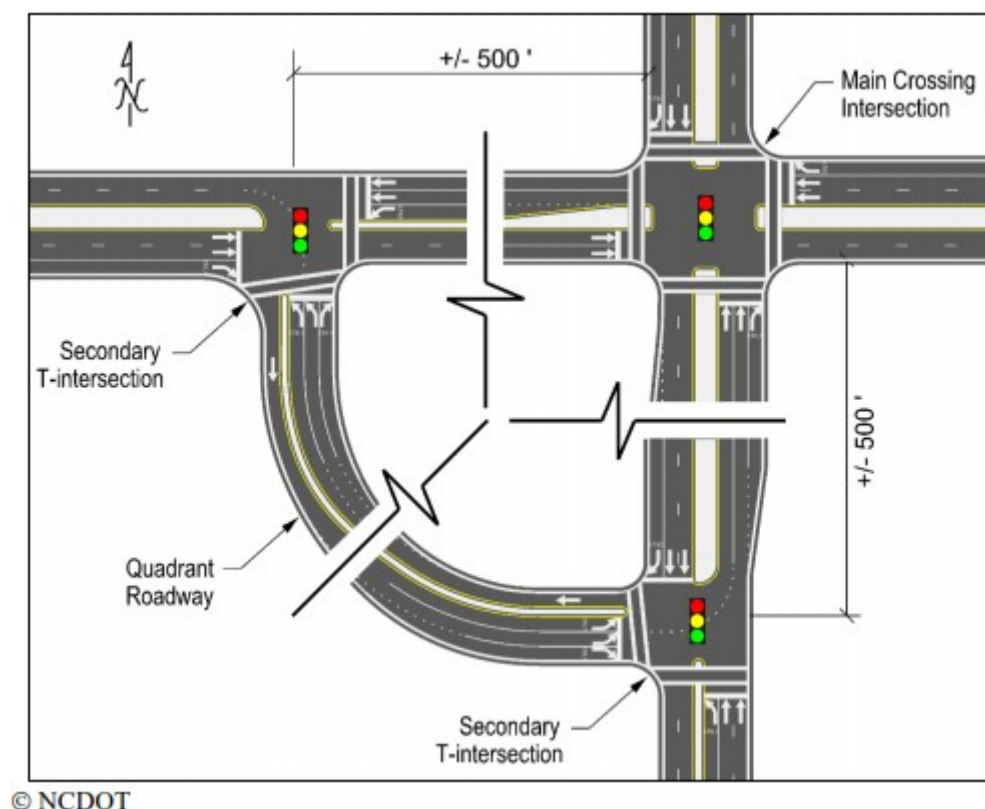


Figure 3-6: Quadrant Intersection Diagram

Quadrant intersections distribute turning movements at the main intersection across multiple smaller intersections, allowing left-turn movements at the main intersection to be eliminated or limited to either roadway. Although all turning movements can be accommodated with a single-quadrant roadway, quadrant intersections offer more benefits when diagonal opposing quadrants, or all four quadrants can be fitted with perimeter roads. Unlike DLT intersections, quadrant intersections allow the main intersection to be quite compact; however, existing land uses often preclude the construction of the quadrant roadways except in greenfield or redevelopment scenarios.

Recommendation

MPO staff does not recommend taking further action at this time. Collier MPO member governments already apply FDOT's ICE process to provide data-driven analysis of intersection alternatives as part of new intersection construction and substantial modification of existing intersections. Collier MPO established a funding mechanism for safety projects in the 2045 LRTP. In response to a Call for Projects, member governments may select candidate intersections and corridors identified in the LRSP and the BPMP) to conduct feasibility studies (Stage 1 ICE/SPICE analysis) for prioritizing and programming retrofit projects.

Intersection Design for Pedestrians

Many existing major roadway intersections in Collier County (as well as throughout Florida) were designed with the primary intention of maximizing motor-vehicle throughput. In addition to arterial intersections often having multiple thru traffic lanes and auxiliary left- and right-turn lanes, the radii



of an intersection's curbs are also often very large. All of these features increase the exposure of pedestrians to motor vehicle traffic and can contribute suboptimal placement of crosswalks and curb ramps, which may make crosswalks longer than necessary and/or place pedestrians in positions where they may be difficult for turning drivers to see.

When pedestrians are exposed to overly-large intersections with right-turning traffic and permissive left turns, they may not see a value proposition in using signalized intersection pedestrian features. This may result in pedestrians crossing away from intersections, relying on their own judgment rather than trusting motorists to yield and reducing pedestrian compliance with traffic signals.

Curb Radii

Large curb radii are sometimes necessary to allow trucks to navigate turns without running over the curb, damaging infrastructure, and posing a hazard to pedestrians waiting to cross. However, in many cases, urban and suburban intersections are using highway design principles where large curb radii are provided to reduce friction between right-turning vehicles and high-speed thru traffic. This makes sense in a rural setting where pedestrians are rare, but when right-turning drivers can navigate a turn at high speeds, their ability to perceive and react to pedestrians in a crosswalk is severely limited.

Whenever possible, urban intersection should be designed with the smallest possible radii that still can accommodate the appropriate design vehicle. When there are multiple lanes, intersection should be designed so that trucks turn into the interior lane(s) rather than the curb lane. When large radii cannot be avoided due to heavy truck movements, channelization (discussed below) or use of truck aprons is preferable to very large radii.

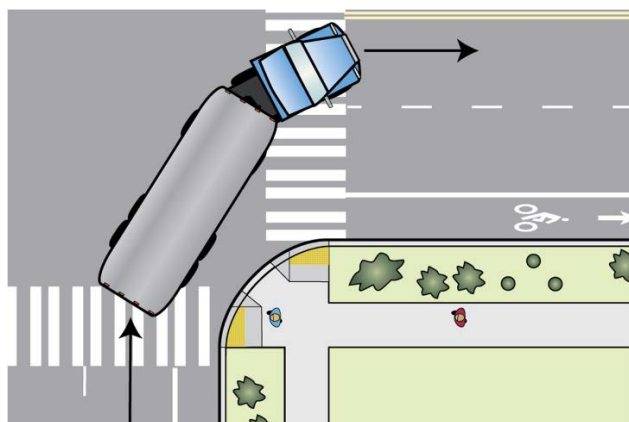


Figure 3-7: Truck Turning Into Interior Lane



Figure 3-8: Truck Apron Helps Slow Turning Cars

Channelization

Using channelizing islands to break pedestrian crossings into multiple smaller stages can make large, high-capacity intersections safer and more accommodating for pedestrians. Figure 3-9 shows the preferred design for right-turn islands in which approach traffic has a clear view of the crosswalk between the curb and the island and also good views of approaching traffic. The graphic also shows the crosswalk “engaged” with the median nose, which helps ensure that left-turning drivers cannot cut the corner, thereby helping to moderate their speed.

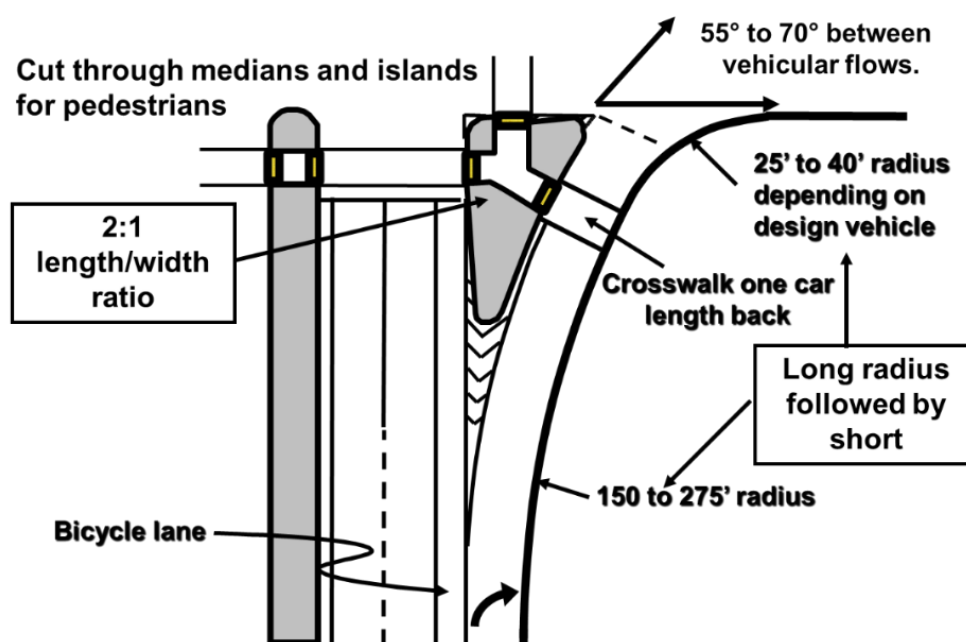


Figure 3-9: Preferred Right-Turn Island Design Parameters and “Engaged” Median

Crosswalk Design & Operation

As shown in Figure 3-10, crosswalks should be marked using both lateral and transverse markings, be placed with individual/directional curb ramps, where possible, and generally be aligned parallel to the roadway they are along. Although crosswalks must be a minimum of 10 ft wide, they may be



wider where pedestrian volumes are high or intersection geometry is irregular. Textured or colored pavement is acceptable to supplement the retroreflective pavement markings but should not be a substitute for those markings.

At signalized intersections, crosswalks should be supplemented with countdown pedestrian signals and the “Walk” phase should be provided automatically for crossing along the major roadway and whenever the concurrent minor roadway thru-green signal interval is greater than or equal to the minimum pedestrian crossing interval. Except in special circumstances where high pedestrian volumes may effectively prohibit right-turning traffic to pass through an intersection, the “Walk” interval should be timed so that the countdown reaches zero when the concurrent thru-green signal changes from green to amber, thereby maximizing the available time for pedestrians to cross.

When heavy right-turn movements conflict with pedestrian crossings, a leading pedestrian interval (LPI) should be considered. An LPI provides pedestrians with a “Walk” indication a few seconds before parallel traffic gets a green signal, giving the pedestrian an opportunity to “take possession” of the crosswalk before turning traffic commences.

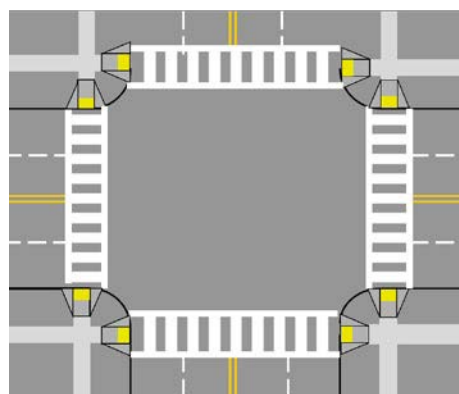


Figure 3-10: Proper Crosswalk Placement and Markings



Figure 3-11: Countdown Pedestrian Signal



Current Practice

The summary presented above provides confirmation that the MPO's BPMP's design guidelines are consistent with current Best Practices. The BPMP will be updated at least once every five years to keep current and up-to-date. The BPMP's evaluation criteria gives priority to projects to mitigate high crash corridors and intersections.

Recommendation

MPO staff does not recommend taking further action at this time.

Median Restrictions/Access Management

FDOT and Collier County both have sophisticated approaches to managing access along arterial roadway corridors. Strategies include restricting median access to prohibit direct left turns from unsignalized approaches, consolidation of driveways, provisions for interconnected parking lots, reverse-frontage access, and avoiding driveways within major intersection influence areas.

Although the default approach to access management is to convert full-access medians to directional medians, as shown in Figure 3-12 along Radio Road, maintaining cross-access and providing a new traffic signal may help to address speed management and signal coordination issues as discussed elsewhere in this section.



Figure 3-12: Conversion of Full Access Median to Dual Directional Median

Current Practice

Collier MPO member governments currently employ access management strategies to minimize curb cuts and encourage right-turn-then-U-turn movements instead of direct left turns across high-volume arterial streets. In more urban contexts, member governments give consideration to signalizing problem intersections as an alternative to installing directional medians with the intent of providing more controlled crossings for motorists and non-motorized road users and facilitating greater signal density to help with corridor signal coordination.

Recommendation

MPO staff does not recommend taking further action at this time.

Right Turn Lanes

Right-turn lanes can help reduce rear-end and sideswipe crashes by allowing turning traffic to move out of the way of thru traffic; however, in urban contexts, right -lanes can present the following safety challenges:

- Right-turn lanes can make intersections larger than they need to be, posing challenges to pedestrians.



- Right-turns lane between signalized intersections (i.e., at commercial driveways) create higher-speed conflict points for cyclists travelling in bike lanes.
- When right-turn lanes extend a substantial distance from an intersection, right-turning traffic may be able to speed past standing queues waiting at the signal. If another vehicle or a pedestrian is “nosing” thru the queues of stopped traffic to access a driveway, the resulting crash can be very severe.
- Right-turn lanes facilitate right-turn-on-red movements because the lane will never be blocked by a vehicle waiting to pass thru an intersection. Right-turn-on-red movements can make crossing more challenging for pedestrians, especially if the failure of right-turning traffic to yield to pedestrians in the crosswalk results in inadequate time to safely cross the intersection.

Current Practice

Right-turn lanes are used primarily along higher-speed, high-volume suburban roadways where the mitigation of high-speed rear-end and sideswipe crashes outweighs the challenges presented by the scenarios above.

Recommendation

MPO staff does not recommend taking further action at this time.

Signal Coordination

Signal coordination refers to the timing of traffic signals relative to one another to manage the flow of traffic along a roadway corridor. Generally, the goal of signal coordination is to minimize delay along major roadways while allowing for side-street approaches to process traffic with a reasonable amount of delay. Although this approach is effective to maintain roadway level of service (LOS) along major thoroughfares, it is not always the best approach for promoting safety.

When traffic signals along a corridor are optimized to process thru traffic, the cycle-length of signals often becomes very long, taking 3, 3.5, or even 4 minutes to completely cycle through all the various signal phases. Long cycle lengths combined with signals spaced a half-mile or more apart can result in vehicles being randomly-spaced along a roadway with greater variation in speeds. Conversely, when signal cycle lengths are short and traffic signals are more closely spaced, vehicles tend to group together in “platoons”; this grouping, combined with visual cues from the next traffic signal, result in drivers maintaining a more consistent speed.

The top section of Figure 3-13 shows traffic moving along a roadway with widely-spaced signals and long cycle lengths. Because there is little driver feedback and a very wide “green band” in which approaching traffic can clear the next signal, cars are spread out along the roadway with few adequate gaps for drivers, pedestrians, and cyclists to cross the road or turn across oncoming traffic. The lower section shows the same number of cars in a platoon, with large gaps between the beginning of one platoon and the end of the preceding one. These gaps allow cross-traffic maneuvers can be made more safely.

Gaps between platoons also mean fewer vehicles will be caught in the “dilemma zone” when approaching a changing traffic signal in which the driver must quickly decide whether to brake or try



and accelerate to clear the signal. Keeping traffic out of the dilemma zone can reduce both rear-end crashes and left turn/angle crashes.

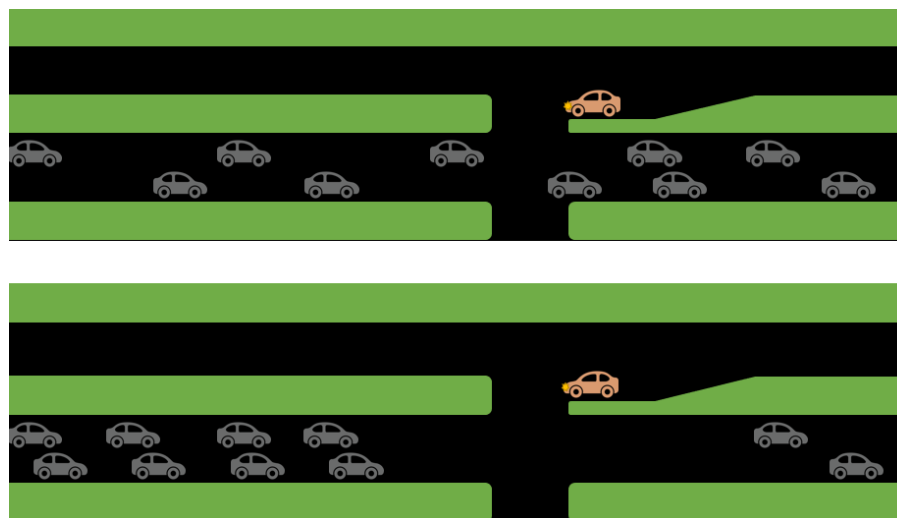


Figure 3-13: Graphic Depicting Random vs. Platooned Traffic

Current Practice

As discussed, converting roadway corridors to two-phase signal operation using alternative intersection designs is an excellent method of reducing cycle length and increasing signal density to allow for more effective platooning of traffic and achieving resulting safety outcomes. Independent of alternative intersection implementation, In response to the MPO's Call for Projects (Safety and/or Congestion Management), Collier MPO member governments have the option to select high crash corridors identified in the LRSP and BPMP where alternative signal coordination approaches may be feasible. This may include reducing cycle lengths off-peak, operating minor intersections between arterial intersections at half the cycle length of the adjacent major intersections and identifying locations where a new traffic signal might help the coordinated signal system perform more efficiently and more safely.

Recommendation

MPO staff does not recommend taking further action at this time.

Rural Road Strategies

Rural roadways tend to have lower traffic volumes and fewer crashes per mile than busy urban roads; however, because of generally higher travel speeds and the potential for fixed objects and/or deep ditches along the roadside, crash severity tends to be higher. The strategies discussed below can be used to treat known problem locations but should also be deployed in a systemic approach to reduce severe crashes along rural highways and local streets.

Paved Shoulder, Safety Edge, and Audible-Vibratory Markings

Where possible, rural roadways should have 5-ft paved shoulders and adequate, level clear zones to facilitate recovery of vehicles that leave the roadway. Audible-vibratory pavement markings or ground-in rumble strips should be provided between the travel lanes and the shoulder to help alert drivers before they leave the roadway, and retroreflective pavement markings should be used to

delineate both the roadway centerline and the outside edge of the travel lanes.

When drivers do leave the roadway, steering the tires back onto the pavement against a vertical edge can make it difficult to safely re-enter the travel lane; drivers may oversteer and lose control of the vehicle, leading to severe crashes. As shown in Figure 3-14, providing a 30-degree contoured pavement “safety edge” can mitigate this issue, especially on roadways that lack adequate paved shoulders and warning strips.



Figure 3-14: Photo Depicting "Safety Edge" Pavement Design

Curve Geometry, Warning, and Delineation

Because rural highways often have long, straight segments with few discerning features, drivers may become complacent and not exercise due care when entering curves. Accordingly, curves should be well-marked with pavement markings and chevrons, and attempts should be made to provide adequate shoulders and recovery areas. Where necessary, the roadway should be super-elevated to help drivers navigate high-speed curves, and guardrail should be used when roadside hazards within the clear zone cannot be completely eliminated. Devices such as solar static or actuated flashing beacons and speed feedback signs may also be used to alert drivers to curve advisory speeds.

Clear Zone Hazards

Common hazards adjacent to the roadway include trees and ditches as well as lateral and cross-drain structures and concrete bridge barrier walls. Efforts should be made to inventory infrastructure elements within roadway clear zones and implement measures to mitigate the hazards they pose. This can include removing trees, re-grading ditches, providing attenuation in advance of bridge walls, and converting projecting or square edge drains to mitered-end-section designs.



Figure 3-15: Mitered-End-Section Drain Pipe

Intersection Conspicuity/Geometry

Much like curves along rural highways that may catch drivers by surprise, rural intersections can be unexpected features, and drivers traveling along a rural highway may not be prepared to respond to crossing traffic. Rural intersections may also exhibit irregular or skewed geometry and may have foliage interrupting sight triangles or may exhibit other features that make it more challenging for side-street traffic to maneuver safely. Mitigation strategies include correcting poor geometry, consistently maintaining sight triangles, and posting advance warning signs with/or without flashing beacons to raise awareness of approaching drivers.

Current Practice and Recommendation

Specific, known issues along rural highways should be mitigated, but a proactive, systemic approach would improve the overall safety performance of rural road systems. Collier MPO member governments have the option of selecting high crash corridors identified in the LRSP in response to an MPO Call for Safety Projects to analyze potential systemic improvements to the county's rural and exurban roadways, including curve and isolated intersection treatments, improved shoulders and edge treatment, and mitigation of roadside hazards.

Low-Stress, Separated Cycling Facilities

Since the 1970s, "vehicular cycling" has been the predominant approach to accommodating bicyclists within the roadway network. This approach means that cyclists operate using the same rules as motor vehicle traffic and share the roadway with motor vehicles either operating in marked bicycle lanes or riding with traffic. Vehicular cycling can be an effective approach for faster, confident cyclists to safely interact with traffic; however, a substantial majority of cyclists do not fall within this group and are uncomfortable or unwilling to ride with traffic on higher-volume, higher-speed roadways.

Although vehicular cycling has been shown to help cyclists avoid certain crash risks, sideswipe and rear-end crash types that would generally result in less severe outcomes between two motor vehicles can have severe outcomes when one of the vehicles is a bicycle. This is especially true when the speed differential between the cyclist and overtaking traffic is large. For example, a typical road cyclist operates at speeds of 15–20 mph, so along 30–35 mph roadways, the closing speed of the cyclist and overtaking traffic is not more than 20 mph. Whereas this can result in a serious crash, the overtaking motorist has more time to observe and react to the cyclist, and if a crash does occur, it is

likely to be survivable. Conversely, along roadways with operating speeds of 45 mph or greater, a faster closing speed means a motorist is less likely to react and respond to a cyclist, and if a crash does occur, it is much more likely to be fatal.

For these reasons, many agencies, including FDOT, Collier MPO and its member governments, are working to provide separated bicycle facilities, especially along roadways that operate at speeds greater than 35 mph. Separated facilities include protected bike lanes, sometimes referred to as cycle tracks, and shared-use pathways along the edge of roadways. Other low-stress bicycling facilities form alternative networks to thoroughfare streets and include “bike boulevards” and off-road trails.

Cycle tracks may be two-way or directional and feature some type of physical barrier between motor vehicle lanes and the cycling facility. Figure 3-16 shows an example of a two-way cycle track in downtown Tampa that uses a raised curb and on-street parking to separate bicycle and motor-vehicle traffic. The cycle track features special signals and other design features at intersections to help mitigate bicycle/turning motor vehicle conflicts.



Figure 3-16: Rendering of 2-way Cycle Track in Downtown Tampa along Jackson Street/SR-60

When separated facilities cannot be provided along thoroughfare streets, parallel “bike boulevards” are an option to provide for bicycle mobility. Bike boulevards are streets that have been designed, designated, and prioritized for bicycle travel and can provide a safe, inviting, low-stress option for bicyclists of varying degrees of experience. Although there is no set design template for bike boulevards, a few common principles apply:

- Logical, direct, and continuous bike route
- Safe and comfortable intersection crossings
- Reduced bicyclists delay
- Enhanced access to desired destinations
- Low motor vehicle speeds
- Low motor vehicle volumes

Current Practice

Consistent with emerging guidance from FDOT and FHWA and the Collier MPO's BPMP, the MPO and its member governments have prioritized major roadway corridors to provide separated bicycle facilities and an interconnected network that meets current standards.

The BPMP design guidelines identify a range of potential solutions to apply to situations where ROW is limited. The MPO is coordinating with the Community Traffic Safety Team (CTST) to promote traffic safety education that targets drivers, cyclists and pedestrians.

Recommendation

There is growing support from a safety perspective to provide bike/pedestrian separation from the roadways where possible. The MPO's BPMP design guidelines (reference Table 17, page 61) support this approach. The BPMP design guidelines do not appear to require updating at this time. The next BPMP update will begin in 2023, at which time state and national facility design guidance may have changed and can be incorporated.

Pedestrian Crossings and Median Refuge

Given the distances between traffic signals along most of Collier County's suburban roadway network, it is reasonable to expect that pedestrians will cross major roadways between signalized intersections. Elements such as adequate lighting, traffic platooning, and speed management make it safer to cross the street generally; however, specific infrastructure to facilitate pedestrian crossings is also necessary. These include median refuge areas and mid-block crossings.

Median Refuge Areas

When pedestrian crossing patterns are not concentrated between obvious origins and destinations, continuous raised medians or intermittent median islands allow pedestrians to break roadway crossings into two discreet movements. Ensuring that medians are dry, level walking surfaces can help encourage pedestrians to wait for an adequate gap before attempting the second leg of their crossing.

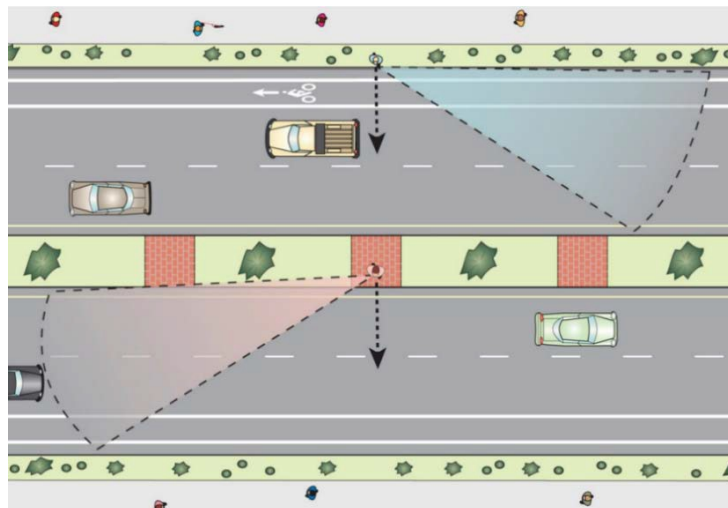


Figure 3-17: Median Refuge Breaks Complex Crossing into Two Simple Crossings

When pedestrian crossing patterns are more tightly clustered, mid-block marked crosswalks should

be considered to provide a safer crossing option; however, along multilane roadways, a marked crosswalk alone is insufficient to provide a safe crossing, and the crosswalk markings should be supplemented with warning beacons or traffic control devices. Beacons such as a rectangular rapid-flashing beacon (RRFB), shown in Figure 3-18, should be pedestrian-actuated and are best suited to roadways with no more than four lanes and speeds of 35 mph or less.

If a midblock crosswalk is provided across a roadway with more than four lanes or speeds greater than 35 mph, a pedestrian hybrid beacon (PHB) is the preferred supplemental device. A PHB is like a traffic signal but creates less motor vehicle delay by switching to a flashing red (stop sign) operation after the first few seconds of the walk interval, as shown in Figure 3-19.



Figure 3-18: RRFB



Figure 3-19: Pedestrian Hybrid Beacon Sequence

Current Practice

Median refuge islands and pedestrian mid-block crossings complement speed management and signal coordination strategies to allow pedestrians to more safely cross major roadways. Medians are typically used when there are not clear concentrations of pedestrian traffic, and crosswalks are considered to connect origins and destinations such as transit stops and neighborhood serving commercial lane uses. Marked crosswalks across major roadways generally require supplemental devices and are selected based on the speed and characteristics of motor vehicle travel.

As with considerations related to restricting median access, traffic engineers also investigate whether a midblock crossing need might be better served by signaling a local street intersection to provide for controlled crossings at that point while also helping to provide downstream gaps for other crossing movements. Retrofit projects are eligible for funding when the MPO issues a Call for



Projects for Congestion Management, Bike-Ped or Safety.

Recommendation

MPO staff does not recommend taking further action at this time.

Lighting

Roadway lighting helps drivers see roadway features at night and, if properly designed, can help drivers detect pedestrians and cyclists. Adequate lighting and well-maintained pavement markings reduce lane departure crashes but also can reduce all types of nighttime crashes by reducing the workload necessary for drivers to stay in their lane, thereby freeing up mental resources for other defensive driving tasks.

Intersection lighting provides the same function for drivers, but if designed correctly, can also help drivers see pedestrians at night. Figure 3-20 shows how intersection lighting should be in advance of crosswalk approaches to that light reflects from pedestrians back towards approaching traffic. Section 231.3.2–4 of the Florida Design Manual defines lighting criteria for intersections, roundabouts, and mid-block crosswalks to help ensure pedestrians are visible to approaching drivers.

Figure 3-21 shows a roadway corridor with light-emitting diode (LED) street lights. Contemporary LED lights offer energy cost savings compared to conventional street lights and the spectrum of light is more effective to promote safety.

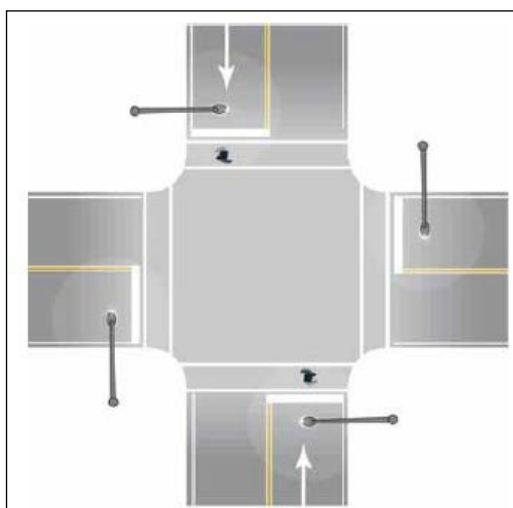


Figure 3-20: Simplified Intersection Lighting



Figure 3-21: LED Lighting

Current Practice

Collier MPO member governments are familiar with FDOT's current intersection lighting standards and balance that consideration with residents' desire to maintain the integrity of views of the night sky. The current practice is to keep nighttime skies dark, reduce glare, and put the right amount of light in the right place and at the right time to ensure the safety of all.

Recommendation

Intersection lighting is a tool that will be evaluated on a case-by-case basis.

Autonomous and Connected Vehicles

Because the majority of traffic crashes involve some element of human error, the promise of automated vehicles offers tremendous crash reduction potential, especially when those vehicles are not only able to sense the roadway environment but also capable of communicating with one another.

Although this technology is generally thought of as futuristic, the reality is that vehicle automation has been with us for some time. Figure 3-22 shows how elements such as cruise control, anti-lock brakes, and various warning sensors have been part of our vehicle fleet for some time, and Figure 2-23 shows the various levels of vehicle autonomy with level one and two being common today.

Some challenges with automated vehicles include delay between the time fully-automated technologies are available and there is sufficient saturation in the motor vehicle fleet to result in effective use of vehicle-to-vehicle communications and measurable safety benefits. Another challenge is the limitations of automated/connected vehicles in detecting non-motorized road users. Specifically, pedestrians and cyclists are relatively small, varied in appearance, hard to predict, most exposed/fragile, and not "connected" to vehicle-to-vehicle communication systems.

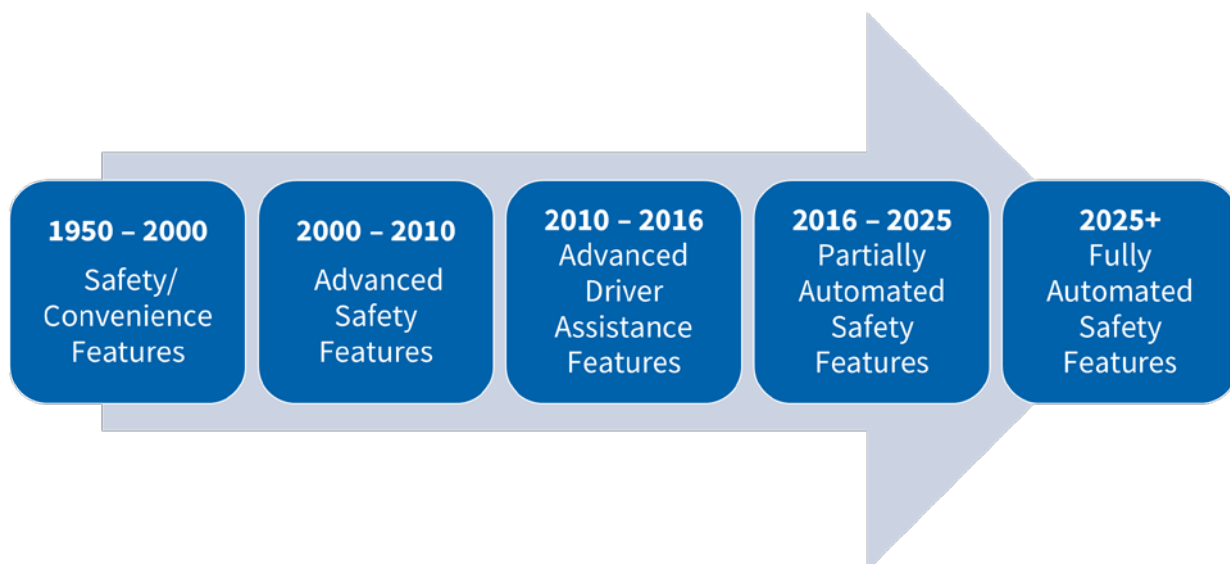


Figure 3-22: History and Future of Autonomous Vehicles

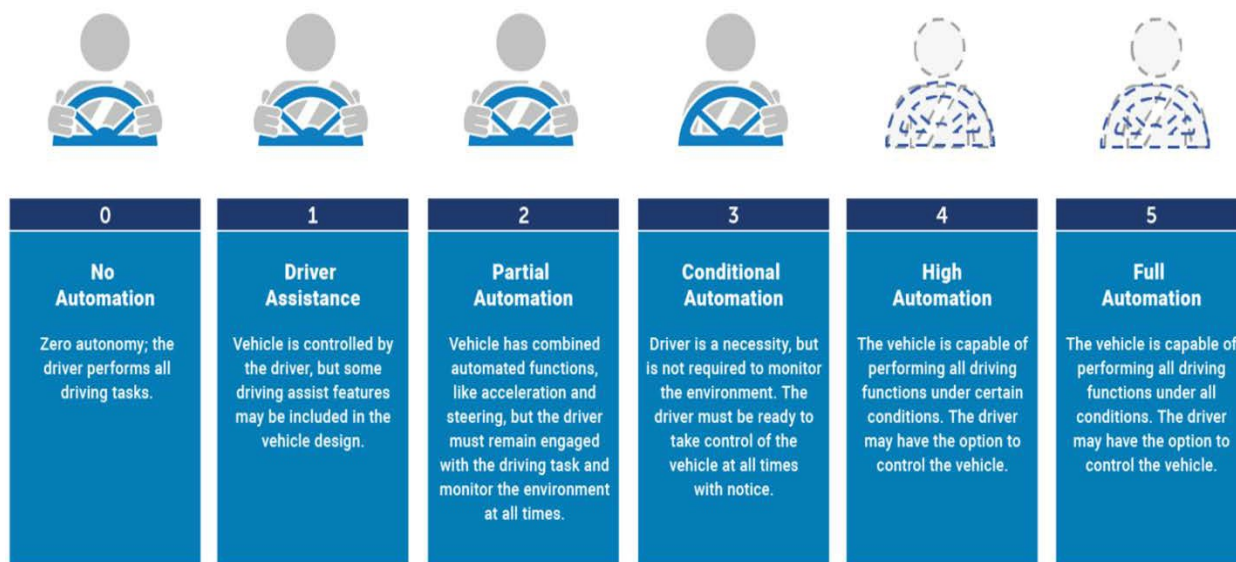


Figure 3-23: Vehicle Autonomy Levels and Features

Current Practice and Recommendation

Collier MPO staff does not recommend taking further action at this time. Within the 2045 LRTP timeframe, FDOT District 1 projects that Connected and Automated Vehicles will comprise approximately 35% of Collier County’s motor vehicle fleet; however, in the interim, proactive spot and systemic safety measures are still necessary. Good design of roadways with a balance between mobility and connectivity and good infrastructure for non-motorized road users will provide benefits even once the majority of motorized vehicles drive themselves.

Non-Infrastructure Strategies

Referring to the same four emphasis areas, Table 3-2 shows a list of non-infrastructure strategies and the emphasis areas to which they correspond.

Non-Infrastructure Strategies	Intersection	Lane Departure	Non-Motorized	Rear End/Sideswipe
Traffic Enforcement				
• Targeted Speed Enforcement	X	X	X	X
• Red Light Running Enforcement	X		X	
• Automated Enforcement	X			?
• Pedestrian Safety Enforcement			X	
Bike Light and Retroreflective Material Give-Away			X	
Young Driver Education	X	X	X	X
WalkWise/BikeSmart or Similar Campaign			X	
Continuing Education	X	X	X	X
Safety Issue Reporting	X	X	X	X
Vision Zero Policy	X	X	X	X

Table 3-2: Non-Infrastructure Strategies Matrix

Traffic Enforcement

The Statistical Analysis Technical Memorandum indicates that Collier County records fewer traffic citations per capita and per vehicle mile of travel. This appears to be in part due to relatively small municipal law enforcement agencies and therefore a greater reliance on the Collier County Sheriff's Office and the Florida Highway Patrol to handle traffic enforcement needs. Based on the Statistical Analysis Technical Memorandum, the following enforcement areas could help to reduce severe crashes in Collier County.

- Speed Enforcement
- Red Light Running Enforcement
- Non-Motorized User Safety Enforcement (focusing on driver yield behaviors)

Although automated enforcement (red light running cameras) was suspended in Collier County in 2013, a transparent use of red-light cameras with revenues directed to fund other traffic safety programs should be considered as part of the County's toolkit.

Current Practice

Traffic enforcement is one aspect of an effective speed management program and should be used to target drivers who are significantly exceeding the Speed Limit. Collier County law enforcement agencies regularly apply for FDOT High Visibility Enforcement Grants for bicycle and pedestrian enforcement.

Recommendation

Collier MPO staff does not recommend taking further action at this time.

Material Give-Aways

The LRSP Statistical Analysis (Section 2) notes that while Collier County does not have a disproportionate ratio of nighttime crashes overall, non-motorized road user crashes are more likely to occur at night. A common tactic to reduce nighttime non-motorized user crashes is to provide retro-reflective materials to vulnerable populations including:

- School-age children
- Transit customers
- Homeless shelter clients
- Shift workers who may commute at night

Examples of retroreflective materials include low-cost backpacks with reflective strips, Velcro ankle strips to keep pant cuffs from catching in bicycle gears, and simple safety vests. Low-cost bicycle light kits can also be distributed and may be provided as part of a warning stop when police officers notice cyclists riding at night without proper lights.

Current Practice and Recommendation

The Collier County Sheriff's Office provided the following information:

"The Collier County Sheriff's Office has a variety of community outreach events per year involving contact with adults and juveniles for bicycle and pedestrian safety. These include our in-school Youth Relations Bureau, Community Policing Units, and Crime Prevention Unit that provide bicycle, bicycle helmet, literature, lights, and reflective material giveaways in addition to verbal education. These have occurred during general school hours, targeted community events on the weekends, or random 'pop-up' events in the community at targeted locations.

The Crime Prevention Unit and District Community Policing Units hold targeted 'pop-up' events in areas that patrol units, citizen complaints, or statistical data show dangerous pedestrian and bicycle activity. One of these areas, for example, is on East Tamiami Trail between Airport-Pulling Road South and Bayshore Drive; see Figure 2-8 on P. 2-17. Bicycle helmet, bicycle light, reflective materials, and literature giveaways in conjunction with dialogue take place several times per year with these events.

We believe that these events proactively have kept the number of bicycle and pedestrian crashes to not be statistically significant. We are largely able to do this with safety product giveaways. Thus, we would encourage the contribution of these products and literature to our agency for continued proactive safety educational measures. Increasing local contributions would be beneficial in maintaining our efforts.

The Collier County Sheriff's Office Safety and Traffic Enforcement Bureau receives funding through the Florida Department of Transportation High Visibility Enforcement (H.V.E.) grant. Various methodologies are used with this grant to reduce bicycle and pedestrian crashes and increase safety. The Safety and Traffic Enforcement Bureau works in conjunction with District Community Policing Units, Patrol Units, Crime Prevention Unit, Youth Relations Bureau, Media Relations Bureau, and other entities to promote the goals of this program."

Recommendation

MPO staff will look for free materials to give-away at MPO events.



Figure 3-24: Example Retroreflective Promotional Materials

Young Driver Education

A key conclusion from the LRSP Statistical Analysis is that Collier County's demographics likely play a role in its better than average safety performance. Because Collier County does not have a high proportion of younger drivers, the overall expected crash rates as a function of population age demographics are better than Florida as a whole. In the future, as Collier County continues to grow, it is likely that its demographic profile will become more "normal" and the introduction of more, young drivers will begin to adversely impact Collier County crash statistics.

Although older drivers certainly have limitations in terms of vision, reflexes, and other age-related deficits, these drivers are more likely to recognize their limitations than younger drivers and act accordingly. This is born-out by data showing that older drivers are less likely to be involved in nighttime crashes or crashes during rush hour because these drivers choose to avoid higher-risk times of day.

To help reduce crashes among younger drivers, supplemental drivers' education programs should be considered. One such program, funded by FDOT District 7, provides high school seminars focused on teen driver safety issues including bicycle and pedestrian safety, motorcycle safety, and impacts of DUI. Statewide FDOT provides grants under the umbrella of the State Safety Office Teen Driver Safety program to fund programs that help to educate teen drivers.

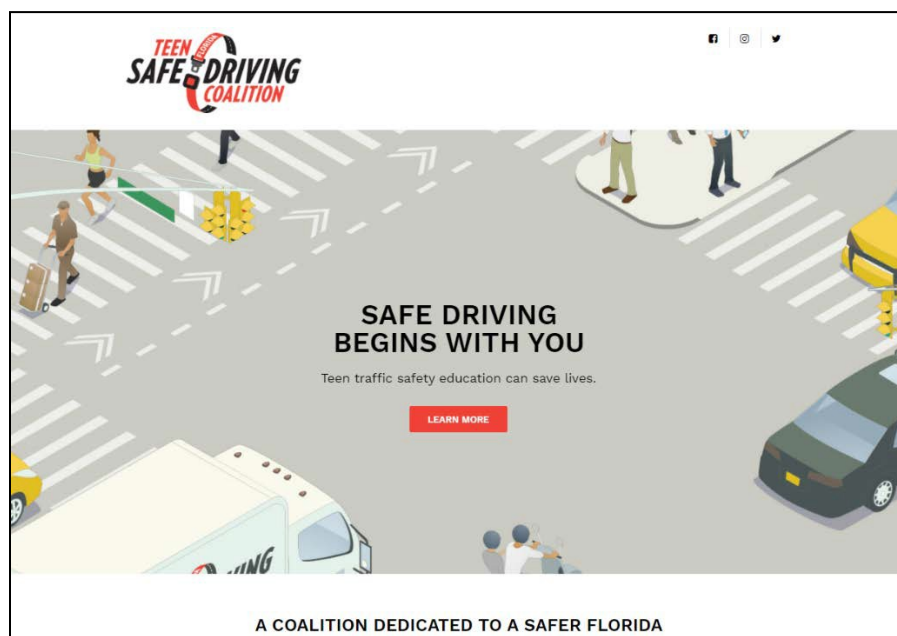


Figure 3-25: Florida Teen Safe Driving Coalition Homepage

Current Practice

FDOT and the state MVD conduct training sessions for young drivers. The Collier County Sheriff's Office provided the following information:

"The Collier County Sheriff's Office Youth Relations Bureau and Crime Prevention Unit provide direct and indirect education programs to Young Drivers. The Youth Relations Bureau provides the "Teen Driver Challenge" to young, high school aged drivers in order to provide them with a comprehensive view of safe driving habits and legalities surrounding the challenge of driving as a youth. They also integrate with drivers' education courses and other school functions in providing educational literature and dialogue with young drivers (and future drivers) in order to prepare them for real life encounters on the roadway. One of the significant focuses they have made is with respect to Texting and Driving; with state laws that make texting and driving illegal under certain conditions and the significant focus that youth have on their cell phones. They also speak with the students in Drivers Ed about the dangers of driving under the influence of alcohol and drugs.

Youth Relations Bureau members and Crime Prevention Unit members also make hundreds of contacts with young drivers every year in settings not specifically structured towards driving but that still allow specific educational opportunities for young drivers to be educated on legalities and safe methods of driving."

Recommendation

MPO staff does not recommend taking further action at this time. Adult Traffic Safety Education

From the public outreach survey responses, it is clear that many Collier County residents do not feel safe biking or walking along major roadways and that driver behavior with respect to yielding/making space for non-motorized users is inadequate. The Bike/Walk Tampa Bay program, administered by the University of South Florida and funded by FDOT District 7, offers virtual and in-person pedestrian, driver and bicyclist safety presentations to adult audiences. The presentation uses an Audience Response System to quiz the audience and poll their opinions.

Nonmotorized Safety Education

Since 2015 over 30,000 individuals have participated in seminars with each participant taking a “pledge” to WalkWise, BikeSmart, and Drive Safely and work to educate others about the importance of safe behaviors.



Figure 3-26: Walk Wise Class Photo

Current Practice

The Collier MPO is following-up on the more detailed safety analysis contained in the BPMP and is an active participant in the Community Traffic Safety Team (CTST), which includes FDOT District 1 and Local Law Enforcement Agencies, in promoting traffic safety education for drivers, pedestrians and cyclists.



The Collier County Sheriff's Office added the following information:

"The Collier County Sheriff's Office participates in sporadic speaking engagements with community organizations specific to drivers, pedestrians, and cyclist safety laws, regulations, and safety tips. Further, The Collier County Sheriff's Office participates in hundreds of community events every year that involve proactive community outreach. Literature, giveaways, and dialog about motorized and non-motorized vehicle safety are often included in these events.

The Collier County Sheriff's Office Media Relations Bureau provides safety tips and messages for drivers, pedestrians, and cyclists through news releases and a variety of online publications. These messages generate hundreds of thousands of views on CCSO's various social media platforms. The MRB also works closely with local news organizations to promote the agency's safety message.

To address the growing problem of motorcycle crashes, fatalities, and injuries, Collier County Sheriff's Office seeks to start the implementation of the Safe Motorcycle and Rider Techniques (SMART) training program, a countermeasure addressed in chapter 5, section 3.2 "Motorcycle Rider Training" of the National Highway Traffic Safety Administration (NHTSA's) Countermeasures That Work guide. It will be a six-hour course supported by the University of South Florida's Center for Urban Transportation Research.

The program will be design around skill sets taken from the Basic Police Motorcycle Operators Course. The instructor ratio will be no less than 1:6 with one lead instructor. Each class will hold a maximum of 36 students in an effort to maximize saddle time and course repetition without creating undue fatigue. There will be six stations that emphasize fundamental principles and that have real world applications. Each station will be 45 minutes long with a 15-minute break in between stations. During each break, there will be an additional five minutes of instruction on a relevant motorcycle operation topic. The breaks will be designed as a working break in which questions and additional comments would be addressed."

Recommendation:

MPO staff recommend, and will report on, taking a more proactive approach to bike-ped safety education by working closely with the MPO's Bicycle and Pedestrian Advisory Committee, FDOT, the CTST and the informal Naples Bike-Ped Safety Coalition to promote bike/ped safety informational videos, brochures and special events.

Continuing Education

Continuing education programs for safety professionals can help ensure that as standards and practices evolve, the professional community remains abreast with the state of the art. This is especially important in Collier County where so much of the public roadway system is constructed by private developers. The Collier MPO should encourage participation in FDOT's Local Agency Traffic Safety Academy (LATSA).

LATSA is a free webinar series focused on:

- Sharing knowledge about traffic safety
- Discussing new and ongoing safety programs
- Explaining available funding sources
- Presenting local best practices,
- Learning about new safety treatments and technologies
- Discussing project delivery processes

Current Practice and Recommendation

The Collier MPO will continue to promote and distribute safety education materials geared towards professional engineers and planners, including LATSA webinars.

Safety Issue Reporting System

Non-emergency reporting systems can help identify potential safety issues before crash histories are established. Applications such as Wikimaps allow agencies to collect “crowdsourced” tips which can be categorized. These applications also allow users to click on and concur with previously reported issues and/or upload photos so that monitoring agencies can gather more actionable intelligence about potential issues. In the northeast Florida Area, FDOT District 2 maintains a Community Traffic Safety Team engineering issues system which allows safety partners to submit engineering concerns with pictures and follow-up contact information.

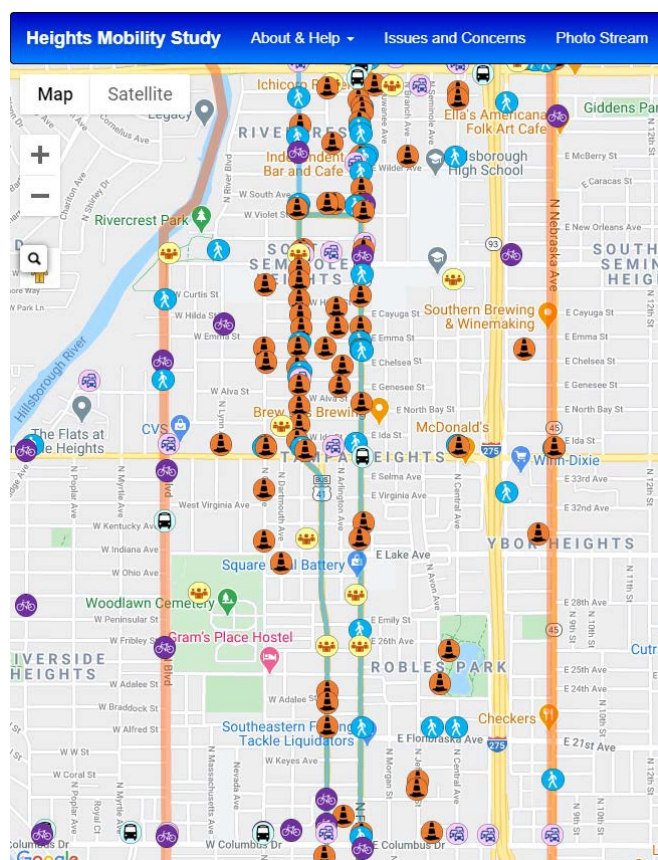


Figure 3-27: Example Wikimaps Issue Page



Recommendation

Collier County's 311 Reporting System addresses the strategy. MPO staff does not recommend taking further action at this time.

Vision Zero Performance Measures and Targets

The Collier MPO has adopted FDOT's Vision Zero safety performance measures and targets. The development of the LRSP expands the MPO's awareness and understanding of traffic safety data. The data analysis component of the LRSP has been factored into the project prioritization methodology in the Traffic System Performance Report (TSPR) and the 2045 LRTP. The LRSP recommendations for nonmotorized users safety are consistent with the design guidelines and prioritization criteria in the MPO's BPMP, adopted in 2019.

Recommendation

The Collier MPO has adopted FDOT's Vision Zero performance measures and targets. As part of the implementation process for the Collier LRSP, MPO member governments are encouraged to explore the merits of adopting a Vision Zero approach to safety in Collier County.

SUMMARY

MPO staff interviewed technical staff of member agencies to identify current practices related to each of the strategies identified by the consultant team, and in the process, refined the preliminary draft recommendations to focus on enhanced practices addressing three key strategies:

- 1) Flag high crash locations identified in the LRSP to incorporate safety analysis in the project scoping and design for road improvement projects and stand-alone bike/ped facility projects.
- 2) Flag high crash locations for Road Safety Audits using MPO SU safety set-aside and/or state, federal funds. The BPMP already does this for stand-alone bike-ped projects.
- 3) Promote bike-ped safety videos, handouts and special events more proactively as part of the CTST / Blue Zones Naples Bike-Ped Safety Coalition.



SECTION 4: IMPLEMENTATION PLAN

LOCAL BEST PRACTICES

Collier MPO staff interviewed member agency staff to determine the extent to which the Recommendations described in the previous section have already been put into practice. The following is a brief summary of current, local Best Practices.

City of Naples – Traffic Department, Police Department Activities

Engineering Analysis and Response to Serious Injury and Fatal Crashes - The City of Naples Traffic Department reviews all serious injury and fatal crashes to determine if there is a need for engineering modifications. If City staff identify any recommended actions Streets and Drainage Division and Planning Division staff review police reports on fatal crashes to determine if there may be a need for an engineering [design] solution. If staff has actions to recommend actions on State roads, they reach out to FDOT and request consideration of any modifications.

Engineering Analysis of High Crash Corridors & Intersections - If there are a significant number of crashes at a particular intersection, the Naples Police Department typically notifies the Traffic Department for an assessment.

Enforcement - If Traffic Department staff notice areas of concern, they work with the Naples Police Department to increase enforcement by placing speed trailers out or integrating police presence.

Education - The Traffic Department is researching ways to incorporate more safety education into their programs, particularly for pedestrian/bike safety and understanding of the rules of the road by all users – motorized and non-motorized.

Special Studies and Activities - Traffic Department staff often perform speed studies, review intersections for line-of-sight issues, evaluate local needs for intersection improvements including stop signs or other modifications to determine if they meet warrants, and incorporate bike/pedestrian markings and signage where a need is identified.

Collier County – Growth Management Department -Traffic Operations Division and Transportation Planning Division

Engineering Analysis and Response to Serious Injury and Fatal Crashes – The Traffic Operations Division has a FTE for a PE to monitor and report on crash data. The staff member maintains the County’s Crash Data Management System (CDMS), and regularly pulls crash reports to determine whether there is an indication that roadway design could be an issue. The Division develops potential solutions and seeks funding to implement them.

Engineering Analysis of High Crash Corridors & Intersections – The Traffic Operations Division prepares an annual report on high crash intersections.



Enforcement – The Traffic Operations Division has fixed and portable speed monitoring signs. The Division places the portable signs in locations in response to public requests and keeps them in place for a two-week period. The County Sheriff’s Office also deploys speed monitoring signs in problem areas. The Traffic Operations Division and the Sheriff’s office have a cooperative working relationship and share information regarding enforcement needs and capabilities.

The County’s five (5) fixed messaging signs are located on high crash locations along:

- Immokalee Road
- Collier Blvd
- Golden Gate Blvd
- Randall Blvd
- Oil Well Road

Special Studies and Activities

Traffic Operations produces an annual report identifying high crash intersections. Staff reviews all crash data for three subsets of intersections:

- Energized (signalized)
- 4-way unsignalized
- 3-way unsignalized

Staff ranks intersections by comparing crash rates over 1, a crash rate over the “mean” of all intersections, a statistical computation of any intersection with a crash rate over the critical crash rate, a comparison of the expected value, and injury severity. Next, staff reviews each noted intersection in depth and implements corrective actions where needed.

[Collier County Sheriff’s Office \(CCSO\)](#)

Education and Enforcement

The CCSO takes a proactive approach that combines traffic safety education and enforcement. The Community Engagement Division focuses on public outreach and education and works closely with the Traffic Enforcement group. The CCSO notes that in a community with a large number of tourists and part-time residents, there are instances when educating a member of the public on local laws is more effective than issuing a citation. The County Sheriff’s Office maintains multiple data bases on crashes and deploys enforcement strategically to high crash locations. If engineering design modifications appear to be needed, the CCSO contacts the local road agency.



CONCLUSIONS

Based on the foregoing set of recommendations proposed by the MPO's consultant, Tindale Oliver, and MPO staff's compilation of current practices, staff concludes that the following recommendations have already been sufficiently implemented:

1. The high crash corridor and intersection locations identified in the LRSP have been incorporated into project prioritization criteria in plans recently approved by the MPO Board:
 - 2045 Long Range Transportation Plan (LRTP) approved December 11, 2020
 - Transportation System Performance Report and Action Plan, approved September 11, 2020
2. The high crash corridor and intersection locations identified in the LRSP may be considered eligible for expenditure of MPO TMA SU funds in addition to those locations identified by:
 - Collier County Traffic Operations Section on an annual basis
 - FDOT's annual reporting system
 - The MPO's Bicycle and Pedestrian Master Plan (2019)
3. The 2045 LRTP establishes funding for safety projects using TMA SU funds; the MPO will periodically issue a Call for Safety Projects
4. The LRSP provides confirmation of the following strategies already in use by member governments:

Infrastructure

 - Speed Management – limited to deploying speed monitoring signs in specific locations
 - Alternative Intersections (FDOT's ICE Process)
 - Median Restrictions/Access Management
 - Right Turn Lanes
 - Signal Coordination
 - Rural Road Strategies
 - Design Best Practices for pedestrians and cyclists including:
 - Intersection design
 - Shared Use Pathways and Sidewalk Improvements
 - Mid-Block Crossings & Median Refuge
 - Intersection Lighting Enhancements



5. The LRSP pointed out the desirability of creating a Traffic Safety Coalition to raise awareness and promote traffic safety education. While the LRSP was in development, the Blue Zones of Southwest Florida began organizing and promoting an informal partnership referred to as the Naples Bike-Ped Safety Coalition as an outgrowth of the Community Traffic Safety Team (CTST). The CTST concept was initiated by FDOT, Membership is fluid and informal. Blue Zones currently hosts the CTST, which welcomes participation by state agencies, health and emergency service providers, local law enforcement, other Nongovernment Organizations (such as Naples Pathways Coalition, and Naples Velo), local governments and the MPO. MPO staff has long been active in the CTST and has joined forces with the Naples Bike-Ped Safety Coalition. As a further implementation step, MPO staff is proactively promoting bike-ped safety videos, handouts and special events sponsored by other entities.

Staff Recommended Enhanced Practice:

Monitor and report on progress made:

- Speed management – project specific in high crash locations identified by the LRSP.
- Bike-ped safety education – more proactive engagement by the MPO and member governments; include safety material give-aways that can be acquired free of charge from FDOT and NHTSA.
- Road Safety Audits – coordinate with FDOT on programming the MPO’s priority safety projects in the Work Program.
- Safety Analysis - include in project scoping and design for road improvement projects and stand-alone bike/ped facility projects in high crash locations identified in the LRSP and BPMP.



Relationship to Collier MPO 2045 Long Range Transportation Plan and Transportation Improvement Program

The MPO's 2045 Long Range Transportation Plan (LRTP) documents multimodal transportation needs and cost-feasible project priorities over the 20-year period from 2026 – 2045. Committed projects slated for construction prior to 2026 are incorporated in the MPO's 5-year Transportation Improvement Program (TIP). The Draft 2045 LRTP incorporates the LRSP by reference and also incorporates the MPO's Bicycle and Pedestrian Master Plan.

Infrastructure Strategy Implementation Opportunities

Table 4-16 on the following page shows the relationship of the projects prioritized in the 2045 LRTP – Cost Feasible Plan to corridors identified as having an overrepresentation of emphasis area crashes in Section 2 of the LRSP. Each LRTP project shown in the table represents an opportunity to advance the infrastructure strategies described in Section 3 of the LRSP. While there is significant overlap between 2045 LRTP projects and LRSP high crash corridors, some corridors do not have planned capital projects and are eligible for \$3m in SU funding set-aside for Safety projects under the LRTP, in addition to any State funds that may be available for stand-alone studies and enhancements consistent with the LRSP.

In addition to the potential for substantive safety improvements to be incorporated in the LRTP Cost-Feasible Plan projects, the LRTP sets aside over \$41m of funding for implementation of the Collier Bicycle Pedestrian Master Plan. While not all bicycle and pedestrian mobility projects have an inherent safety nexus, the prominence of non-motorized user safety as a planning factor in developing the mobility project priorities for cyclists and pedestrians means that implementation of this plan, as a component part of the LRTP, will generally advance non-motorized user safety. The Transportation System Performance Report and Action Plan, also incorporated into the 2045 LRTP by reference, includes traffic safety as a prioritization criterion. The 2045 LRTP allocates \$41m in SU funding for congestion management projects.

LRSP Update Cycle

Because the LRTP sets funding priorities for the Federal and State dollars within the MPO's purview, the most effective timeframe to update the Collier MPO LRSP is concurrent with or in advance of the LRTP. The Final Draft of the 2045 LRTP identifies the LRSP as a core document to be updated and incorporated by reference into future updates of the LRTP as a component part. The 5-year cycle of the LRTP update process allows for adequate time to assess the recommended LRSP monitoring measures (discussed below) and for the data-driven analysis of safety performance in Collier County to influence capital project priorities.



MPO SEGMENT ID	LRTP Project ID, Description, and Construction Timeframe		On Street	From Street	To Street	Total Crashes	Total Fatal Crashes	Total Severe Injury Crashes	Bike/ Pedestrian Rank	Lane Departure Rank	Intersection Rank	Rear End/ Sideswipe Rank
40			Airport Road	US 41 (Tamiami Trail)	Davis Boulevard	263	2	4	1			
41			Airport Road	Davis Boulevard	North Rd	306	1	4	14			
43			Airport Road	Radio Road	Golden Gate Parkway	688	1	7	15	4	8	2
45			Airport Road	Pine Ridge Road	Orange Blossom Drive	668	2	3		5	9	3
70			Bayshore Drive	Thomasson Drive	US 41 (Tamiami Trail)	232	0	7	5			
132			Collier Boulevard	Mainsail Drive	Manatee Road	296	0	5		12		
136			Collier Boulevard	US 41 (Tamiami Trail)	Rattlesnake Hammock Road	217	0	3		10		
137			Collier Boulevard	Rattlesnake Hammock Road	Davis Boulevard	447	1	7		11		
141			Collier Boulevard	Golden Gate Pkwy	Green Boulevard	363	2	6			3	
145			Collier Boulevard	Vanderbilt Beach Road	Immokalee Road	576	0	7	9	7	12	5
222			Davis Boulevard	Lakewood Boulevard	County Barn Road	331	1	8	12			
250			Golden Gate Boulevard	Collier Boulevard	Wilson Boulevard	453	2	11		3		
263	78 - Major Intersection @ Livingston; 23 - Interchange @ I-75	FY26 - 30	Golden Gate Parkway	Livingston Road	I-75	425	0	4				8
265			Golden Gate Parkway	Santa Barbara Boulevard	Collier Boulevard	665	0	7			1	6
270			Goodlette-Frank Road	US 41 (Tamiami Trail)	Golden Gate Parkway	453	0	9		6	5	
271			Goodlette-Frank Road	Golden Gate Parkway	Pine Ridge Road	499	1	9			10	14
343	66 - Major Intersection @ Livingston	FY26 - 30	Immokalee Rd	Livingston Road	I-75	431	0	3				12
344	25 - Interchange Improvement @ I-75	FY26 -30	Immokalee Rd	I-75	Logan Boulevard	569	4	3				4
345	97 - Major Intersection @ Logan	FY36 - 45	Immokalee Rd	Logan Boulevard	Collier Boulevard	497	0	7				9
346			Immokalee Rd	Collier Boulevard	Wilson Boulevard	364	2	9		1		
348			Immokalee Rd	Oil Well Road	Stockade Rd	258	2	6		2		
349			Immokalee Rd	Stockade Rd	SR 29	182	0	5	11			
361			Lake Trafford Rd	Carson Rd	SR 29	223	1	5	10			
523			Pine Ridge Road	Airport Road	Livingston Road	808	0	8		15	11	1
524			Pine Ridge Road	Livingston Road	I-75	464	0	8				11
531			Radio Road	Livingston Road	Santa Barbara Boulevard	275	1	11	6			
593			Santa Barbara Boulevard	Golden Gate Parkway	Green Boulevard	295	1	6			7	
648			SR 29	1st St	9th Street	99	1	4	4			
649			SR 29	9th Street	Immokalee Dr	215	0	7	7		13	
650			SR 29	Immokalee Dr	CR 29A North	171	1	3	13			
670			Tamiami Trail East	Davis Boulevard	Airport Road	302	3	8	2			
671			Tamiami Trail East	Airport Road	Rattlesnake Hammock Road	501	3	10	8		15	10
672			Tamiami Trail East	Rattlesnake Hammock Road	Treetops Dr	307	2	8		13		
690	57 - Major Intersection @ Goodlette-Frank	FY31-35	Tamiami Trail North	SR 84 (Davis Blvd)	CR 851 (Goodlette Rd South)	398	0	4		9	2	
692			Tamiami Trail North	12th Ave	Park Shore Dr / Cypress Woods Dr	436	0	9		8	4	
693			Tamiami Trail North	Park Shore Dr / Cypress Woods Dr	Pine Ridge Rd / Seagate Dr	361	2	7			6	
694			Tamiami Trail North	Pine Ridge Rd / Seagate Dr	Gulf Park Drive	378	2	9			14	
696			Tamiami Trail North	Vanderbilt Beach Road	Immokalee Road	462	2	4	3			
697	111 - Intersection Improvement @ Immokalee	FY26 -30	Tamiami Trail North	Immokalee Road	Wiggins Pass Road	502	1	8				7
712			Vanderbilt Beach Road	Goodlette-Frank Road	Airport Road	414	1	1				15
714			Vanderbilt Beach Road	Livingston Road	Logan Blvd	425	0	4				13
715	99 - Minor Intersection @ Logan	FY36 - 45	Vanderbilt Beach Road	Logan Blvd	Collier Blvd	337	1	4		14		

Table 4-16: Relationship of Emphasis Areas Corridors and DRAFT 2045 LRTP Cost Feasible Projects



Monitoring and Performance Measures

Safety Performance Measures

The Collier MPO has adopted FDOT's Vision Zero safety performance measures and targets on an annual basis. The MPO Director provides an annual report to the MPO Board in December which tracks how well the MPO is performing in meeting its performance targets. In addition, the 2045 LRTP includes a Transportation System Performance Report using a template developed by FDOT and the MPO Advisory Council (MPOAC). A similar report is incorporated in the MPO's Transportation Improvement Program (TIP).

Monitoring of Plan Implementation

The MPO Director will include information on progress made towards implementing the LRSP to the Annual Report; most likely in combination with reporting on progress towards meeting safety targets generally due to the linkages established between the LRSP, the TSPR, the BPMP and the 2045 LRTP.

Updating the Local Roads Safety Plan

The baseline data analysis captured in this first iteration of the LRSP will be updated every 5 years in preparation for developing the next iteration of the LRTP. The traffic safety updates may not necessitate a stand-alone document like the LRSP; rather, they could be incorporated in other planning efforts, such as the Transportation System Performance Report. New strategies and recommendations will be incorporated as needed, and the plan may shift focus overtime.



APPENDIX 1: GLOSSARY OF TECHNICAL TERMS

GLOSSARY

- **AADT** – Average Annualized Daily Traffic: Daily traffic volumes collected over multiple (usually three) days and adjusted for seasonal variations in traffic volumes.
- **Emphasis Area** – Emphasis areas are usually divided into 22 categories based on extensive research by the AASHTO and National Cooperative Highway Research Program in their Strategic Highway Safety Plan (NCHRP). These include infrastructure (e.g., utility pole collisions), crash types (e.g., head-on collisions, lane departures), behavior (e.g., alcohol, speeding, occupant protection), vehicle types (e.g., bicycles, motorcycles, heavy trucks), and at risk populations (e.g., young drivers, older drivers). Implementation guides have been developed for these emphasis areas and are available as 22 volumes of the NCHRP Report 500. Emphasis Areas for the Collier LRSP represent a combination of similar crash types related to non-motorized road users, intersection crashes, lane departure crashes, and same direction (rear-end/side-swipe) crashes.
- **Functional Classification** – System used to classify roadways based on a transect of mobility vs. access.
 - **Freeway & Expressway** - Roads in this classification have directional travel lanes usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections. These roadways are designed and constructed to maximize their mobility function, and abutting land uses are not directly served by them.
 - **Arterial Roadway (Major)** - These roadways serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Forms of access include driveways to specific parcels and at-grade intersections with other roadways.
 - **Arterial Roadway (Minor)** - Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes. In rural settings, Minor Arterials should be identified and spaced at intervals consistent with population density, so that all developed areas are within a reasonable distance of a higher level Arterial. The spacing of Minor Arterial streets may typically vary from 1/8- to 1/2-mile in the central business district (CBD) and 2 to 3 miles in the suburban fringes. Normally, the spacing should not exceed 1 mile in fully developed areas
 - **Collector Roadway** - Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Collectors are broken down into two categories: Major Collectors and Minor Collectors. Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts. In rural areas, AADT and spacing may be the most significant designation factors. Major Collectors offer more mobility and Minor Collectors offer more access. Overall, the total

mileage of Major Collectors is typically lower than the total mileage of Minor Collectors, while the total Collector mileage is typically one-third of the Local roadway network

- **Local Street** – Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land.
- **ICE** – Intersection Control Evaluation: A FHWA and FDOT process for evaluating appropriate traffic control measures at major intersections.
- **Signal Timing** – Refers to a set of parameters for controlling traffic signals what include:
 - Cycle Length – the time for a traffic signal to complete all phases
 - Phase – a set of allowed concurrent movements
 - Split – the amount of time allocated to each phase
 - Offset – the time between common phases at adjacent traffic signals. This is used to progress traffic along a roadway from upstream to downstream signals
 - Platoon – a group of vehicles travelling between coordinated traffic signals
- **VMT** – Vehicle Miles Traveled: A measure of driver exposure based on miles of roadway travel.



APPENDIX 2: CRASH DATA QUALITY CONTROL TECHNICAL MEMORANDUM



**Collier County MPO
Local Road Safety Plan**

Crash Data QC Technical Memorandum

March 24, 2020

FINAL

Prepared for:



Prepared by:





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Appendix A: Revised Motorized Vehicle Crashes

Appendix B: Revised Non-Motorized Crashes

SECTION 1: INTRODUCTION

A five-year crash history from 2014 to 2018 was queried using data from the Collier County Crash Data Management (CDMS) for both motorized vehicles and crashes involving non-motorized road users.

Table 1-1 shows a five-year total of motorized vehicle and non-motorized road user crashes based on the highest injury severity for each report.

Table 1-1: Summary of Crashes (2014-2018)

Severity	Motor-Vehicle		Non-Motorized		Total
	Crashes	Percent	Crashes	Percent	
Fatal	130	74%	45	26%	175
Incapacitating Injury	669	80%	170	20%	839
Non-Incapacitating Injury	2,758	85%	501	15%	3,259
Possible Injury	5,290	92%	454	8%	5,744
Property Damage Only	45,175	99%	315	1%	45,490
TOTAL	54,022	97%	1485	3%	55,507

As part of the Collier County Local Road Safety Plan (LRSP), key attributes of the more severe crashes in the data set were reviewed to verify that the coded crash data accurately corresponds to the narrative information and collision diagrams included in each crash report. This was done to ensure that reasonably accurate data is used for the purpose of developing the LRSP recommendations and to identify potential data coding trends and issues to address with each of the reporting Law Enforcement Agencies.

The purpose of this memorandum is to summarize the methodology used to review and re-code crash reports, as well as summarize the findings from the review process. Consistent with the LRSP Scope of Services, the following crash reports were reviewed:

- Motor Vehicle Crashes: Fatal, Incapacitating Injury, and Non-Incapacitating Injury (3,557 Crashes).
- Non-Motorized User Crashes: Fatal, Incapacitating Injury, Non-Incapacitating Injury, and Possible Injury (1,170 Crashes).

For each of these crash reports, the following data items were checked:

- Crash Location: Verification and correction of crash node assignment and approximate XY coordinates.
- Crash Type: Verification and correcting collision diagram crash type. (Note: this is a data attribute that is calculated by the Collier CDMS from other crash data attributes including vehicle direction, vehicle movement, manner of collision, and first harmful event.)
- Checking for completeness and compare key data fields with narrative and diagram as follows:
 - Manner of collision



- First Harmful Event
- Event Impact
- First Harmful Event Relation to Junction
- Driver Action (First)
- Driver Restraint System (Vehicle 1 and 2)
- Non-Motorized User Data:
 - Description
 - Action Prior to Crash
 - Location at Time of Crash
 - Actions/Circumstances (First)
 - Safety Equipment (First)

SECTION 2: METHODOLOGY AND DATA REVIEW

Attribute fields for motorized and non-motorized crash data were exported from the Collier WebCDMS database and manually reviewed and checked for accuracy by an engineering technician. When individual data elements were deemed inaccurate, a revised value was coded in a separate data field. An input was deemed inaccurate if the crash report data input was inconsistent with the crash report's written narrative or illustrated collision diagram.

As shown in Table 2-1, Collier County Sheriff's Office collects the highest number of crash reports, followed by Florida Highway Patrol, Naples Police Department (PD), and Marco Island PD. Collier County Sheriff's Office has the highest number (60 percent) of reports that were revised during the clean-up process, followed by Marco Island PD and Naples PD.

Table 2-1: Revised Data Input by Reporting Agency

Reporting Agency	Reports Reviewed	Reports Revised	Percent Reports Revised
Florida Highway Patrol (FHP)	1,895	608	32%
Collier County Sheriff's Office (CCSO)	2,690	1,613	60%
Naples Police Department (PD)	327	155	47%
Marco Island PD	124	91	73%
Other	6	3	50%
TOTAL	5,042	2,470	49%

During the review process, the fields with the most inconsistent coding needing editing were Event Relation to Intersection, Crash Type, and Impact Type. There were twelve (12) motorized and eight (8) non-motorized crash entries that did not have XY coordinates. These crash entries were manually reviewed, and a location was added.

Table 2-2 shows a summary of the total revisions to these attributes for Motor Vehicle (MV) crashes and Non-Motorized User (NM) crashes for each reporting agency.

Table 2-2: Frequently Revised Data Fields

Reporting Agency	Event Relation to Intersection		Crash Type		Impact Type		Location	
	MV Crashes	NM Crashes	MV Crashes	NM Crashes	MV Crashes	NM Crashes	MV Crashes	NM Crashes
FHP	96	34	310	12	90	168	0	0
CCSO	471	415	339	381	108	682	2	0
Naples PD	43	45	35	17	6	39	9	0
Marco Island PD	18	25	25	28	4	37	1	7
Other	0	3	0	1	0	0	0	1
TOTAL	628	522	709	439	208	926	12	8

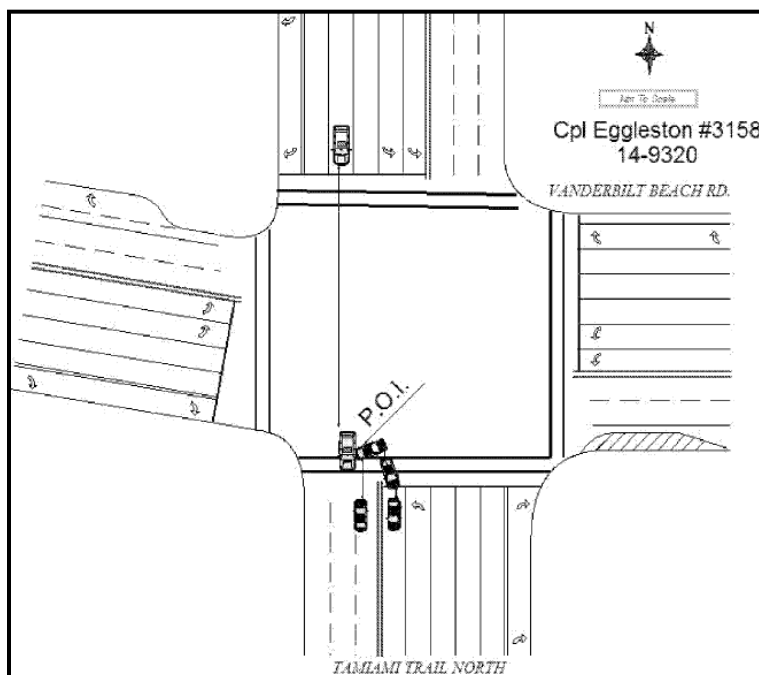
MV: Motor Vehicle **NM:** Non-Motorized

Example cases of each commonly miscoded crash type are described on the following pages of this memorandum. Appendices A and B show cross tabulations for each of these crash data attributes for motor vehicle and non-motorized user crashes respectively.

EVENT RELATION TO INTERSECTION

This field indicates where the crash event occurred on the roadway. There are 12 categories under this field:

- | | |
|--------------------------------|----------------------------------|
| - Non-Junction | - Crossover-Related |
| - Intersection | - Shared Use Path or Trail |
| - Intersection-Related | - Acceleration/Deceleration Lane |
| - Driveway/Ally Access Related | - Through Roadway |
| - Railway Grade Crossing | - Unknown |
| - Entrance/Exit Ramp | - Other |



The image above was initially coded as “Non-Junction” then revised to “Intersection”

The QC process showed that the top 3 revised categories under Event Relation to Intersection were:

Motorized Vehicles:

- Non-junction
- Intersection
- Intersection-related

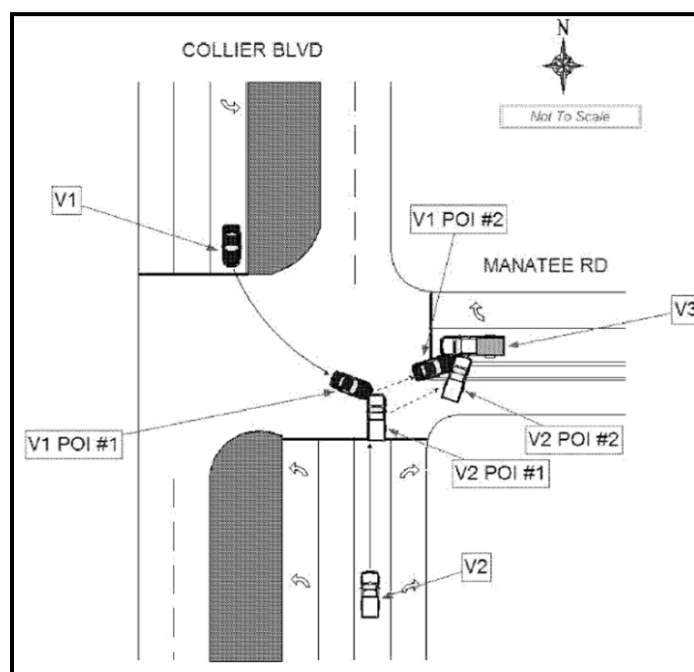
Non-Motorized:

- Non-Junction
- Intersection
- Driveway/Alley Access Related

CRASH TYPE

This field defines the overall type of the crash and is used to generate collision diagrams. There are 14 crash types:

- Angle
- Head On
- Hit Fixed Object
- Hit Non-Fixed Object
- Left Turn
- Rear End
- Right Turn
- Run Off Road
- Sideswipe
- Single Vehicle
- U-Turn
- Unknown
- Bike
- Pedestrian



The crash in the image above was correctly recoded to the intersection rather than a non-junction, and recategorized as a Left-Turn crash instead of the incorrect "Angle" crash.

The top 3 revised categories under Crash Type were:

Motorized Vehicles:

- Angle
- Sideswipe
- Rear End
- Hit Fixed Object

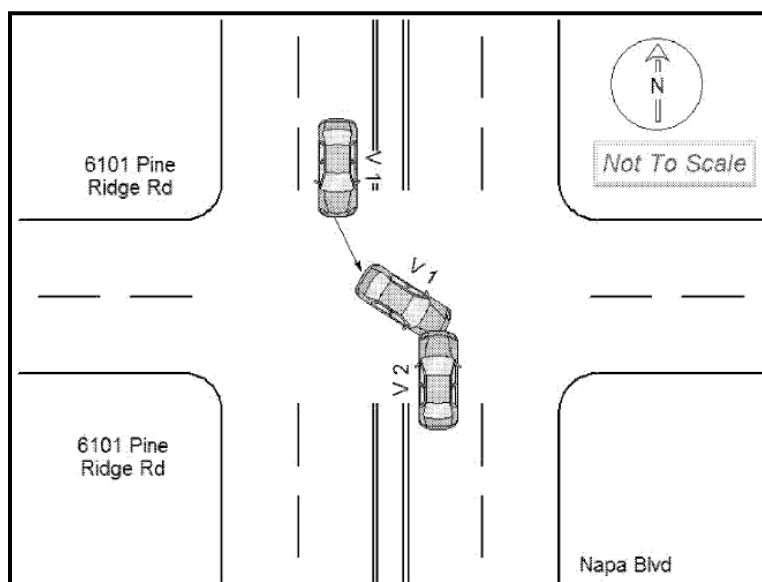
Non-Motorized:

- Hit Non-Fixed Object
- Rear End
- Bike
- Pedestrian

IMPACT TYPE

This field defines the manner and direction of the collision. There are 9 impact type categories:

- Front to Rear
- Front to Front
- Angle
- Sideswipe (Same Direction)
- Sideswipe (Opposite Direction)
- Rear to Side
- Rear to Rear
- Unknown
- Other



The image above shows an example of a crash report initially coded as "Front to Front" then revised to "Angle"

The top 3 most revised categories under Impact Type:

Motorized Vehicles:

- Front to Rear
- Angle
- Sideswipe (same direction)

Non-Motorized:

- Angle
- Sideswipe (Same Direction)
- Rear to Rear



SECTION 3: CONCLUSIONS AND RECOMMENDATIONS

Coding errors and inconsistencies within crash reports impact the usefulness of crash data for both strategic planning and traffic study purposes. Specifically, inaccurate location coding can contribute to misidentified corridor and spot location priorities. Improper Relation to Intersection information can create confusion as to whether there is a problem with an intersection or if there are issues with the intersection approaches (e.g. adjacent commercial driveways or median openings). Incorrect or internally inconsistent coding of crash attributes such as First Harmful Event, Vehicle Movement, and Vehicle Direction can result in either incorrect Crash Type assignment or result in an inability to determine the Crash Type. This data field is critical for understanding overall crash patterns and is also a fundamental element in analyzing corridors or spot locations.

Differences in crash report edits between law enforcement agencies in Collier County suggest that data entry methods and training may play a part in determining the accuracy of crash reporting. As the Local Road Safety Plan progresses, the intent to discover what are the leading causes for crash report inconsistency and inaccuracy. Follow up interview will be conducted with LEA officers from different departments to gain additional insight on crash reporting and learn ways to improve accuracy and consistency.

Based on the data analysis conducted thus far, key question areas include methods to capture crash location and consistency of coding those data points that contribute to Crash Type assignment.

Appendix A: Revised Motorized Vehicle Crashes

EVENT RELATION TO INTERSECTION

		Reports Reviewed	Reports Revised	Percent Report Revised
Reporting Agency	CCSO	1,689	471	28%
	FHP	1,603	96	6%
	Naples PD	202	43	21%
	Marco Island PD	60	18	30%
	Other	3	0	0%

		TOTAL	REVISED VALUE												TOTAL REVISED	PERCENT REVISED	
			Non-Junction	Intersection	Intersection-Related	Driveway/Ally Access Related	Railway Grade Crossing	Entrance/Exit Ramp	Crossover-Related	Shared Use Path or Trail	Acceleration/Deceleration Lane	Through Roadway	Unknown	Other			
ORIGINAL VALUE	Non-Junction	2229	-	298	172	57	0	5	0	0	0	0	0	0	532	24%	
	Intersection	838	5	-	0	1	0	1	0	0	0	0	0	0	7	1%	
	Intersection-Related	253	3	9	-	1	0	0	0	0	0	0	0	0	13	5%	
	Driveway/Ally Access Related	51	3	2	0	-	0	0	0	0	0	0	0	0	5	10%	
	Railway Grade Crossing	0	0	0	0	0	-	0	0	0	0	0	0	0	0	0%	
	Entrance/Exit Ramp	26	0	2	0	0	0	-	0	0	0	0	0	0	2	8%	
	Crossover-Related	5	1	2	2	0	0	0	-	0	0	0	0	0	5	100%	
	Shared Use Path or Trail	7	0	2	3	0	0	0	0	0	-	0	0	0	5	71%	
	Acceleration/Deceleration Lan	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0%	
	Through Roadway	89	1	13	8	3	0	0	0	0	0	0	-	0	25	28%	
	Unknown	6	1	3	2	0	0	0	0	0	0	0	0	-	0	6	100%
	Other	53	5	8	9	6	0	0	0	0	0	0	0	0	-	28	53%

CRASH TYPE

		Reports Reviewed	Reports Revised	Percent Report Revised
Reporting Agency	CCSO	1,689	339	20%
	FHP	1,603	310	19%
	Naples PD	202	35	17%
	Marco Island PD	60	25	42%
	Other	3	0	0%

		TOTAL	REVISED VALUE														TOTAL REVISED	PERCENT REVISED
			Angle	Head On	Hit Fixed Object	Hit Non-Fixed Object	Left Turn	Rear End	Right Turn	Run Off Road	Sideswipe	Single Vehicle	U-Turn	Unknown	Bike	Pedestrian		
ORIGINAL VALUE	Angle	647	-	4	9	4	60	6	1	1	18	0	8	0	2	0	113	17%
	Head On	83	9	-	9	1	7	1	0	0	5	1	1	0	0	0	34	41%
	Hit Fixed Object	537	4	1	-	22	1	10	0	1	10	10	0	0	0	0	59	11%
	Hit Non-Fixed Object	18	0	1	2	-	0	1	0	0	0	0	0	0	0	0	4	22%
	Left Turn	439	61	4	4	0	-	9	0	0	8	7	3	0	0	0	96	22%
	Rear End	1106	10	1	6	4	1	-	2	0	37	3	2	0	0	1	67	6%
	Right Turn	69	1	2	6	0	0	10	-	0	4	6	0	0	1	0	30	43%
	Run Off Road	84	0	0	16	0	0	0	0	-	0	9	0	0	0	0	25	30%
	Sideswipe	173	1	0	4	0	0	35	1	1	-	0	0	0	0	0	42	24%
	Single Vehicle	142	0	0	21	1	0	0	0	5	3	-	0	0	0	0	30	21%
	U-Turn	55	1	0	1	0	1	2	0	0	4	0	-	0	0	0	9	16%
	Unknown	204	10	0	66	7	0	7	0	14	6	84	1	-	2	3	200	98%
	Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0%
	Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0%

IMPACT TYPE

		Reports Reviewed	Reports Revised	Percent Report Revised
Reporting Agency	CCSO	1,689	107	6%
	FHP	1,603	90	6%
	Naples PD	202	6	3%
	Marco Island PD	60	4	7%
	Other	3	0	0%

		TOTAL	REVISED VALUE									TOTAL REVISED	PERCENT REVISED
			Front to Rear	Front to Front	Angle	Sideswipe (Same Direction)	Sideswipe (Opposite Direction)	Rear to Side	Rear to Rear	Unknown	Other		
ORIGINAL VALUE	Front to Rear	1,135	-	0	15	2	0	0	0	0	0	17	1%
	Front to Front	160	0	-	20	2	3	0	0	0	0	25	16%
	Angle	1,071	13	5	-	36	13	0	0	0	0	67	6%
	Sideswipe (Same Direction)	126	5	1	3	-	0	0	0	0	0	9	7%
	Sideswipe (Opposite Direction)	37	0	0	5	0	-	0	0	0	0	5	14%
	Rear to Side	13	1	0	1	2	0	-	0	0	0	4	31%
	Rear to Rear	1	0	0	0	0	0	0	-	0	0	0	0%
	Unknown	255	1	1	2	1	0	0	0	-	0	5	2%
	Other	759	9	0	61	4	1	0	0	0	-	75	10%

Appendix B: Revised Non-Motorized Crashes

EVENT RELATION TO INTERSECTION

		Reports Reviewed	Reports Revised	Percent Report Revised
Reporting Agency	CCSO	1,001	414	41%
	FHP	292	33	12%
	Naples PD	125	45	36%
	Marco Island PD	64	25	39%
	Other	3	3	100%

		TOTAL	REVISED VALUE												TOTAL REVISED	PERCENT REVISED
			Non-Junction	Intersection	Intersection-Related	Driveway/Ally Access Related	Railway Grade Crossing	Entrance/Exit Ramp	Crossover-Related	Shared Use Path or Trail	Acceleration/Deceleration Lane	Through Roadway	Unknown	Other		
ORIGINAL VALUE	Non-Junction	986	-	254	36	137	0	1	0	0	0	0	0	2	430	44%
	Intersection	239	0	-	1	2	0	1	0	0	0	0	0	0	4	2%
	Intersection-Related	82	1	3	-	0	0	0	0	0	0	0	0	0	4	5%
	Driveway/Ally Access Related	74	3	1	0	-	0	0	0	0	0	0	0	0	4	5%
	Railway Grade Crossing	0	0	0	0	0	-	0	0	0	0	0	0	0	0	0%
	Entrance/Exit Ramp	4	0	0	0	0	0	-	0	0	0	0	0	0	0	0%
	Crossover-Related	6	1	4	0	1	0	0	-	0	0	0	0	0	6	100%
	Shared Use Path or Trail	8	0	3	1	2	0	0	0	-	0	0	0	0	6	75%
	Acceleration/Deceleration Lane	1	1	0	0	0	0	0	0	0	=	0	0	0	1	100%
	Through Roadway	26	1	6	2	4	0	0	0	0	0	-	0	0	13	50%
	Unknown	2	0	1	0	1	0	0	0	0	0	0	-	0	2	100%
	Other	57	18	18	2	12	0	0	0	0	0	0	0	-	50	88%

CRASH TYPE

		Reports Reviewed	Reports Revised	Percent Report Revised
REPORTING AGENCY	CCSO	1,001	380	38%
	FHP	291	12	4%
	Naples PD	125	17	14%
	Marco Island PD	64	28	44%
	Other	3	1	33%

		TOTAL	REVISED VALUE														TOTAL REVISED	PERCENT REVISED	
			Angle	Head On	Hit Fixed Object	Hit Non-Fixed Object	Left Turn	Rear End	Right Turn	Run Off Road	Sideswipe	Single Vehicle	U-Turn	Unknown	Bike	Pedestrian			
ORIGINAL VALUE	Angle	42	-	0	3	2	0	1	0	0	0	0	0	0	24	6	36	86%	
	Head On	12	0	-	0	2	0	0	0	0	0	0	0	0	5	4	11	92%	
	Hit Fixed Object	79	0	0	-	9	0	1	0	0	3	0	0	0	2	9	24	30%	
	Hit Non-Fixed Object	17	0	0	0	-	0	0	0	0	1	0	0	0	4	3	8	47%	
	Left Turn	22	0	0	2	4	-	0	0	0	0	0	0	0	5	10	21	95%	
	Rear End	36	0	0	1	1	0	-	0	0	2	0	0	0	6	9	19	53%	
	Right Turn	38	0	0	1	1	0	0	-	0	0	0	0	0	25	10	37	97%	
	Run Off Road	1	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	0%	
	Sideswipe	21	0	0	0	1	0	0	0	0	0	-	0	0	1	3	8	13	62%
	Single Vehicle	6	0	0	0	0	0	0	0	0	0	0	-	0	0	3	2	5	83%
	U-Turn	1	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0%
	Unknown	158	0	0	4	5	0	0	0	0	0	0	0	0	-	50	98	157	99%
	Bike	587	0	0	1	1	0	5	0	0	1	0	0	0	0	-	1	9	2%
	Pedestrian	465	0	0	3	10	3	4	0	0	0	3	0	0	0	75	-	98	21%

IMPACT TYPE

		Reports Reviewed	Reports Revised	Percent Report Revised
Reporting Agency	CCSO	1,001	679	68%
	FHP	291	168	58%
	Naples PD	125	39	31%
	Marco Island PD	64	37	58%
	Other	3	0	0%

		TOTAL	REVISED VALUE									TOTAL REVISED	PERCENT REVISED
			Front to Rear	Front to Front	Angle	Sideswipe (Same Direction)	Sideswipe (Opposite Direction)	Rear to Side	Rear to Rear	Unknown	Other		
ORIGINAL VALUE	Front to Rear	87	-	0	1	1	0	1	3	0	1	7	8%
	Front to Front	35	0	-	7	1	0	0	0	0	0	8	23%
	Angle	313	0	3	-	8	0	3	0	1	0	15	5%
	Sideswipe (Same Direction)	41	1	0	1	-	0	1	0	0	0	3	7%
	Sideswipe (Opposite Direction)	13	0	0	0	0	-	0	0	0	0	0	0%
	Rear to Side	13	0	0	0	0	0	-	0	1	0	1	8%
	Rear to Rear	9	0	0	0	0	1	0	-	1	0	2	22%
	Unknown	460	26	20	286	17	15	26	10	-	19	419	91%
	Other	514	16	10	350	24	14	46	7	1	-	468	91%



APPENDIX 3: COMMUNITY SURVEY SUMMARY



Collier MPO

Local Road Safety Plan

Community Survey Summary

10/09/2020

Final

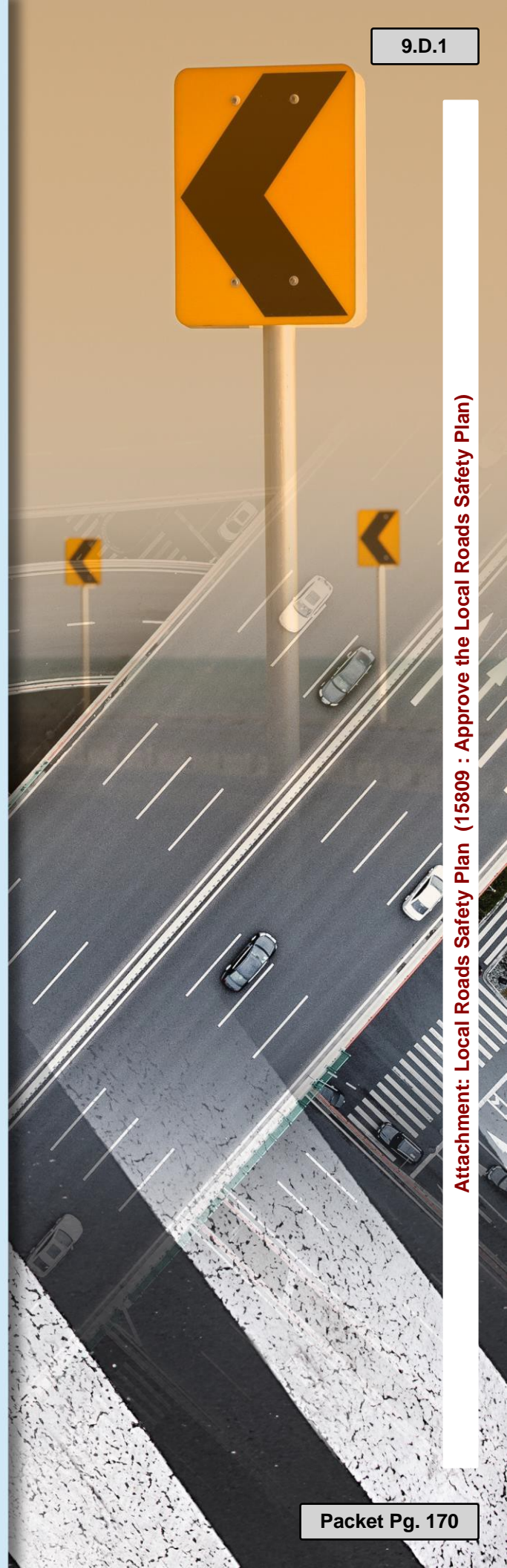
Prepared for



Prepared by



9.D.1



Attachment: Local Roads Safety Plan (15809 : Approve the Local Roads Safety Plan)



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SECTION 1: INTRODUCTION

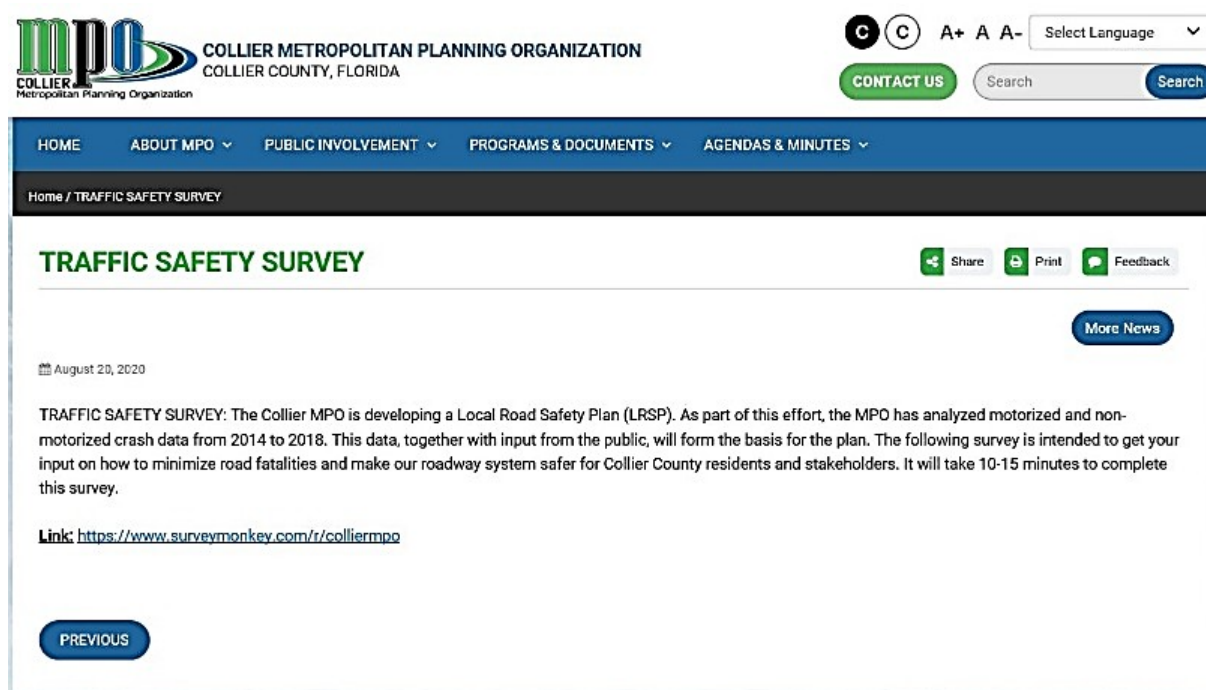
The Collier Metropolitan Planning Organization (MPO) is developing a Local Road Safety Plan (LRSP) with the goal of prioritizing opportunities to improve roadway safety, budget programs, and projects, develop highway safety strategies, and reduce the loss of life, injuries, and property damage while improving the performance and capacity of the county-wide street and highway network.

The purpose of the LRSP is to:

- Identify and define areas to improve the safety of Collier County's streets and highways.
- Define strategies and projects, including improvements to infrastructure (Engineering); driver, bicycle, and pedestrian behavior (Education); law enforcement programs (Enforcement); and response of emergency medical services (Emergency Services).
- Identify federal, State, and local funding programs.
- Provide structure for evaluating the progress in reducing crashes and fatalities.

The plan development process includes data analysis, public outreach, and plan drafting. The data analysis step looked at the county's motorized and non-motorized crash data from 2014 to 2018, and high-crash frequency locations, crash types, and roadway and weather conditions were reviewed. On August 20, 2020, a survey was sent out to capture the public's input on how to minimize roadway fatalities and make Collier County road systems safer for residents and stakeholders. The survey was posted on the Collier MPO website and Facebook page, sent out to the MPO's advisory committees and adviser network, and shared by [WinkNews](#).

Figure 1-1: Website Survey Post





SECTION 2: KEY TAKEAWAYS

The survey was published in English and Spanish. Of 1,092 survey responses received, 1,060 were in English and 32 were in Spanish. Following are key takeaways from the survey.

Demographics and Travel Behavior

- A large number of survey respondents indicated that they either worked or lived in Collier County year-round, and a majority lived and worked in Naples and Immokalee. The top three home and work ZIP codes were as follows:
 - Home ZIP codes:
 - 34120 (Naples) – 186 participants
 - 34142 (Immokalee) – 146 participants
 - 34119 (Immokalee) – 84 participants
 - Work ZIP codes:
 - 34116 (Naples) – 129 participants
 - 34109 (Naples) – 93 participants
 - 34142 (Immokalee) – 77 participants
- More than two thirds of survey respondents were between ages 35 and 64.
- Survey respondents ranked driving, walking, and riding a bike as the top three most used modes of travel.
- Respondents ranked their top two destinations as “Retail Goods and Services” and “Work.” It is important to note that this survey was conducted during the COVID-19 pandemic during which most people were working from home.
 - In total, 75% of respondents drove a motor vehicle every day, with daily travel taking 30 minutes or more.

Safety Concerns and Improvements

- Of the 13 safety concerns indicated on the survey (see Appendix A, Question 5), respondents chose the following as their top three:
 - Drivers using cell phones or conducting other activities while driving
 - Speeding and aggressive driving
 - Aging drivers
- A large majority indicated support for “increased traffic enforcement” as a desired safety improvement, corresponding with one of the top safety concerns of aggressive driving. Other desired improvements were ranked as follows:
 - 1 – Increased traffic enforcement
 - 2 – Improved rural roads (e.g., wider shoulders, better signs, pavement markings)
 - 3 – Increased safety on major roads for pedestrians (e.g., better intersection design, marked crosswalks, better lighting)

- 4 – Better bicycle facilities, including wider bicycle lanes and separated bike paths
- 5 – Better roadway lighting
- 6 – Reduced speeds on major roads through design and traffic signalization strategies

Driving Habit Comparison between Aging and Younger Drivers

Further analysis of survey responses compared the driving habits of aging drivers (those age 55 and above) and younger drivers' habits (those age 54 and below). Survey respondents included 40% aging drivers and 60% younger drivers. Following are some key takeaways:

- A large number of respondents in both age groups indicated that they drove a motor vehicle every day, and aging drivers (21%) indicated that they drove more than 4 times per week but not daily.
- A majority of drivers in both age groups spent at least 30 minutes traveling each day. A significant number of aging drivers, however, indicated that they spent less time traveling (20–30 minutes).
- Both age groups had opposite rankings for travel destinations. Aging drivers rated “Retail Goods and Services” as their top travel destination and “Work” as their second choice. Younger drivers ranked those two destinations the opposite, with “Work” as their top destination.
- Both groups indicated concern about different safety-related items. Younger drivers were concerned about “people who do not know the rules of the road” and “aging drivers,” and aging drivers were concerned about “speeding and aggressive driving” and “people using cell phones or doing other activities while driving.”

The following survey results support the above findings. **Travel Time and Frequency**

Table 2-1: Travel Time

Question: How much time do you typically spend traveling each day?

Response	Aging Drivers (Age 55+)		Younger Drivers (< Age 54)	
	Count	Percentage	Count	Percentage
0–10 minutes	33	8%	17	3%
10–20 minutes	96	23%	78	12%
20–30 minutes	124	30%	113	18%
30 minutes or more	163	39%	426	67%

Table 2-2: Travel Frequency

Question: How often do you drive a motor vehicle?

Response	Aging Drivers (Age 55+)		Younger Drivers (< Age 54)	
	Count	Percentage	Count	Percentage
Daily	246	59%	541	85%
2–4 times per week	69	17%	24	4%
More than 4 times per week	87	21%	64	10%
Once per week	14	3%	3	0%
Less than once per month	1	0%	1	0%

Mode of Travel



Question: How do you usually travel from place to place? (Rank from 1 to 6, with 1 being the most frequently used mode of transportation and 6 being the least used.)

Both age groups ranked their preferred modes of travel as the following:

- 1 – Drive
- 2 – Walk
- 3 – Bicycle
- 4 – Rely on others for rides
- 5 – Rideshare (e.g., Uber/Lyft)
- 6 – Bus

Travel Destination

Question: What is your usual destination when using your #1 ranked mode of transportation? (Rank from 1 to 5, with 1 being where you travel most often and 5 being where you travel least often.)

Younger drivers:

- 1 – Work
- 2 – Retail Goods and Services (e.g., shopping, dining out)
- 3 – Visiting friends/family
- 4 – School
- 5 – Medical Appointments

Aging drivers:

- 1 – Retail Goods and Services (e.g., shopping, dining out)
- 2 – Work
- 3 – Medical Appointments
- 4 – Visiting friends/family
- 5 – School

Top Three Safety Concerns

Question: Of the items below, which are your top three safety concerns about traveling in Collier County? (Choose three. See Appendix A, Question 5 for a full list.)

Younger drivers:

- 1 – People who do not know the “rules of the road”
- 2 – Aging drivers
- 3 – Speeding and aggressive driving

Aging drivers:

- 1 – Speeding and aggressive driving
- 2 – People using cell phones or doing other activities while driving
- 3 – People who do not know the “rules of the road”

Bike and Pedestrian Safety

- Almost half of respondents indicated that they walked and/or rode a bicycle less than once per month.
- Nearly one third of respondents (32%) indicated walking less than once per month, and another third (26%) walked daily.



- When respondents were asked if they felt safe and comfortable while riding a bicycle in Collier County, half either strongly or somewhat disagreed.
- More than half either strongly or somewhat agreed to feeling safe and comfortable while walking in Collier County.
- Almost half of survey respondents agreed that Collier County pedestrians and bicyclists do a good job of following the rules of the road.
- More than half of those surveyed expressed that Collier County drivers are not courteous about sharing the road with pedestrians and bicyclists.
- Respondents indicated the following as the top three improvements they believed could be done to make bicycling safer in Collier County:
 - More bicycle lanes that are physically separated from vehicle traffic
 - Reducing distracted driving
 - Making it easier to cross highways and high-speed streets

SECTION 3: TRAFFIC SAFETY SURVEY

Survey Respondent Demographics

Figure 3-1: Collier County Residence/Employment
Question: Please describe yourself by checking all that apply.

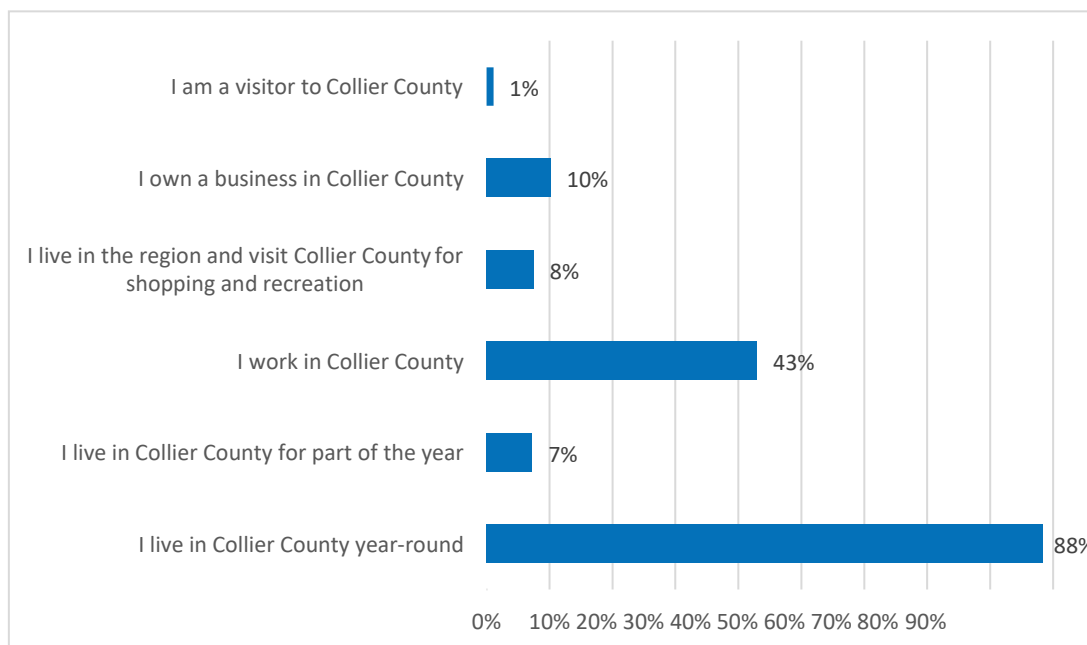


Figure 3-2: Age
Question: What is your age?

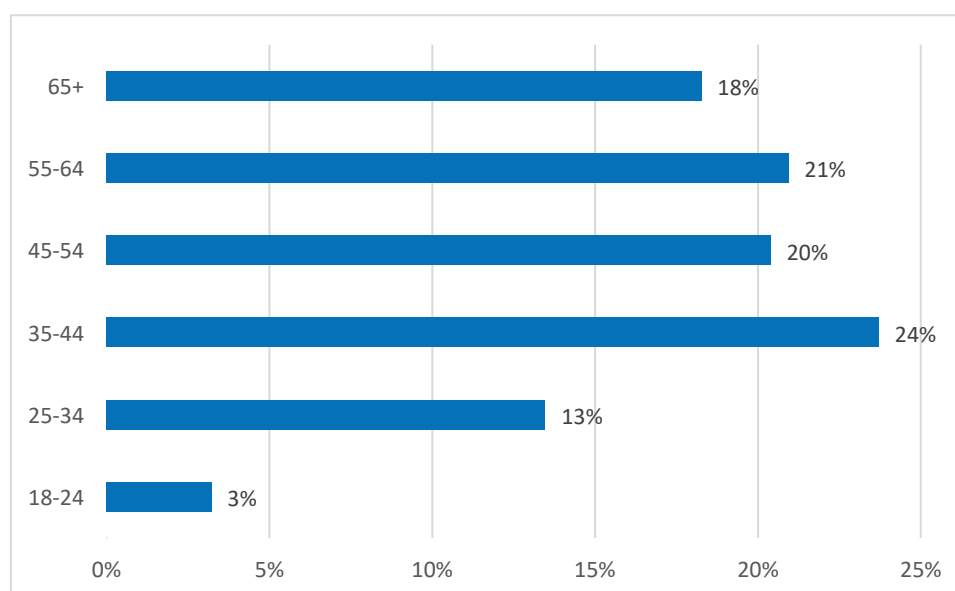


Figure 3-3: Home ZIP Code
Question: What is your home ZIP code?

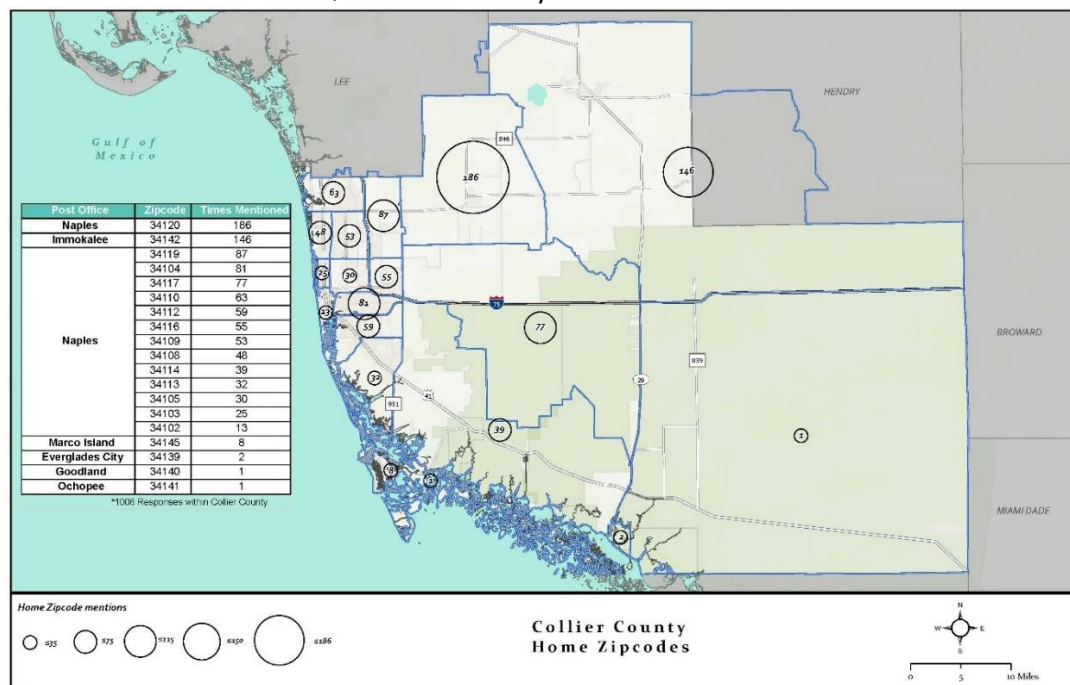
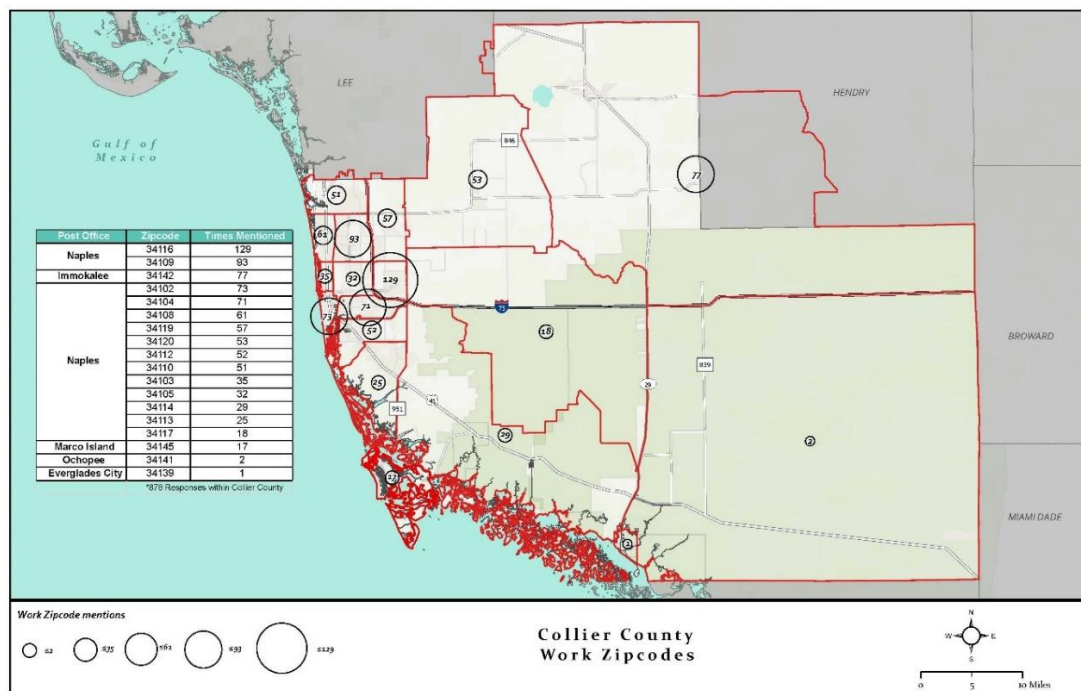


Figure 3-4: Work ZIP Code
Question: What is your work ZIP code?





General Traffic Safety

Figure 3-5: Travel Mode

Question: How do you usually travel from place to place? (Rank from 1 to 6, with 1 being the most frequently used mode of transportation and 6 the least used.)

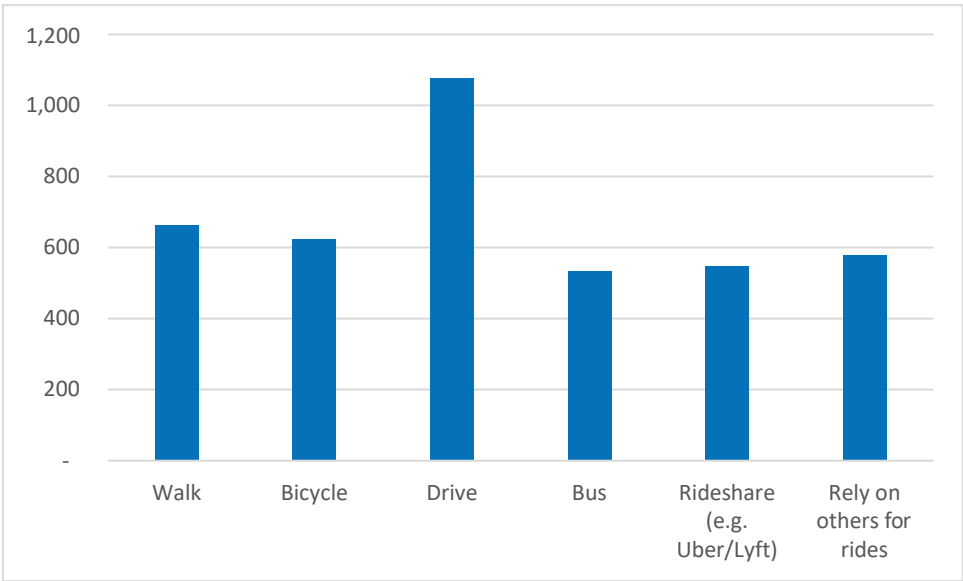


Figure 3-6: Travel Destination

Question: What is your usual destination when using your #1 ranked mode of transportation? (Rank from 1 to 5 with 1 where you travel most often and 5 where you travel least often.)

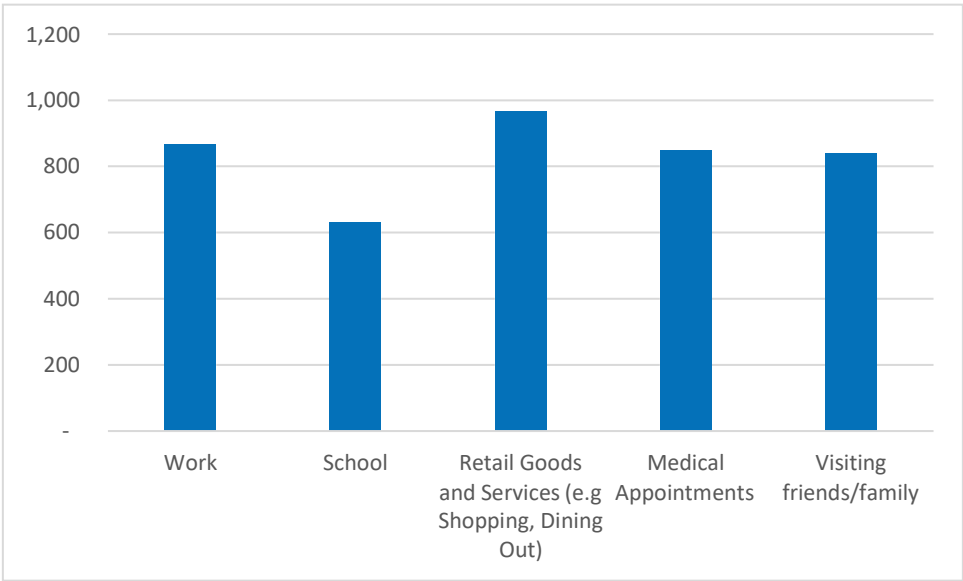




Figure 3-7: Driving Frequency

Question: How often do you drive a motor vehicle? (Select one.)

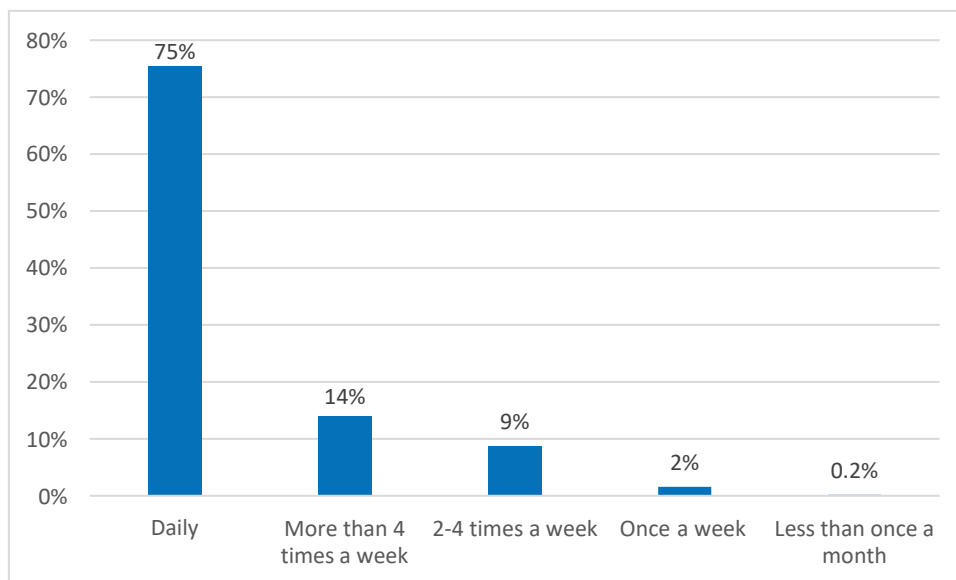


Figure 3-8: Travel Time

Question: How much time do you typically spend traveling each day? (Select one.)

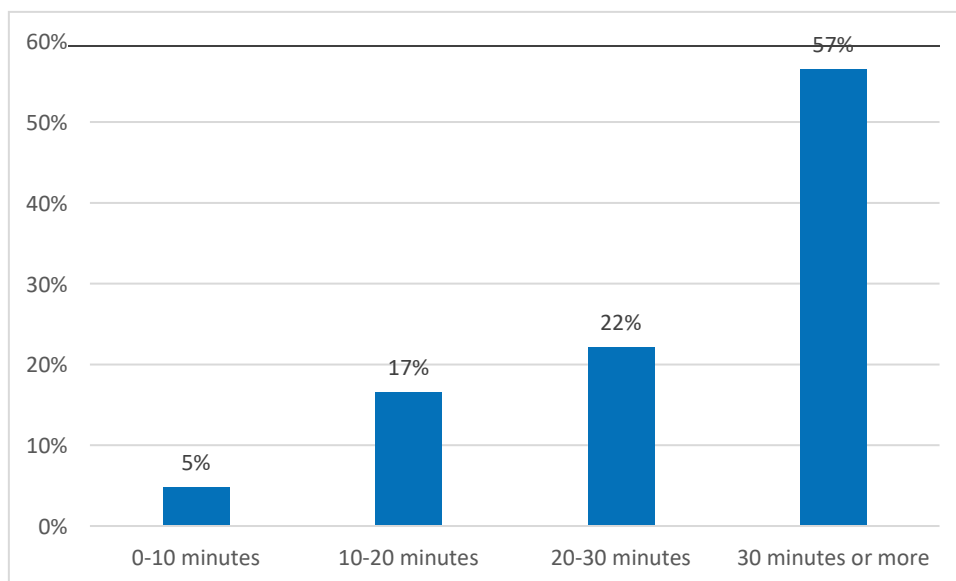


Figure 3-9: Travel Safety Concerns

Question: Of the items below, which are your top three safety concerns about traveling in Collier County? (Choose three.)

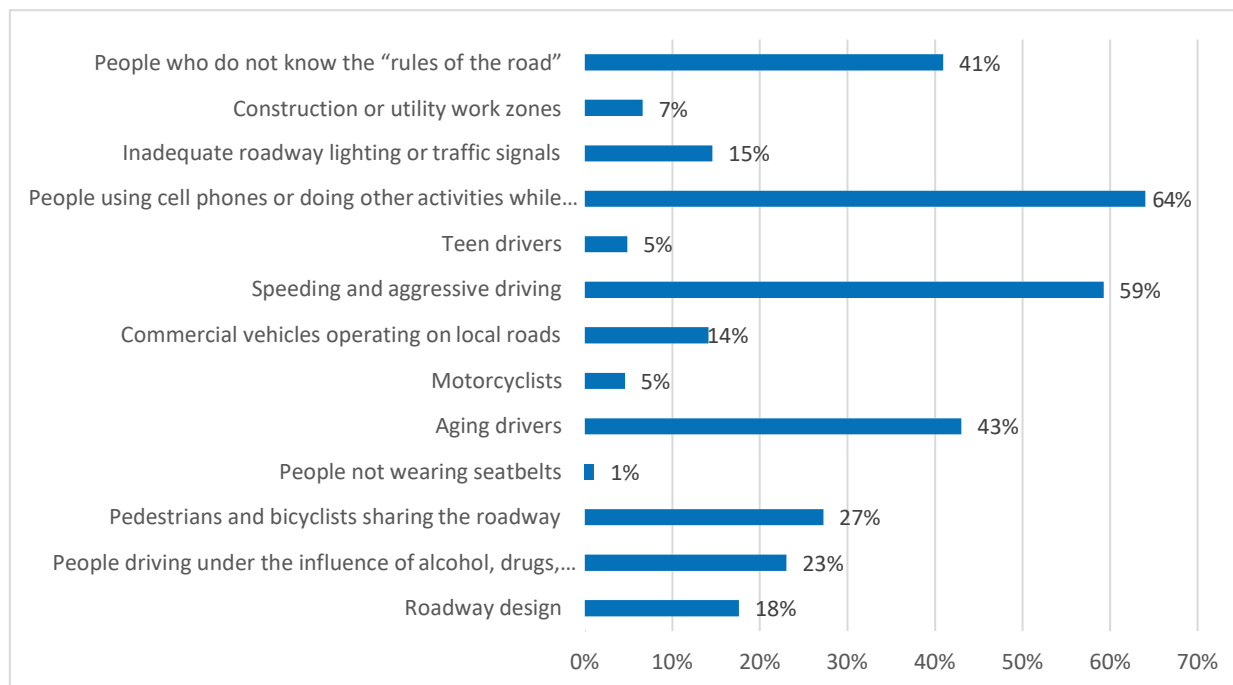
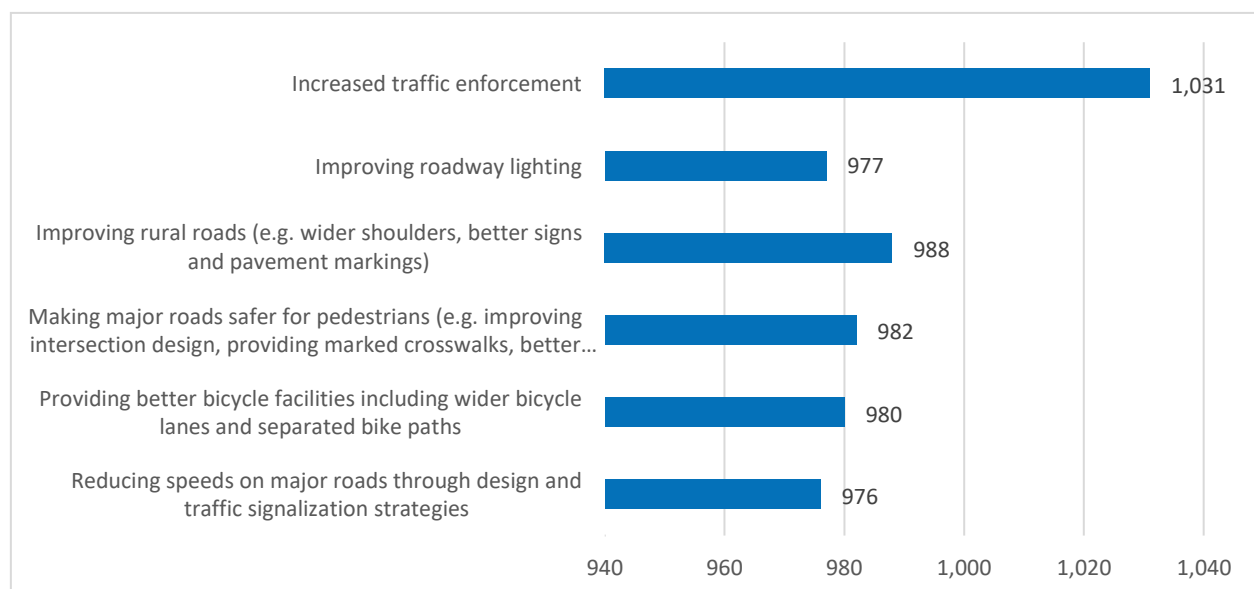


Figure 3-10: Safety Improvement Support

Question: What is your level of support for the following safety improvements? (Rank each from 1 to 5, with 1 being the most support and 5 being the least support.)



Bicyclists and Pedestrians

Figure 3-11: Walk and Bike Frequency

Question: How often do you walk and/or ride a bicycle? (Choose one.)

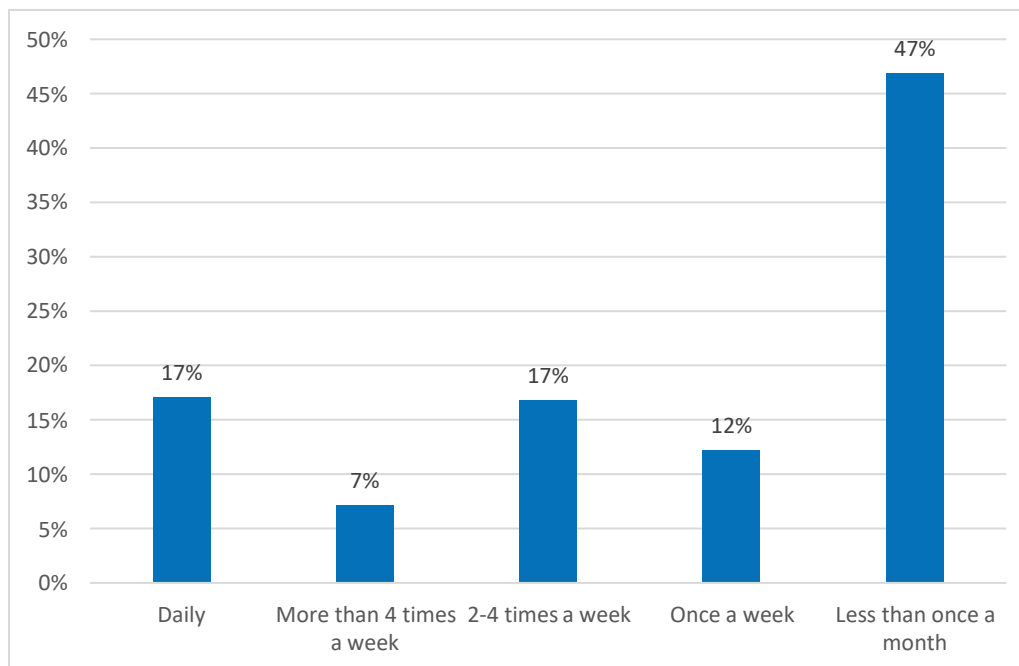


Figure 3-12: Walking Frequency

Question: How often do you walk? (Choose one.)

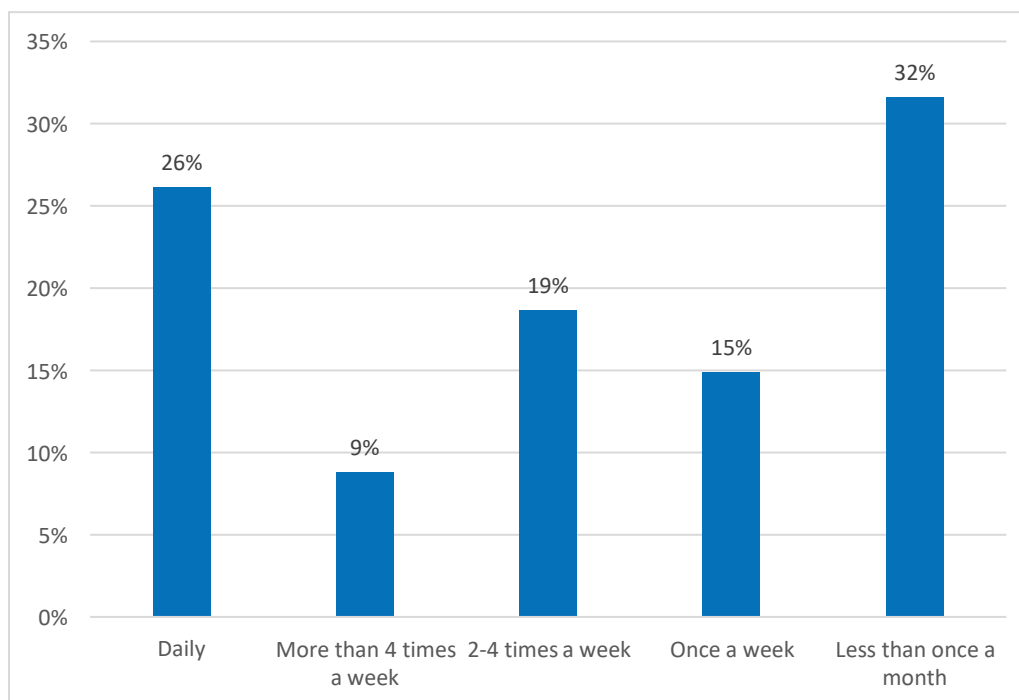


Figure 3-13: Bike Safety

Question: In general, I feel safe and comfortable while riding a bicycle in Collier County.

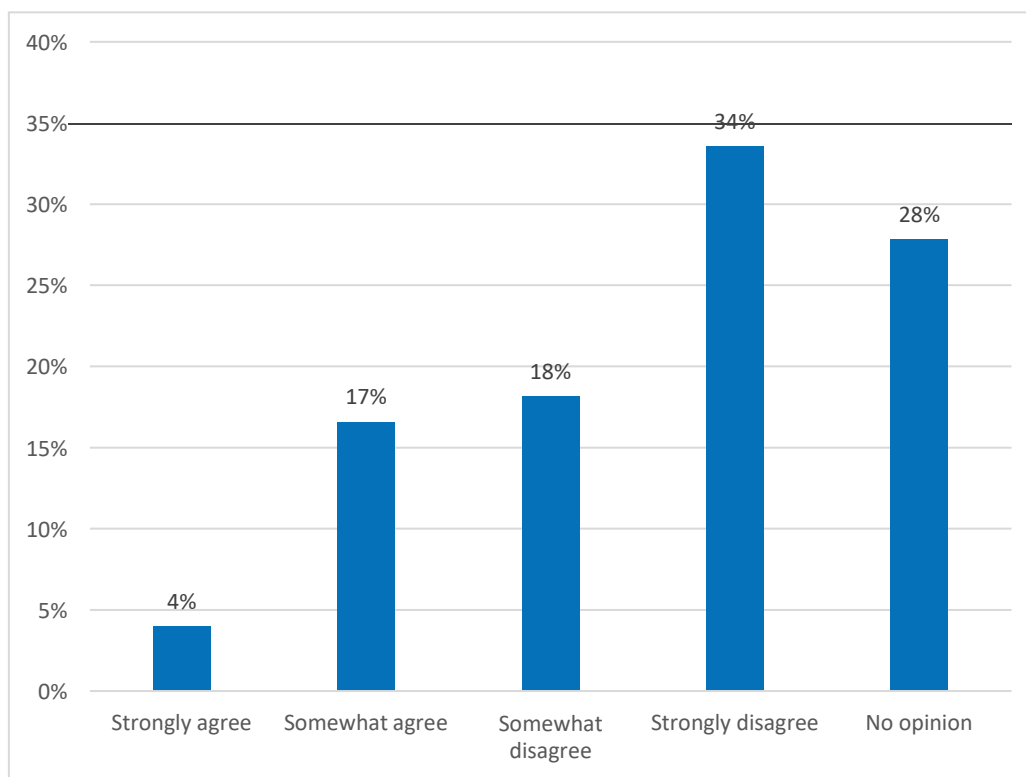


Figure 3-14: Pedestrian Safety

Question: In general, I feel safe and comfortable while walking in Collier County.

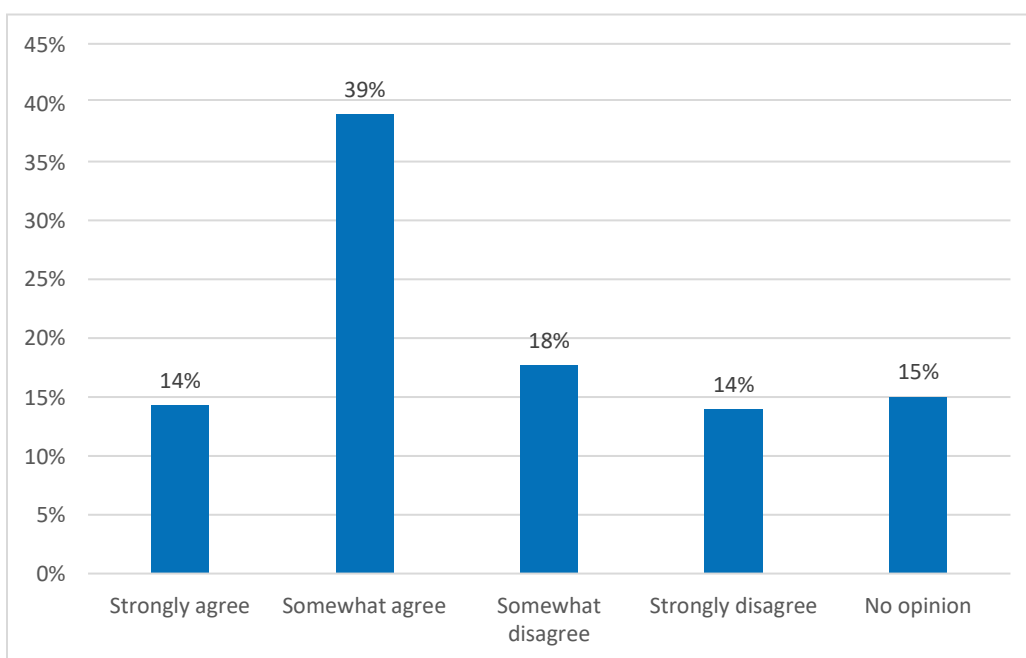


Figure 3-15: Traffic Rules Adherence

Question: In general, Collier County pedestrians and bicyclists do a good job following the rules of the road.

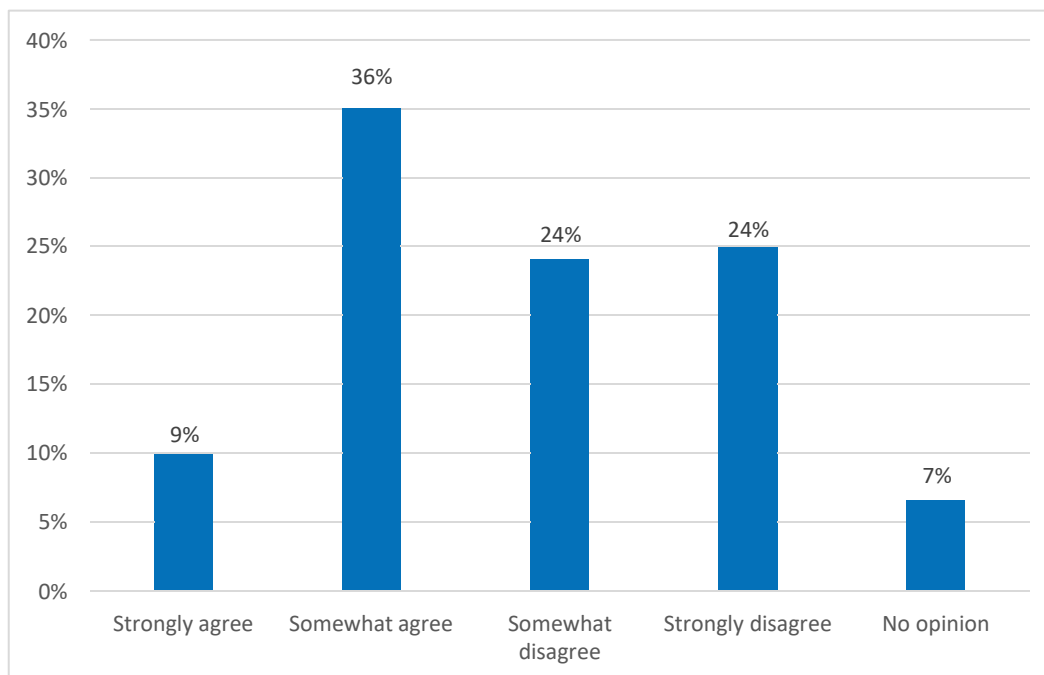


Figure 3-16: Driver Behavior

Question: In general, Collier County drivers are courteous about sharing the road with pedestrians and bicyclists.

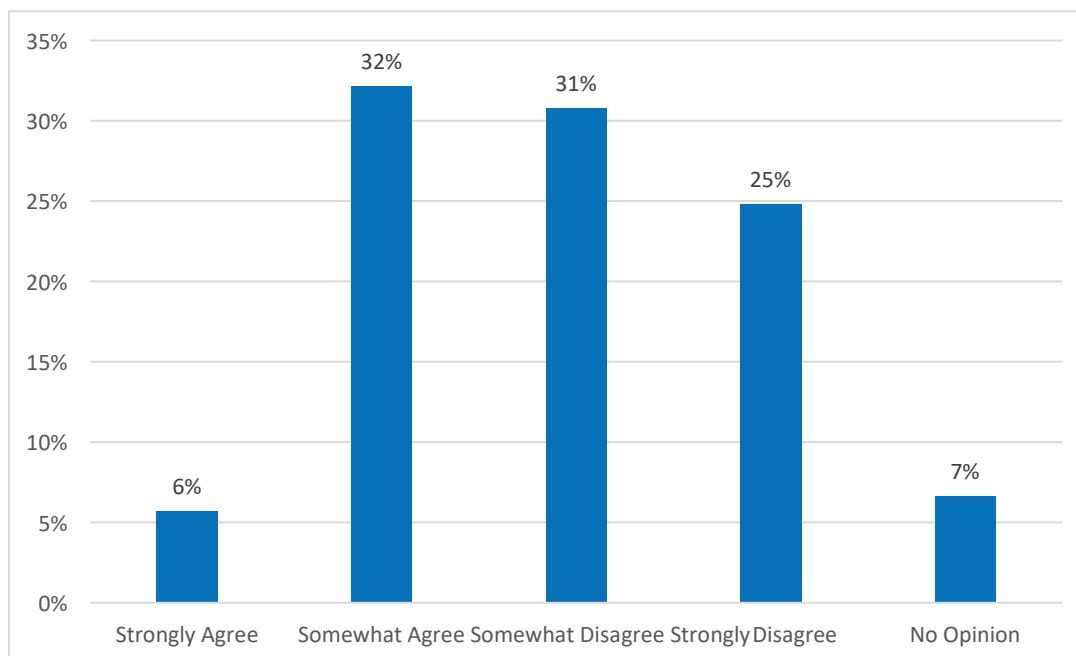
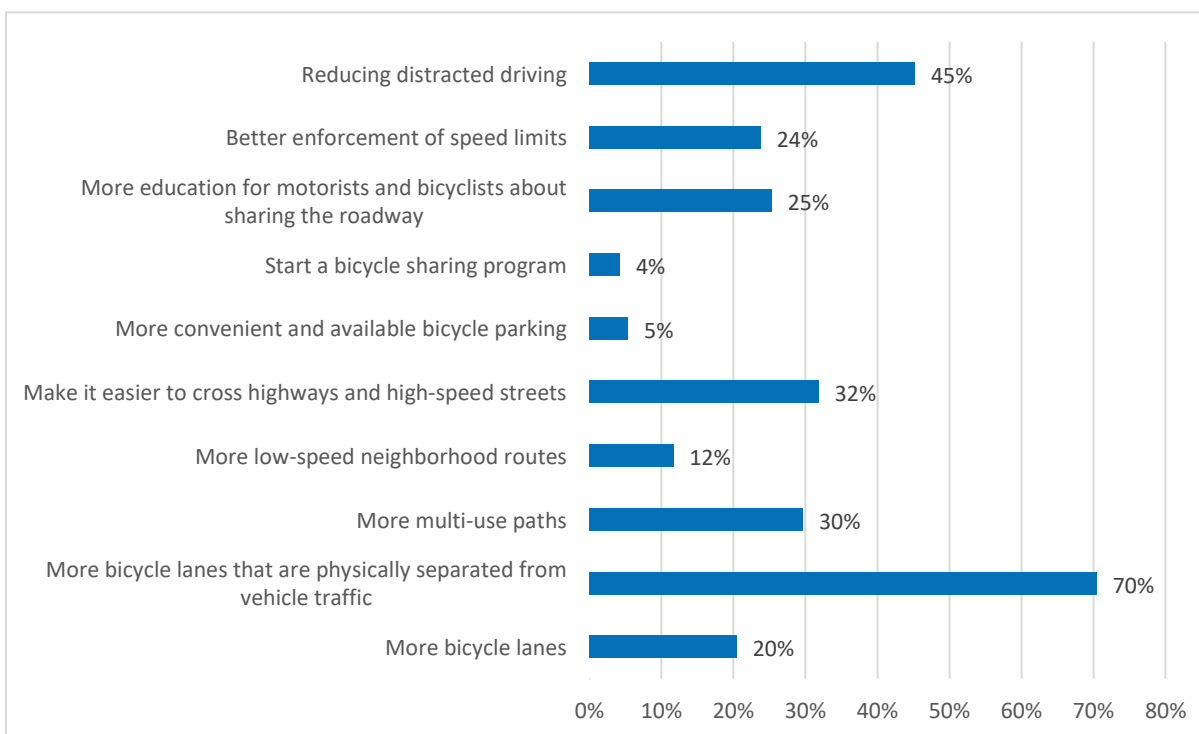


Figure 3-17: Bike Safety Improvement

Question: What could be done to make bicycling safer in Collier County? (Choose three.)





SECTION 4: ADDITIONAL OBSERVATIONS

Summary of Concerns for Local Road Safety

Aggressive/ Careless Driving/ Speeding – Concerns raised by Collier County residents and stakeholders regarding aggressive driving include speeding and tailgating, high-speed lane changing, running red lights and stop signs, drivers not using indicator lights before lane change, and drivers traveling dangerously below the posted speed limit. Survey respondents noted that aggressive drivers make it unsafe for drivers obeying traffic laws and gave US-41 as an example of a roadway segment with excessive speeding.

Distracted Drivers – Distracted driving behavior includes using a cell phone either for a call or texting, loud music, and impaired driving under the influence of substances. Survey respondents suggested increased law enforcement for drivers that use cell phones while driving.

Law Enforcement – Survey participants indicated that increased enforcement is needed to crack down on high-speed drivers and cell phone users while driving.

Aging Drivers – Survey participants expressed that aging drivers have slower reaction times and drive below the speed limit, even in fast lanes. Participants suggested more frequent licensing retesting and better public transportation as options for aging drivers.

Traffic – Respondents indicated that there is traffic during AM and PM peak hours and during tourist seasons, noting that tourist season leads to overcrowding of roads, which slows down traffic and leads to accidents. Respondents provided examples of roadway systems that need immediate attention— Oil Well Road and the intersection of I-75 and Everglades Boulevard.

Bicyclist and Pedestrians – Respondents felt that bicyclists and pedestrians do not follow the rules of the road and that bike lanes are not fit for safe travel, indicating that bicyclists are ignored on the roadway. Suggestions included providing additional sidewalks for safer pedestrian travel and adding bike lanes to Vanderbilt Drive between 111th and Vanderbilt Beach Road.

Roadways/ Maintenance / Infrastructure – In general, survey participants were concerned about back roads being too small and that some landscapes are dangerous in that they act as an obstruction. They also pointed out that lack of traffic lights results in unsafe exiting and suggested adding more speed limit signs and improved infrastructure to combat high traffic volume. Examples noted were Immokalee Road being poorly lit and making it dangerous to drive at night and Oil Well Road needing maintenance and additional shouldering and lighting.

Miscellaneous – Some respondents commented that there were too many one-way roads and that additional education on driver safety is needed.

Table 4-1: Intersections/Roadway Corridors in Need of Improvement

Question: Please tell us if there is a specific roadway or intersection that you would most like to see improved.

Street	Times Mentioned	@ intersection of	Comments
Immokalee Rd	133	Livingston Rd, Collier Blvd, Goodlette-Frank Rd, Golden Gate Pkwy, US-41, I-75, Northbrooke Dr, Randall Blvd, Tarpon Bay Blvd, Strand Blvd, Collier Blvd, Airport-Pulling Rd, Oil Well Rd, Pine Ridge Rd, Vanderbilt Beach Rd	N/A
Oil Well Rd	95	Camp Keais Rd, SR-29, Everglades Blvd, Ave Maria, Desoto Blvd, Immokalee Rd	<ul style="list-style-type: none"> Lack of overall knowledge by drivers using them.
Pine Ridge Rd	75	Livingston Rd, US-41, Airport-Pulling Rd, Taylor Rd, Goodlette-Frank Rd, Santa Barbara Blvd	N/A
Golden Gate Pkwy	56	Collier Blvd, Goodlette-Frank Rd, Livingston Rd, Santa Barbara Blvd, Sunshine Blvd, Wilson Blvd, Pine Ridge Rd	N/A
Airport-Pulling Rd	56	Pine Ridge Rd, Davis Blvd, Immokalee Rd, Horseshoe, Naples Blvd, Orange Blossom, Golden Gate Pkwy	N/A
Collier Blvd/ CR-951	51	US 41, I-75, Immokalee Rd, Davis Blvd, Championship Drive, Golden Gate Pkwy, Pine Ridge Rd, Tamiami Trail	<ul style="list-style-type: none"> Aggressive driving.
US-41	35	Goodlette-Frank Rd, Bayshore, Immokalee Rd, Mooring Line Dr, Vanderbilt Beach Rd, Immokalee Rd, 91st Ave, Airport-Pulling Rd, Davis Blvd	<ul style="list-style-type: none"> Too many red light runners. People drive too fast. Excessive bushes and other flora in median is huge safety risk.
Randall Blvd	20	Everglades Blvd, Immokalee Rd, 8th Ave, 16th Ave, Desoto Blvd	<ul style="list-style-type: none"> Randall Blvd needs better flow; light is very long. Needs more speed enforcement.
Livingston Rd	18	Immokalee Rd, Bonita Beach Rd, Osceola Trail, Golden Gate Pkwy, Osceola Trail, Learning Ln	<ul style="list-style-type: none"> Accident zone. Need traffic lights.
SR-49	18	SR 82 and Oil Well Rd	N/A
Davis Blvd	17	Airport, Corporate Cir, Brookside, Collier Blvd, Lakewood Blvd, Shadowland Dr	<ul style="list-style-type: none"> So many potholes and bumps. How people have to turn and maneuver is an accident waiting to happen. Needs more traffic control.
I-75	12	Everglades Blvd, Immokalee Rd, Tamiami Trail, Golden Gate Pkwy	N/A

Street	Times Mentioned	@ intersection of	Comments
Everglades Blvd	11	Immokalee Rd, Randall Blvd, Pine Ridge Rd	<ul style="list-style-type: none"> Aggressive driving, confusion, dangerous situations for people driving in both directions, cyclists, and pedestrians.
DeSoto Blvd	5	Golden Gate Pkwy, Oil Well Rd	<ul style="list-style-type: none"> Reduce congestion by providing other options for access to/from I-75. Unbearable traffic congestion during morning rush hour and from 5:00–6:00 pm. Too many lights, traffic, speeding.
Goodlette-Frank Rd	4	Pine Ridge Rd, Golden Gate Pkwy, Frank Rd	<ul style="list-style-type: none"> Traffic congestion, especially in season. Red light runners. Bad visibility. Reckless driving.
Downtown Area/ 5 th Ave	3	5th Ave	<ul style="list-style-type: none"> Needs more lanes, too much traffic, Desoto Blvd needs left lane, more lighting, add medians.
10 th St	2	US-41	<ul style="list-style-type: none"> Additional lighting needed. Add flyover at Airport-Pulling Rd. Need additional enforcement.

Table 4-2: Intersections/Roadway Corridors in Need of Bike and Ped Improvement

Are there specific intersections or roadway corridors that you think need safety improvements for bicyclists or pedestrians? (Indicate up to 3.)

Street	Times Mentioned	@ intersection of	Comments
Immokalee Rd	93	Camp Keais Rd, Corkscrew Sanctuary, Collier Blvd, Livingston Rd, Strand Blvd, Valewood Dr, US-41, I-75, Airport Pulling Rd, Juliet, Logan, Oil Well Rd, Pine Ridge Rd, Randall Blvd, Tamiami Trail, Gulf Coast High School, Wilson Blvd, Goodlette-Frank Rd, 1st St	<ul style="list-style-type: none"> Immokalee should have a pedestrian bridge or tunnel. Entire road needs improvement, as it hosts bike tournaments. Immokalee Rd should not have bicyclists.
Pine Ridge Rd	92	Airport Pulling Rd, Livingston Rd, US-41, Collier Blvd, Logan, Vanderbilt Beach Rd, Whipoorwill, I-75, Orange Blossom, Naples Blvd, Goodlette-Frank Rd, SeaGate	<ul style="list-style-type: none"> Pine Ridge Rd needs sidewalk improvements, they are so close to road; if someone were to get in accident and go into sidewalk and someone was walking, they would be dead.
US 41	90	Collier Blvd, Lakewood Blvd, Bayshore, 91st, Airport Pulling Rd, Immokalee Rd, Ohio Rd, Pine Ridge Rd, Rattlesnake, Vanderbilt Beach Rd, Golden Gate Parkway, Fleishmann/Orchid, Neapolitan, Grenada, 5th Ave, 92nd Ave N, Davis Blvd, Goodlette-Frank Rd, Thomasson, Triangle Blvd, Fiddlers Creek, Courthouse, Wiggins Pass, 99th Ave	<ul style="list-style-type: none"> Many sections of US-41. In front of St Mathews between Glades Blvd & Great Blue Dr.
Airport-Pulling Rd	70	Immokalee Rd, US-41, Davis Blvd, Orange Blossom, Pine Ridge Rd, Radio Rd, Vanderbilt Beach Rd, Golden Gate Parkway, Estey Ave, East Trail	<ul style="list-style-type: none"> Along Airport-Pulling Rd near The Beach House; would be great to see bike trail go through woods to take bikers off Airport on their way to North Rd & Baker Park. VERY scary biking and walking along Airport Rd; jaywalking.
Collier Blvd/ CR-951	69	Bald Eagle, Green, Livingston Rd, Barfield, Golden Gate Pkwy, Airport, US-41, 17th Ave SW, David, Immokalee Rd, Lely, Manatee Rd, Pine Ridge Rd, Tamiami Tr, Vanderbilt Beach Rd, Oakridge Middle School, Radio Rd	<ul style="list-style-type: none"> Collier Blvd no place for bicyclists.
Oil Well Rd	63	Camp Keais Rd, SR-29, Desoto Blvd, Everglades Blvd, Immokalee Rd, Ave Maria, Everglades Blvd	<ul style="list-style-type: none"> Improve roads for drivers commuting from Oil Well Rd to SR-29. Full bike lane on Oil Well Rd. Oil Well Rd should not have bicyclists. Two-lane section of Oil Well Rd dangerous for bikes.

Street	Times Mentioned	@ intersection of	Comments
Vanderbilt Beach Rd	52	Airport Pulling Rd, Hammock Oak, Goodlette-Frank Rd, Livingston Rd, Tamiami, Gulf Shore, US 41	<ul style="list-style-type: none"> • Pedestrians competing with bicyclists on Vanderbilt Rd for sidewalk space. • Get bicyclists onto road and off sidewalks. • No bike lane; they ride in middle of road. • Vanderbilt and Livingston are great but more signs would be better.
Davis Blvd	42	US 41, Airport Pulling Rd, Collier Blvd, Radio Rd, Brookeside, Kings Lake Blvd, Rich King Memorial Greenway	N/A
Golden Gate Parkway	42	Livingston Rd, Airport Pulling Rd, Coronado, Goodlette-Frank Rd, Everglades Blvd, 53 rd St. SW, Collier Blvd, Desoto Blvd, Santa Barbara Blvd, Max Hause Park, Wilson Blvd, I-75, Sunshine Blvd, US 41.	N/A
Livingston Rd	25	Bonita Beach Rd, Veterans, Airport Pulling Rd, Golden Gate Parkway, Pine Ridge Rd, Ravina Way, Vanderbilt Beach Rd, Immokalee Rd.	<ul style="list-style-type: none"> • Vanderbilt and Livingston are great but more signs would be better.
Randall Blvd	23	Wilson Blvd, 16th, Immokalee Rd, 8th St. NE, Everglades Blvd, Desoto Blvd.	N/A
Everglades Blvd	21	Oil Well Rd, Golden Gate Parkway, and Randall Blvd	N/A
Gulf Shore Blvd	19	Blue Hill/Immokalee Rd, Vanderbilt Beach Rd, 5th Ave North, Central Blvd, Gordon Drive	<ul style="list-style-type: none"> • People bike at night and without lights; difficult to see them; if car coming on opposite side. lights blind you. • You are doing a great job with downtown Naples, but Gulfshore Blvd is still a death trap.
Goodlette-Frank Rd	15	Vanderbilt Beach Rd, Golden Gate Parkway, Orange Blossom, Pine Ridge Rd, US 41	N/A
Tamiami Trail	12	Davis Blvd, 5th Ave, Collier Blvd, 7th Ave North, 111th, and Palm Drive.	N/A
Wilson Blvd	12	Golden Gate Parkway and Immokalee Rd.	N/A
Radio Rd	11	San Marco Blvd, Countryside Drive, Livingston Rd, Santa Barbara Blvd.	<ul style="list-style-type: none"> • Have seen several severe accidents by people making left off Radio to get into Countryside—very dangerous, bad visibility.
Brookside Drive	10	Davis Blvd, Estey Ave, Oakes Parking Lot, Harbor Lane, and Holiday	N/A
Pelican Bay Blvd	10	Gulf Park Drive, US 41, and Vanderbilt Beach Rd	N/A



Appendix 3: Traffic Safety Survey

General Traffic Safety Survey

1. How much time do you typically spend traveling each day (Choose one)
 - 0-10 minutes
 - 10-20 minutes
 - 20-30 minutes
 - 30 minutes or more
2. How do you usually travel from place to place? (Rank from 1-5 with 1 being the most frequently used mode of transportation and 5 is the least used)
 - Walk
 - Bicycle
 - Drive
 - Bus
 - Rideshare (e.g. Uber/Lyft)
 - Rely on others for rides
3. What is your usual destination when using your #1 ranked mode of transportation (Rank from 1-5 with 1 being where you travel most often and 5 being where you travel least often)
 - Work
 - School
 - Retail Goods and Services (e.g shopping, dining out)
 - Medical Appointments
 - Visiting Friends/Family
4. How often do you drive a motor vehicle (Choose one)
 - Daily
 - More than 4 times a week
 - 2-4 times a week
 - Once a week
 - Less than once a month
5. Of the items below, which are your top three safety concerns about traveling in Collier County (Choose three)
 - Roadway design
 - People driving under the influence of alcohol, drugs, medications or other substances
 - Pedestrians and bicyclists sharing the roadway
 - People not wearing seatbelts
 - Aging drivers
 - Motorcyclists
 - Commercial vehicles operating on local roads
 - Speeding and aggressive driving
 - Teen drivers



- People using cell phones or doing other activities while driving
- Inadequate roadway lighting or traffic signals
- Construction or utility work zones
- People who do not know the “rules of the road”

In your own words, what is your biggest concern for local road safety in Collier County? _____

6. What is your level of support for the following safety improvements? (Rank each from 1 to 5, with 1 being the most support and 5 being the least support)
- Reducing speeds on major roads through design and traffic signalization strategies
 - Providing better bicycle facilities including wider bicycle lanes and separated bike paths
 - Making major roads safer for pedestrians (e.g. improving intersection design, providing marked crosswalks, better lighting)
 - Improving rural roads (e.g. wider shoulders, better signs and pavement markings)
 - Improving roadway lighting
 - Increased traffic enforcement
7. Please tell us if there is a specific roadway or intersection that you would most like to see improved.
- _____

Bicyclists and Pedestrians

8. How often do you walk and/or ride a bicycle? (Choose one)
- Daily
 - More than 4 times a week
 - 2-4 times a week
 - Once a week
 - Less than once a month
9. How often do you walk? (Choose one)
- Daily
 - More than 4 times a week
 - 2-4 times a week
 - Once a week
 - Less than once a month
10. In general, I feel safe and comfortable while riding a bicycle in Collier County. (Choose one)
- Strongly agree
 - Somewhat agree
 - Somewhat disagree
 - Strongly disagree
 - No opinion
11. In general, I feel safe and comfortable while walking in Collier County. (Choose one)
- Strongly agree



- Somewhat agree
 - Somewhat disagree
 - Strongly disagree
 - No opinion
12. In general, Collier County pedestrians and bicyclists do a good job following the rules of the road. (Choose one)
- Strongly agree
 - Somewhat agree
 - Somewhat disagree
 - Strongly disagree
 - No opinion
13. In general, Collier County drivers are courteous about sharing the road with pedestrians and bicyclists (Choose one)
- Strongly agree
 - Somewhat agree
 - Somewhat disagree
 - Strongly disagree
 - No opinion
14. Are there specific intersections or roadway corridors that you think need safety improvements for bicyclists or pedestrians? (select up to three)
15. What could be done to make bicycling safer in Collier County. (Choose three)
- More bicycle lanes
 - More bicycle lanes that are physically separated from vehicle traffic
 - More multi-use paths
 - More low-speed neighborhood routes
 - Make it easier to cross highways and high-speed streets
 - More convenient and available bicycle parking
 - Start a bicycle sharing program
 - More education for motorists and bicyclists about sharing the roadway
 - Better enforcement of speed limits
 - Reducing distracted driving

Demographic and Contact information

16. Please describe yourself by checking all that apply
- I live in Collier County year-round
 - I live in Collier County for part of the year
 - I work in Collier County
 - I live in the region and visit Collier County for shopping and recreation
 - I own a business in Collier County
 - I am a visitor to Collier County



17. What is your age range

- 18-24
- 25-34
- 45-54
- 55-64
- 65+

18. What is your home ZIP code? _____

19. What is your work ZIP code? _____

20. If you would like to be contacted to provide input on future Collier County roadway safety survey programs and initiatives, please provide your preferred contact information below.

Name: _____

Address: _____

Phone: _____

Email: _____



EXECUTIVE SUMMARY

Approval of 2020 FDOT-MPO Joint Certification Statement

OBJECTIVE: For the MPO Board to approve the 2020 FDOT-MPO Joint Certification Statement.

CONSIDERATIONS: The Florida Department of Transportation (FDOT) conducts an annual review of the metropolitan transportation planning process for the Collier MPO with respect to Federal requirements. Each year, MPO staff and FDOT staff meet to discuss the annual review and jointly compile the required documentation. This year's review is based on calendar year 2020. (**Attachment 1**)

Highlights from this year's Joint Certification Review include:

- FDOT's Risk Assessment Point Total is 0; the MPO's Level of Risk is Low (see Part 1 page 13)
- Noteworthy Practices & Achievements (see Part 1 page 13) include completing the final major plans and studies despite a worldwide pandemic:
 - Prepared and adopted an update to the PPP at the June 2020 MPO Board meeting in response to the Covid-19 pandemic.
 - Completed and approved the first Biennial Transportation System Performance Report and Action Plan. (September 2020)
 - Completed and endorsed major Transit Development Plan update. (September 2020)
 - Completed an update to the MPO's Continuity of Operations Plan. (COOP) (September 2020)
 - Completed and endorsed CAT's Park and Ride Study. (November 2020)
 - Solicited for a new General Planning Service Contract.
 - Completed Transit Impact Analysis. (December 2020)
 - Completed and distributed review Draft of the first Local Roads Safety Plan (November 2020); briefed the MPO Board (December 2020)
 - Completed the 2045 Long Range Transportation Plan (December 2020)

Based on the joint review and evaluation and contingent upon MPO Board approval, FDOT and the Collier MPO Chair sign the MPO Joint Certification Statement, which recommends that the Metropolitan Planning Process for the Collier MPO be certified for another year. (**Attachment 2**) The certification package and statement must be submitted to FDOT's Central Office by no later than June 1.

COMMITTEE RECOMMENDATION: n/a.

STAFF RECOMMENDATION: That the MPO Board approve the 2020 FDOT-MPO Joint Certification Statement.

Prepared by: Anne McLaughlin, MPO Director

ATTACHMENT(S)

1. 2020 Joint Certification Review Document (PDF)
2. FDOT- MPO Joint Certification Statement 2020 (PDF)

05/14/2021

COLLIER COUNTY
Metropolitan Planning Organization

Item Number: 9.E**Doc ID:** 15810**Item Summary:** Approval of 2020 FDOT-MPO Joint Certification Statement**Meeting Date:** 05/14/2021

Prepared by:

Title: Planner, Senior – Metropolitan Planning Organization

Name: Brandy Otero

05/06/2021 10:49 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

05/06/2021 10:49 AM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	05/06/2021 10:49 AM
Metropolitan Planning Organization	Anne McLaughlin	MPO Executive Director Review	Completed	05/06/2021 2:41 PM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		05/14/2021 9:00 AM



Collier MPO

Joint Certification – 2020

April 5, 2021

Part 1 – Metropolitan Planning Organization

Attachment: 2020 Joint Certification Review Document (15810 : Approval of 2020 FDOT-MPO Joint Certification Statement)

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Purpose

Each year, the District and the Metropolitan Planning Organization (MPO) must jointly certify the metropolitan transportation planning process as described in [23 C.F.R. §450.336](#). The joint certification begins in January. This allows time to incorporate recommended changes into the Draft Unified Planning Work Program (UPWP). The District and the MPO create a joint certification package that includes a summary of noteworthy achievements by the MPO and, if applicable, a list of any recommendations and/or corrective actions.

The certification package and statement must be submitted to Central Office, Office of Policy Planning (OPP) no later than June 1.

Certification Process

Please read and answer each question using the checkboxes to provide a “yes” or “no.” Below each set of checkboxes is a box where an explanation for each answer is to be inserted. The explanation given must be in adequate detail to explain the question.

FDOT's [MPO Joint Certification Statement](#) document must accompany the completed Certification report. Please use the electronic form fields to fill out the document. Once all the appropriate parties sign the MPO Joint Certification Statement, scan it and email it with this completed Certification Document to your District MPO Liaison.

Please note that the District shall report the identification of, and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or issue to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board.

Part 1

Part 1 of the Joint Certification is to be completed by the MPO.

Part 1 Section 1: MPO Overview

1. Does the MPO have up-to-date agreements such as the interlocal agreement that creates the MPO, the intergovernmental coordination and review (ICAR) agreement; and any other applicable agreements? Please list all agreements and dates that they need to be readopted. The ICAR Agreement should be reviewed every five years and updated as necessary. Please note that the ICAR Agreement template was updated in 2020.

Please Check: Yes ☒ No ☐

YES, with 2 that could use updating in calendar year 2021:

- 1) 2/26/15 Interlocal Agreement for Creation of Collier MPO: 5-year review occurred in July 2020. Determined update not necessary given that FDOT template dated 3/2013.
- 2) Lease Agreement with Collier County: updated 5/29/2019 terminates 6/30/22
- 3) Staff Services Agreement with Collier County: updated 5/28/2019 terminates 5/30/22
- 4) Lee/Collier Interlocal Agreement amended 3/20/2009; in force until terminated; prepared update in 2019 that Collier MPO adopted but Lee MPO never placed on agenda. This should be updated in CY 2021 assuming Lee MPO concurs.
- 5) ICAR 11/25/2014: reviewed July 2020 in preparation for federal TMA review; determined update not required until FDOT updates template. Depending on extent of FDOT's 2020 update, it may be timely to update the MPO's ICAR in calendar year 2021 or 22.

2. Does the MPO coordinate the planning of projects that cross MPO boundaries with the other MPO(s)?

Please Check: Yes ☒ No ☐

YES. Primary need for coordination with other MPOs involves Lee MPO. We have an Interlocal Agreement in place that assigns roles and responsibilities. Each MPO has voting membership on other MPO's TAC. Lee MPO has voting membership on Collier MPO's CMC. We have nonvoting membership on Lee's equivalent committee, have not sought voting membership. We coordinated on roadway network alternatives and on final Cost Feasible roadway network in the development of both 2045 LRTPs where roads cross County lines. We are coordinating on Rails-to-Trails project that crosses County line and Collier MPO Director participated in Tri-County MPO Bike/Ped Virtual Workshop convened by Lee County in January 2021.

3. How does the MPOs planning process consider the 10 Federal Planning Factors ([23 CFR § 450.306](#))?

Please Check: Yes ☐ No ☐ N/A [this is not a yes-no question]

FAST Act Planning Factors are listed on p1-8 of 2045 LRTP under Section 1-3 Federal and State Planning Requirements and again in Chapter 3 Goals and Objectives (see p 3-1). Reflected in 2045 LRTP goals in Section 3-2 (p 3-3); Evaluation Criteria (p3-4 to 3-10). Project Prioritization (table 3-1) and Appendix E Roadway Needs Evaluation Matrix. In addition, the UPWP identifies tasks to be addressed over a two-year period. The UPWP identifies the 10 planning factors and illustrates which task addresses each factor. This is done in table format in the UPWP to ensure all 10 factors are being considered.

4. How are the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process?

Please Check: Yes ☐ No ☐ N/A [this is not a yes/no question]

The Continuous and Comprehensive aspects of the MPO's planning process are best exemplified by Figure 7-1 Collier MPO Plans and Programs Timeline in the 2045 LRTP p7-5 Chapter on Implementation. Illustrates how Bike-Ped Master Plan, Congestion Management Process, Local Roads Safety Plan, Transit Development Plan, Transportation System Performance Report relate to and are incorporated into the 2045 LRTP, which leads into the TIP and the UPWP; all of which are updated on a regular schedule. The Cooperative process is exemplified by the MPO's Interlocal Agreement with Lee MPO, active participation in CUTS, MPOAC, FMPP and other regional forums, the MPO's Public Participation Plan which lists planning partners including state and federal agencies, nonprofits, advocacy groups and includes an innovative tribal outreach and communication approach referred to as the MPO's Government-to-Government Policy, constant communication with the MPO's 5 advisory committees and an adviser network of over 400 members; participating in member entities' City Council meetings and in partner agencies' public outreach.

5. When was the MPOs Congestion Management Process last updated?

Please Check: Yes ☐ No ☐ N/A [this is not a yes/no question]

The CMP was last updated in 2017. The approval of the Transportation System Performance Report on September 11, 2020 provided an interim update; scheduled in UPWP for a full update beginning calendar year 2021.

6. Has the MPO recently reviewed and/or updated its Public Participation Plan? If so, when?

Please Check: Yes ☒ No ☐

The MPO completed a major overhaul of its PPP in February 2019; amended in June 2020 to address COVID-19 pandemic and shift to on-line forms of public outreach and virtual meetings; expanded participation in MPO process through use of on-line interactive maps, surveys, social media posts, videos and pre-recorded presentations; virtual meetings embraced by advisory committees.

7. Was the Public Participation Plan made available for public review for at least 45 days before adoption?

Please Check: Yes ☒ No ☐

Each update and amendment met the 45-day public review period posting requirement. Prior to the Board's June 2020 vote on the amendment, the MPO canceled the March and April committee meetings due to the COVID-19 pandemic, and in their place, distributed documents to committee members and the public to review via email and the MPO website. The mandatory minimum 45-day public comment was met as of May 22, 2020. Comments from two members of the public were received, responded to, and noted in Appendix H of the PPP.

8. Does the MPO utilize one of the methods of procurement identified in [2 C.F.R. 200.320 \(a-f\)](#)?

Please Check: Yes ☒ No ☐

For each purchase, a form must be completed documenting the method of procurement being utilized and submitted to the Collier County Grants Management Office for review. The Collier County Grants Management Office is highly trained on CFR 200, section 200.320 methods of procurement, which are rigorously followed by FDOT and results of recent and current annual financial audits attest to compliance with CFR 200.

9. Does the MPO maintain sufficient records to detail the history of procurement? These records will include, but are not limited to: rationale for the method of procurement, selection of contract type, contractor selection or rejection, and the basis for the contract price.

Note: this documentation is required by 2 C.F.R. 200.324 (a) to be available upon request by the Federal awarding agency, or pass-through entity when deemed necessary.

Please Check: Yes ☒ No ☐

Documentation required and maintained by the Collier County Procurement Services Divisions and Collier County Grants Management Office during procurement process includes: rationale for method of procurement, selection of contract type, contractor selection or rejection and basis for the contract price. Forms maintained on each procurement project include Method of Procurement (MPO) and Independent Cost Estimate (ICE) and any applicable justification of cost, prepared by MPO staff. Prior to issuance of a purchase order, the grants office ensures that all required forms are in place.

10. Does the MPO have any intergovernmental or inter-agency agreements in place for procurement or use of goods or services?

Please Check: Yes ☒ No ☐

The interlocal Staff Services Agreement between the MPO and Collier County addresses that the MPO procurement or use of goods or services will be in accordance with the County's Procurement practices as well as any applicable grant administrative procedures related to procurement.

11. What methods or systems does the MPO have in place to maintain oversight to ensure that consultants or contractors are performing work in accordance with the terms, conditions and specifications of their contracts or work orders?

Please Check: Yes ☐ No ☐ N/A [this is not a yes/no question]

Each project manager is responsible for ensuring that consultants are performing work in accordance with the terms, conditions and specifications of their contract or work orders. In additions, invoices are routinely reviewed against contracts to ensure consistency. The MPO Director's review adds another checkpoint.

Part 1 Section 2: Finances and Invoicing

1. How does the MPO ensure that Federal-aid funds are expended in conformity with applicable Federal and State laws, the regulations in 23 C.F.R. and 49 C.F.R., and policies and procedures prescribed by FDOT and the Division Administrator of FHWA?

Collier County's Office of Management and Budget (OMB) has a dedicated staff under the Office of Grant Compliance (GCO) which oversees the administrative compliance of the Federal and State grant funding to support the MPO. GCO works with the MPO to ensure both County policies and procedures and grantors administrative requirements are met. MPO personnel have an understanding of federal rules per the OMB Circulars/UGG, Code of Federal Regulations and grant contract. Division personnel are dedicated to attend grantor trainings, and follow established County administrative and coordination procedures.

2. How often does the MPO submit invoices to the District for review and reimbursement?

In accordance with the contract with FDOT, the Collier MPO submits invoices on a quarterly basis (for the three-month period).

3. Is the MPO, as a standalone entity, a direct recipient of federal funds and in turn, subject to an annual single audit?

Yes. The MPO conducts its single audit through use of the same firm as the County.

4. How does the MPO ensure their financial management system complies with the requirements set forth in [2 C.F.R. §200.302?](#)

The MPO uses SAP financial software through a Staff Services Agreement with Collier County. SAP has a grants management module which segregates grant funding by a unique set of identifiers such as Fund, Fund Center and Project number. A single project is used to track each agreement and is further broken down into subsets to track the UPWP individual tasks.

5. How does the MPO ensure records of costs incurred under the terms of the MPO Agreement maintained and readily available upon request by FDOT at all times during the period of the MPO Agreement, and for five years after final payment is made?

All County staff and the Clerk of Courts have access to grant agreements, amendments, support documentation, federal circulars, 2 CFR Part 200 and other applicable regulations via Sharepoint, the grantor's websites and the County's electronic financial system SAP.

6. Is supporting documentation submitted, when required, by the MPO to FDOT in detail sufficient for proper monitoring?

Yes, supporting documentation is provided to FDOT in detail for each monitoring request.

7. How does the MPO comply with, and require its consultants and contractors to comply with applicable Federal law pertaining to the use of Federal-aid funds?

The County's GCO reviews all solicitations and purchases to ensure the inclusion of federal provisions and requirements within vendor (consultant and contractor) contracts.

Part 1 Section 3: Title VI and ADA

1. Has the MPO signed an FDOT Title VI/Nondiscrimination Assurance, identified a person responsible for the Title VI/ADA Program, and posted for public view a nondiscrimination policy and complaint filing procedure?"

Please Check: Yes ☒ No ☐

The MPO's Title VI Nondiscrimination Program Policy and Complaint Procedure are included as Appendix D in the MPO's Public Participation Plan (PPP), amended in 2020. The PPP is posted on the MPO website for public view and Title VI and ADA are referenced on all agendas posted for advisory committee meetings and MPO Board meetings. The MPO Executive Director is responsible for the Title VI/ADA Program.

2. Do the MPO's contracts and bids include the appropriate language, as shown in the appendices of the [Nondiscrimination Agreement](#) with the State?

Please Check: Yes ☒ No ☐

The MPO's contracts include the appropriate language as shown in the UPWP statements and assurances, specifically the Nondiscrimination Agreement with FDOT.

3. Does the MPO have a procedure in place for the prompt processing and disposition of Title VI and Title VIII complaints, and does this procedure comply with FDOT's procedure?

Please Check: Yes ☒ No ☐

The MPO has a Discrimination Complaint Procedure in place which was approved by the Board on 5/11/2007. MPO staff incorporated an updated, combined Policy and Procedure and Complaint Form in the PPP, amended 2020.

4. Does the MPO collect demographic data to document nondiscrimination and equity in its plans, programs, services, and activities?

Please Check: Yes ☒ No ☐

The PPP includes Appendix E, the MPO's current update of demographic data to document nondiscrimination and equity in its plans, programs, services and activities. Traditionally Underserved Communities were identified as part of the development of the Bicycle and Pedestrian Master Plan. This data was used in project scoring and evaluation in the 2045 LRTP for all projects and when rating and ranking priority projects for the use of the MPO's TMA SU funds (bike/ped, transit, congestion management and safety).

5. Has the MPO participated in any recent Title VI training, either offered by the State, organized by the MPO, or some other form of training, in the past three years?

Please Check: ☒ X No ☐

MPO staff attended Title VI Training Session held on Dec 5, 2019 at the Florida Metropolitan Planning Partnership statewide meeting, and viewed a video Overview of FHWA's Civil Rights Program Requirements for Local Public Agencies using a link provided by FDOT in August 2019.

6. Does the MPO keep on file for five years all complaints of ADA noncompliance received, and for five years a record of all complaints in summary form?

Please Check: Yes ☒ No ☐

No formal complaints have been received. The MPO has established a template for recording and tracking actions on complaints and will maintain the detailed log of communications for 5 years if a complaint is received.

Part 1 Section 4: Disadvantaged Business Enterprises

1. Does the MPO have a FDOT-approved Disadvantaged Business Enterprise (DBE) plan?

Please Check: Yes ☒ No ☐

The MPO adopted a Disadvantaged Business Enterprise Policy on May 12, 2006. This policy is in accordance with FDOT's DBE Plan.

2. Does the MPO use the Equal Opportunity Compliance (EOC) system or another FDOT process to ensure that consultants are entering bidders opportunity list information, as well as accurately and regularly entering DBE commitments and payments?"

Please Check: Yes ☐ No ☐

The MPO was notified in 2019 that the EOC was not functional and the decision was made to utilize the Grant Application Process (GAP) system to report DBE commitments and payments. To date, the MPO has not been notified that the DBE portion of the GAP system is functional. The MPO will continue to track all DBE compliance information and will report to FDOT as requested until the new system is operational.

3. Does the MPO include the DBE policy statement in its contract language for consultants and subconsultants?

Please Check: Yes ☒ No ☐

Each consultant is required to comply with the MPO's DBE policy. The required DBE language is included in each MPO contract.

Part 1 Section 5: Noteworthy Practices & Achievements

One purpose of the certification process is to identify improvements in the metropolitan transportation planning process through recognition and sharing of noteworthy practices. Please provide a list of the MPOs noteworthy practices and achievements below.

Over the past year, the MPO completed several major plans and studies despite a worldwide pandemic. Even as many agencies delayed studies, our deadlines did not move. Many of the plans/studies included public involvement which required finding a new way to engage the public. The MPO switched from in person public involvement meetings to virtual public meetings to ensure the public had ample opportunity to participate in the planning process. A list of achievements completed in 2020 is shown below:

- Prepared and adopted an update to the PPP at the June 2020 MPO Board meeting in response to the Covid-19 pandemic.
- Completed and approved the first Biennial Transportation System Performance Report and Action Plan. (September 2020)
- Completed and endorsed major Transit Development Plan update. (September 2020)
- Completed an update to the MPO's Continuity of Operations Plan. (COOP) (September 2020)
- Completed and endorsed CAT's Park and Ride Study. (November 2020)
- Solicited for a new General Planning Service Contract.
- Completed Transit Impact Analysis. (December 2020)
- Completed and distributed review Draft of the first Local Roads Safety Plan (November 2020); briefed the MPO Board (December 2020)
- Completed the 2045 Long Range Transportation Plan (December 2020)

Part 1 Section 6: MPO Comments

The MPO may use this space to make any additional comments or ask any questions, if they desire. This section is not mandatory, and its use is at the discretion of the MPO.

No questions at this time.



Collier MPO

Joint Certification – 2020

April 5, 2021

Part 2 – FDOT District

Attachment: 2020 Joint Certification Review Document (15810 : Approval of 2020 FDOT-MPO Joint Certification Statement)

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Purpose

Each year, the District and the Metropolitan Planning Organization (MPO) must jointly certify the metropolitan transportation planning process as described in [23 C.F.R. §450.336](#). The joint certification begins in January. This allows time to incorporate recommended changes into the Draft Unified Planning Work Program (UPWP). The District and the MPO create a joint certification package that includes a summary of noteworthy achievements by the MPO and, if applicable, a list of any recommendations and/or corrective actions.

The Certification Package and statement must be submitted to Central Office, Office of Policy Planning (OPP) no later than June 1.

Certification Process

Please read and answer each question within this document.

Since all of Florida's MPOs adopt a new Transportation Improvement Program (TIP) annually, many of the questions related to the TIP adoption process have been removed from this certification, as these questions have been addressed during review of the draft TIP and after adoption of the final TIP.

As with the TIP, many of the questions related to the Unified Planning Work Program (UPWP) and Long-Range Transportation Plan (LRTP) have been removed from this certification document, as these questions are included in the process of reviewing and adopting the UPWP and LRTP.

Note: This certification has been designed as an entirely electronic document and includes interactive form fields. Part 2 Section 9: Attachments allows you to embed any attachments to the certification, including the [MPO Joint Certification Statement](#) document that must accompany the completed certification report. Once all the appropriate parties sign the MPO Joint Certification Statement, scan it and attach it to the completed certification in Part 2 Section 9: Attachments.

Please note that the District shall report the identification of and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or issue to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board.

The final Certification Package should include Part 1, Part 2, and any required attachments and be transmitted to Central Office no later than June 1 of each year.

Risk Assessment Process

Part 2 Section 1: Risk Assessment evaluates the requirements described in [2 CFR §200.331 \(b\)-\(e\)](#), also expressed below. It is important to note that FDOT is the recipient and the MPOs are the subrecipient, meaning that FDOT, as the recipient of Federal-aid funds for the State, is responsible for ensuring that Federal-aid funds are expended in accordance with applicable laws and regulations.

(b) Evaluate each subrecipient's risk of noncompliance with Federal statutes, regulations, and the terms and conditions of the subaward for purposes of determining the appropriate subrecipient monitoring described in paragraphs (d) and (e) of this section, which may include consideration of such factors as:

- (1) The subrecipient's prior experience with the same or similar subawards;*
- (2) The results of previous audits including whether the subrecipient receives a Single Audit in accordance with Subpart F—Audit Requirements of this part, and the extent to which the same or similar subaward has been audited as a major program;*
- (3) Whether the subrecipient has new personnel or new or substantially changed systems; and*
- (4) The extent and results of Federal awarding agency monitoring (e.g., if the subrecipient also receives Federal awards directly from a Federal awarding agency).*

(c) Consider imposing specific subaward conditions upon a subrecipient if appropriate as described in §200.207 Specific conditions.

(d) Monitor the activities of the subrecipient as necessary to ensure that the subaward is used for authorized purposes, in compliance with Federal statutes, regulations, and the terms and conditions of the subaward; and that subaward performance goals are achieved. Pass-through entity monitoring of the subrecipient must include:

- (1) Reviewing financial and performance reports required by the pass-through entity.*
- (2) Following-up and ensuring that the subrecipient takes timely and appropriate action on all deficiencies pertaining to the Federal award provided to the subrecipient from the pass-through entity detected through audits, on-site reviews, and other means.*

(3) Issuing a management decision for audit findings pertaining to the Federal award provided to the subrecipient from the pass-through entity as required by §200.521 Management decision.

(e) Depending upon the pass-through entity's assessment of risk posed by the subrecipient (as described in paragraph (b) of this section), the following monitoring tools may be useful for the pass-through entity to ensure proper accountability and compliance with program requirements and achievement of performance goals:

- (1) Providing subrecipients with training and technical assistance on program-related matters; and
- (2) Performing on-site reviews of the subrecipient's program operations;
- (3) Arranging for agreed-upon-procedures engagements as described in §200.425 Audit services.

If an MPO receives a Management Decision as a result of the Single Audit, the MPO may be assigned the high-risk level.

After coordination with the Office of Policy Planning, any of the considerations in 2 CFR §200.331 (b) may result in an MPO being assigned the high-risk level.

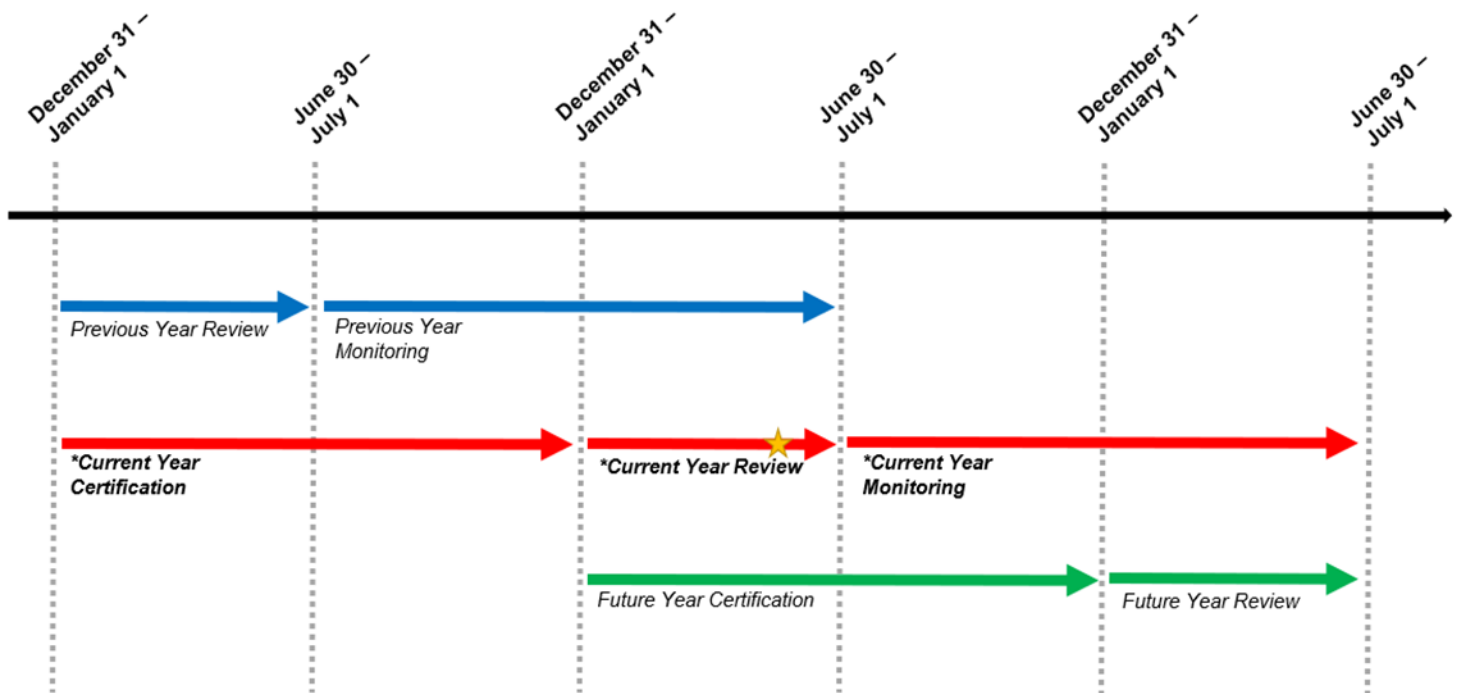
The questions in Part 2 Section 1: Risk Assessment are quantified and scored to assign a level of risk for each MPO, which will be updated annually during the joint certification process. The results of the Risk Assessment determine the minimum frequency by which the MPO's supporting documentation for their invoices is reviewed by FDOT MPO Liaisons for the upcoming year. The frequency of review is based on the level of risk in **Table 1**.

Table 1. Risk Assessment Scoring

Score	Risk Level	Frequency of Monitoring
> 85 percent	Low	Annual
68 to < 84 percent	Moderate	Bi-annual
52 to < 68 percent	Elevated	Tri-annual
< 52 percent	High	Quarterly

The Risk Assessment that is part of this joint certification has two main components – the Certification phase and the Monitoring phase – and involves regular reviewing, checking, and surveillance. The first step is to complete this Risk Assessment during the joint certification for the current year (*The red line in **Figure 1***). The current year runs for a 12-month period from January 1 to December 31 of the same year (**Example: January 1, 2018 through December 31, 2018**). There is a 6-month period when the joint certification for the current year is reviewed before the Risk Assessment enters the Monitoring phase. The joint certification review runs from January 1 to June 30 (**Example: January 1, 2019 through June 30, 2019**). After the review has been completed, the Risk Assessment enters the Monitoring phase, where the MPO is monitored for a 12-month period (**Example: July 1, 2019 to June 30, 2020**). The entire Risk Assessment runs for a total of 30-months. However, there will always be an overlapping of previous year, current year, and future year Risk Assessments. **Figure 1** shows the timeline of Risk Assessment phases and how Risk Assessments can overlap from year to year.

Figure 1. Risk Assessment: Certification Year vs. Monitoring



★ June 1st - Joint Certifications are due to FDOT

Part 2

Part 2 of the Joint Certification is to be completed by the District MPO Liaison.

Part 2 Section 1: Risk Assessment

MPO Invoice Submittal: The Collier MPO submits 4 Invoices per calendar year (Quarterly)

List all invoices and the dates that the invoices were submitted for reimbursement during the certification period in **Table 2** below. **Certification Period: January 1, 2020 – December 31, 2020**

Table 2. MPO Invoice Submittal Summary: Submitted Quarterly

Invoice #	Invoice Period	Date the Invoice was Forwarded to FDOT for Payment	Was the Invoice Submitted More than 90 days After the End of the Invoice Period? (Yes or No)
G0Y70-7	01/01/20-03/31/20	04/31/2020	No
G0Y70-8	4/01/20-6/30/20	09/08/2020 (Final Invoice of Contract G0Y70)	No
G1M49-1	07/01/20-9/30/20	10/30/2020	No
G1M49-2	10/01/20-12/31/20	01/29/2021	No
MPO Invoice Submittal Total			
Total Number of Invoices that were Submitted on Time			4
Total Number of Invoices Submitted			4

MPO Invoice Review Checklist

List all MPO Invoice Review Checklists that were completed in the certification period in **Table 3** and attach the checklists to this risk assessment. Identify the total number of materially significant finding questions that were correct on each MPO Invoice Review Checklist (i.e., checked yes). The MPO Invoice Review Checklist identifies questions that are considered materially significant with a red asterisk. Examples of materially significant findings include:

- Submitting unallowable, unreasonable or unnecessary expenses or corrections that affect the total amounts for paying out.
- Exceeding allocation or task budget.
- Submitting an invoice that is not reflected in the UPWP.
- Submitting an invoice that is out of the project scope.
- Submitting an invoice that is outside of the agreement period.
- Documenting budget status incorrectly.

Corrections or findings that are not considered materially significant do not warrant elevation of MPO risk. Examples of corrections or findings that are not considered materially significant include:

- Typos.
- Incorrect budgeted amount because an amendment was not recorded.
- Incorrect invoice number.

Table 3. MPO Invoice Review Checklist Summary

MPO Invoice Review Checklist		Number of Correct Materially Significant Finding Questions
G0Y70-7	01/01/20-03/31/20	7
G0Y70-8	4/01/20-6/30/20	7
G1M49-1	07/01/20-9/30/20	7
G1M49-2	10/01/20-12/31/20	7
MPO Invoice Review Checklist Total 28		There are a potential of 7 per review checklist and the Collier MPO succeeded in receiving a score of 7 for all listed checklists herein.
Total Number of Materially Significant Finding Questions that were Correct		28 out of 28

*Note: There are 7 materially significant questions per MPO Invoice Review Checklist.

MPO Supporting Documentation Review Checklist

List all MPO Supporting Documentation Review Checklists that were completed in the certification period in **Table 4** and attach the checklists and supporting documentation to this risk assessment. Identify the total number of materially significant finding questions that were correct on each MPO Supporting Documentation Review Checklist (i.e., checked yes). The MPO Supporting Documentation Review Checklist identifies questions that are considered materially significant with a red asterisk. Examples of materially significant findings include:

- Submitting an invoice with charges that are not on the Itemized Expenditure Detail Report.
- Submitting an invoice with an expense that is not allowable.
- Failing to submit supporting documentation, such as documentation that shows the invoice was paid.
- Submitting travel charges that do not comply with the MPO's travel policy.

Table 4. MPO Supporting Documentation Review Checklist Summary

MPO Supporting Documentation Review Checklist	Number of Correct Materially Significant Finding Questions
<i>Invoice: FHWA - G0Y70 # 4; Invoice Period: 04/01/19 – 06/30/19.</i> <i>Date of Review: 05/14/2020</i>	24 out of a possible 24
MPO Supporting Documentation Review Checklist Total	24
Total Number of Materially Significant Finding Questions that were Correct	24

*Note: There are 25 materially significant questions per MPO Supporting Documentation Review Checklist.

Technical Memorandum 19-04: Incurred Cost and Invoicing Practices

Were incurred costs billed appropriately at the end of the contract period?

Please Check: Yes ☒ No ☐ N/A ☐

Risk Assessment Score

Please use the Risk Assessment worksheet to calculate the MPO's risk score. Use **Table 5** as a guide for the selecting the MPO's risk level.

Table 5. Risk Assessment Scoring

Score	Risk Level	Frequency of Monitoring
> 85 percent	Low	Annual
68 to < 84 percent	Moderate	Bi-annual
52 to < 68 percent	Elevated	Tri-annual
< 52 percent	High	Quarterly

Risk Assessment Percentage: 100% (>85%)

Level of Risk: Low

Part 2 Section 2: Long-Range Transportation Plan (LRTP)

Did the MPO adopt a new LRTP in the year that this certification is addressing?

Please Check: Yes ☒ No ☐

If yes, please ensure any correspondence or comments related to the draft and final LRTP and the LRTP checklist used by Central Office and the District are in the [MPO Document Portal](#) or attach it to Part 2 Section 9: Attachments. List the titles and dates of attachments uploaded to the MPO Document Portal below.

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

Final Adopted Collier LRTP was submitted into the MPO Portal by Collier MPO Liaison in early 2021.

Part 2 Section 3: Transportation Improvement Program (TIP)

Did the MPO update their TIP in the year that this certification is addressing?

Please Check: Yes ☒ No ☐

If yes, please ensure any correspondence or comments related to the draft and final TIP and the TIP checklist used by Central Office and the District are in the [MPO Document Portal](#) or attach it to Part 2 Section 9: Attachments. List the titles and dates of attachments uploaded to the MPO Document Portal below.

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

Victoria Peters (MPO Liaison) uploaded into MPO portal.

Part 2 Section 4: Unified Planning Work Program (UPWP)

Did the MPO adopt a new UPWP in the year that this certification is addressing?

Please Check: Yes ☐ No ☒

If yes, please ensure any correspondence or comments related to the draft and final UPWP and the UPWP checklist used by Central Office and the District are in the [MPO Document Portal](#) or attach it to Part 2 Section 9: Attachments. List the titles and dates of attachments uploaded to the MPO Document Portal below.

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

A new UPWP was adopted in calendar year on July 1, 2020 which is FDOT's fiscal year 2021.

Additionally, the UPWP docs were entered into the old MPO Doc Portal by the Liaison (VP) if anyone wishes to review.

Part 2 Section 5: Clean Air Act

The requirements of [Sections 174](#) and [176 \(c\) and \(d\)](#) of the Clean Air Act.

The Clean Air Act requirements affecting transportation only applies to areas designated nonattainment and maintenance for the National Ambient Air Quality Standards (NAAQS). Florida currently is attaining all NAAQS. No certification questions are required at this time. In the event the Environmental Protection Agency issues revised NAAQS, this section may require revision.

Title(s) of Attachment(s)

N/A

Part 2 Section 6: Technical Memorandum 19-03REV: Documentation of FHWA PL and Non-PL Funding

Did the MPO identify all FHWA Planning Funds (PL and non-PL) in the TIP?

Please Check: Yes ☒ No ☐ N/A ☐

Part 2 Section 7: District Questions

The District may ask up to five questions at their own discretion based on experience interacting with the MPO that were not included in the sections above. Please fill in the question, and the response in the blanks below. This section is optional and may cover any topic area of which the District would like more information.

1. Question

Are there any areas of interest or concern you would like to discuss with FDOT?

2. Question

N/A

3. Question

N/A

4. Question

N/A

5. Question

N/A

Part 2 Section 8: Recommendations and Corrective Actions

Please note that the District shall report the identification of and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or issue to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board. The District may identify recommendations and corrective actions based on the information in this review, any critical comments, or to ensure compliance with federal regulation. The corrective action should include a date by which the problem must be corrected by the MPO.

Status of Recommendations and/or Corrective Actions from Prior Certifications

The Collier MPO underwent their quadrennial review in 2020, their "TMA Certification". The Federal team commended the Collier MPO on their adherence to the "3 C" metropolitan planning process. They recognized 5 Noteworthy practices, 1 Corrective Action (which was addressed prior to the publication of the Certification Report and no further action is necessary) and 2 recommendations to further improve the planning process.

Recommendations

N/A

Corrective Actions

N/A

Part 2 Section 9: Attachments

Please attach any documents required from the sections above or other certification related documents here or through the [MPO Document Portal](#). Please also sign and attached the [MPO Joint Certification Statement](#).

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

All attachments are in MPO Portal – original and new portal.



FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF POLICY PLANNING

MPO FHWA Funds Invoice Supporting Documentation Review Checklist

The MPO's Supporting Documentation Review is to be completed at the frequency required by the MPO's **Risk Assessment**, as a part of the Annual MPO Joint Certification Process. The checklist should be completed and saved with invoice documentation, uploaded to the SharePoint Site for tracking by Central Office, and forwarded to MPO for their records.

Please note: Below you will be required to identify any comments, recommendations, or findings. Comments and recommendations are at the discretion of the District, but findings must be supported by documentation, and identify corrections that must be made for the MPO to be reimbursed. Findings factor into the MPOs level of risk, determined by the **Risk Assessment** in the Annual Joint Certification.

*** Indicates a Materially Significant Finding**

MPO:

Contract:	G0Y70	Date of Review:	05/14/2020	Review #:	1
Invoice No.:	FHWA-G0Y70 - 4	Invoice Period:	04/01/19 – 06/30/19	Reviewed By:	Victoria Peters

Personnel Service (MPO staff salary & fringe)

Review the payroll register and compare to expenses being reimbursed. Select one staff member and confirm details below.

Were personnel service expenses incurred within the Invoice Period ?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Employee's time sheet selected for review?	Executive Director Anne McLaughlin	
Does the payroll register fall within the dates match Invoice Period ?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Do the hours shown on the payroll register match hours match hours requested?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Does the employee's timesheet match the expenses being requested for reimbursement?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Are amounts shown on payroll register and task charges accurately recorded on Itemized Expenditure Detail Report ?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Are fringe charges equitably distributed to all grants?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Is the timesheet signed by an authorized MPO official?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

Comments and Recommendations on Personnel Services Expenses

Great Job! All personnel and timesheet charges added up & good documentation!

Findings on Personnel Services Expenses

N/A

Consultant Services

Select one consultant invoice and confirm details below.

Were consultant service expenses incurred within the Invoice Period ?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
--	---	-----------------------------

MPO FHWA Funds

Invoice Supporting Documentation Review

continued...

Consultant invoice selected for review.

SGS Technologies LLC Invoice # P3157 Total: \$1,290.00

*Are charges shown on invoice accurately recorded on **Itemized Expenditure Detail Report**? Yes ☒ No ☐

Are the consultant services invoice dates of service within the **Invoice Period**? **5/10/19** Yes ☒ No ☐

*Are the task services documented in the progress report? **Yes – Page 3** Yes ☒ No ☐

*Is there documentation to show that invoice was paid? **Yes – imm. after invoice-documents shows check amount cleared with consultant/vendor in SAP system** Yes ☒ No ☐

Comments and Recommendations on Consultant Services Expenses

Documentation for these consultant services is: Organized, clear and shows use of DBE as well!

Findings on Consultant Services Expenses

N/A

Travel Reimbursement

If travel reimbursement was requested on this invoice, select one travel reimbursement. Refer to the MPO's travel policies and regulations to answer questions below.

Were travel expenses incurred within the **Invoice Period**? Yes ☒ No ☐

Employee's travel reimbursement selected for review?

Councilman Hutchinson MPO Board member

*Are charges shown on the travel form accurately recorded on the task's **Itemized Expenditure Detail Report**? Yes ☒ No ☐

Has the MPO established its own travel policy? **Also follows State Travel Guidelines/Statute/Policy** Yes ☒ No ☐

Does the travel reimbursement comply with MPO or State travel policies and regulations? Yes ☐ No ☐

Are charges recorded on FDOT Contractor Travel Form (300-000-06)? Yes ☒ No ☐

Is travel request signed by an MPO authorized official? Yes ☒ No ☐

*Are travel charges supported by documentation as required by travel policy? Yes ☒ No ☐

Comments and Recommendations on Travel Reimbursement Expenses

Correct Travel forms and excellent documentation provided !!

Findings on Travel Reimbursement Expenses

N/A

Direct Expenses

Select and review five direct expense line items.

Were direct expenses incurred within the **Invoice Period**? Yes ☒ No ☐

#1 Direct expense selected for review **Invoice # 65495****Collier County Building Space Lease**

Was the cost incurred within the **Invoice Period**? Yes ☒ No ☐

Is the expense for purchase of equipment over \$5,000? (indicate prior approval in findings/recommendation below) Yes ☐ No ☒

MPO FHWA Funds

Invoice Supporting Documentation Review

continued...

*Is the expense allowable?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Is there documentation to show that invoice was paid? Yes – payment cleared doc posted on 6/25/19	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Are charges shown on the invoice accurately recorded on the Itemized Expenditure Detail Report?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
#2 Direct expense selected for review Invoice #9826772809, # 9828753593, # 9830731354 Verizon Cell Bills for Anne McLaughlin; \$38.06, \$38.66, and \$36.83 = \$113.55		
Was the cost incurred within the Invoice Period?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Is the expense for purchase of equipment over \$5,000? (indicate prior proper approval in findings/recommendation below)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
*Is the expense allowable?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Is there documentation to show that invoice was paid? Payments Received and Cleared doc.	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Are charges shown on the invoice accurately recorded on the Itemized Expenditure Detail Report? 33557.1.4.3	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
#3 Direct expense selected for review Invoice # 675878 <i>JM Todd (copier services)</i>		
Was the cost incurred within the Invoice Period? Yes	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Is the expense for purchase of equipment over \$5,000? (indicate prior approval in findings/recommendation below)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
*Is the expense allowable?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Is there documentation to show that invoice was paid? Proof of Payment of Memo Posted	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Are charges shown on the invoice accurately recorded on the Itemized Expenditure Detail Report?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
#4 Direct expense selected for review Order # 300954725-001 <i>Office Depot, 4/16/19</i>		
Was the cost incurred within the Invoice Period?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Is the expense for purchase of equipment over \$5,000? (indicate prior approval in findings/recommendation below)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
*Is the expense allowable? Basic Office supplies	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Is there documentation to show that invoice was paid? PCard processed/cleared	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Are charges shown on the invoice accurately recorded on the Itemized Expenditure Detail Report?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
#5 Direct expense selected for review Invoice # 6-445-02255 <i>Fed Ex</i>		
Was the cost incurred within the Invoice Period?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Is the expense for purchase of equipment over \$5,000? (indicate prior approval in findings/recommendation below)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
*Is the expense allowable? Mailing Agendas to some TAC/CAC MPO Committee members	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Is there documentation to show that invoice was paid?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

Attachment: 2020 Joint Certification Review Document (15810 : Approval of 2020 FDOT-MPO Joint Certification Statement)

MPO FHWA Funds

Invoice Supporting Documentation Review

continued...

*Are charges shown on the invoice accurately recorded on the **Itemized Expenditure Detail Report?** Yes ☒ No ☐

Comments and Recommendations on Direct Expenses

Well organized and complete documentation

Findings on Direct Expenses

N/A

Indirect Rate

If applicable, review MPO's APPROVED Indirect Rate.

Does the MPO have an FDOT APPROVED indirect rate? Yes ☐ No ☒

*If yes, does the indirect rate that is charged on the invoice agree with the approved indirect cost allocation plan documented in the MPO's UPWP? **N/A NOTE:** Collier MPO does not have indirect rate, however, I do not feel their percentage should be reduced with less points on this Review because of this so I checked "Yes" to allocate the point. I don't feel they should be "docked" because this item does not apply to their MPO and I believe this approach is fair and neutral. The Liaisons are usually afforded some latitude and discretion to make these determinations. Thank you. VGP

Yes ☒ No ☐

Comments and Recommendations on Indirect Rate Charges

NA

Findings on Indirect Rate Charges

NA

General Comments, Recommendations, and Findings

Was the invoice's supporting documentation found to be in good order? Yes ☒ No ☐

Was there evidence that a quality control process or procedure is in place? Yes ☒ No ☐

General Comments and Recommendations

This is one of the most complete and well-organized Document Reviews I have completed with the Collier MPO. It is clear how the Collier MPO and their Grants Office take pride in being accurate, thorough, professional and strive for compliance at all levels. They received the highest score for "Materially Significant Findings" because they met all criteria. Excellent Job! Victoria Peters, FDOT Liaison for Collier MPO

* **Point of Reference for the MPO:** the term "Materially Significant Findings" also marked by a red asterisk next to the question are evaluation areas of importance where a "Yes" response is a positive and these are added up for your score in this Review. A higher score indicates a possible lower Risk Assessment for this review. These red asterisks and this term is relatively new in the risk assessment process

General Findings

None

Invoice Supporting Documentation Review Checklist

Please provide the total number of *materially significant findings that were correct in **Table 1**. **Table 1** will be used in the **Risk Assessment** that is part of the annual Joint Certification to evaluate the MPO's risk level.

Table 1. Invoice Supporting Documentation Review Checklist Summary

Description	Yes	Total
*Materially Significant Findings	24	24

FDOT UPWP Checklist

MPO Name: Collier MPO	Draft / Final		Enter Date Received
UPWP Check List	Yes	No	Comment
A. COVER AND TITLE PAGE			
Includes CFDA Number?	Yes		5/13/2020
Includes Federal Aid Project Number (FAP)?	Yes		
Includes FM Number (Work Program)?	Yes		
Name of MPO and Funding Agencies?	Yes		
The correct fiscal years for the proposed UPWP are listed?	Yes		
MPO physical, mailing, and website addresses; phone numbers	Yes		
The Final UPWP includes an approved signature or MPO resolution and the date of MPO Board action?		Yes	
The Final UPWP includes the Cost Analysis Certification signed and dated by the Grant Manager (MPO Liaison)?		Yes	
B. TABLE OF CONTENTS			
Introduction	Yes		
Organization and Management	Yes		
Work Program Task Sheets – includes the following sections:			
• Administration	Yes		
• Data Collection	Yes		
• Transportation Improvement Program	Yes		
• Long Range Transportation Plan	Yes		
• Special Project Planning	Yes		
• Public Involvement (in their Admin task)	Yes		
Summary Budget – Table 1 Agency Participation (broken out by year)	Yes		
Summary Budget – Table 2 Funding Source (broken out by year)	Yes		
District Planning Activities	Yes		
Statements and Assurances	Yes		
FTA Grant Application (if included in UPWP)	Yes		
Each Task is consistent in number, wording, and references page numbers with each respective task sheet	Yes		
C. INTRODUCTION			
Brief definition of the UPWP	Yes		
Current overview of the status of comprehensive transportation planning activities	Yes		
Discussion of local and regional planning priorities	Yes		

FDOT UPWP Checklist

MPO Name: Collier MPO	Draft / Final		Enter Date Received
UPWP Check List	Yes	No	Comment
Planning tasks to be performed with funds under Title 23 and Title 49 Chapter 53 (Public Transportation)	Yes		
A description of the metropolitan transportation and transportation related air quality planning activities (if applicable) anticipated in the non-attainment area regardless of funding sources or agencies conducting air quality activities;	Yes		
Discussion of soft match, including a definition and the amount (both as a total and the percent)	Yes		
Indirect Cost Rate (if applicable)	Yes		
Description of Public Involvement process used in development of UPWP	Yes		
Discussion of Planning Emphasis Areas	Yes		
D. ORGANIZATION AND MANAGEMENT			
Identification of participants and a brief description of their respective roles in the UPWP metropolitan area planning process	Yes		
Discussion of appropriate agreements:			
• Standard Interlocal Agreement	Yes		
• Metropolitan Planning Organization (MPO) Agreement	Yes	Yes	5/13/2020
• Joint Participation Agreement – FTA 5303 funds	Yes		
• ICAR Agreement	Yes		
• Other agreements	Yes		
Identification and discussion of operational procedures and bylaws	Yes		
E. WORK PROGRAM TASK SHEETS			
Each sheet should describe individual tasks, be in the same format, and include:			
• Task number and title	Yes		
• Purpose	Yes		
• Previous work completed	Yes		
• Required Activities – how task will be performed, who will perform the task	Yes		
• Responsible agency or agencies	Yes		
• Proposed funding source(s) – tied into Table 2	Yes		
Schedule that adequately describes activities that will take place during the year, including:	Yes		
• Schedule of milestones or benchmarks			
• Product(s)			

FDOT UPWP Checklist

MPO Name: Collier MPO	Draft / Final		Enter Date Received
UPWP Check List	Yes	No	Comment
• Estimated completion date(s) Yes			
Proposed funding source(s) with anticipated costs by fiscal year and by budget line item (<i>an Estimated Budget Detail</i>)	Yes		
F. STATEMENTS AND ASSURANCES			
DBE	Yes		
Debarment and Suspension	Yes		
Lobbying	Yes		
Title VI Nondiscrimination Agreement	Yes		
Appendix A	Yes		
Appendix E	Yes		
G. FTA SECTION 5305(D) APPLICATION (IF INCLUDED IN UPWP)			
Certain FTA grants – Form 424	Yes		
Certain FTA Grants: FTA Certification / Assurances	Yes		
Affirmation of Applicant	Yes		
Affirmation of Applicant's Attorney	Yes		
Budget showing total funds by classifications	Yes		
Budget showing FTA funds only by classifications	Yes		
H. TABLE 1: AGENCY PARTICIPATION			
Participating agencies identified with funding commitments	Yes		
Table includes only those District planning activities scheduled to occur within the MPO Boundaries	Yes		
Table shows the amount of funds set aside for work by consultants	Yes		
There is one table for Year 1 and one table for Year 2	Yes		
I. TABLE 2: FUNDING SOURCE			
Proposed funding sources and budgeted funds are identified by task and subtask for each appropriate funding source, and are consistent with applicable Task Sheet	Yes		
The Department's PL and FTA matching funds are shown separately	Yes		
Federal, state, and local contribution levels are provided by task and subtask	Yes		
The total amounts shown in each task agree with the amounts shown in Table 1: Agency Participation	Yes		
There is one table for Year 1 and one table for Year 2	Yes		
J. GENERAL			

FDOT UPWP Checklist

MPO Name: Collier MPO	Draft / Final		Enter Date Received
UPWP Check List	Yes	No	Comment
The Final UPWP was reviewed and endorsed or approved by the TAC, CAC, and the MPO prior to distribution	Yes		May 8, 2020
Documentation of the endorsement or approvals (e.g., a MPO Resolution, meeting minutes, letter of authentication) are included	Yes		Resolution/5/8/20
Tasks or activities to correct or eliminate deficiencies noted in the previous federal and/or state certification reviews are identified in the UPWP	Yes		
The annual audit is included as part of the Program Administration Task, and as a separate line item	Yes		
Equipment purchases are identified as part of a task	Yes		
Equipment rentals and leases are included by tasks	Yes		
Matrix that identifies how each task relates to the Planning Emphasis Areas and Planning Factors	Yes		

Victoria Peters, Completed Draft Review and Final Review by FDOT Liaison for Collier MPO

Attachment: 2020 Joint Certification Review Document (15810 : Approval of 2020 FDOT-MPO Joint Certification Statement)

TRANSPORTATION IMPROVEMENT PROGRAM Review Checklist

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVIEW CHECKLIST

The following TIP Review Checklist is provided to assist in the review of the TIP. This Review Checklist is to be completed and included in the MPO's final TIP Document.

Comments should be categorized as:

Editorial: Comments may be addressed by MPO, but would not affect approval of the document, i.e., grammatical, spelling and other related errors.

Enhancement: Comments may be addressed by MPO, but would not affect approval of the document, i.e., improve the quality of the document and the understanding for the public (improving graphics, re-packaging of the document, use of plain language, reformatting for clarity, removing redundant language).

Critical: Comment MUST be addressed to meet minimum state and federal requirements to obtain approval. The reviewer must clearly identify the applicable state or federal policies, regulations, guidance, procedures or statutes that the document does not conform with.

MPO:	Collier Metropolitan Planning Organization	Fiscal Years included:	FY21-FY25
Review #:	2 - Final	Date of Review:	June 23, 2020
		Reviewed by:	Victoria G Peters

TIP Format & Content

Does the cover include MPO name, correct fiscal years covered, MPO adoption date? Yes ☒ No ☐

[Choose an item.](#) [Click here to enter comments](#)

Does the Table of Contents show the title of each section with correct page number? Yes ☒ No ☐

[Choose an item.](#) [Click here to enter comments](#)

Does TIP include an endorsement that it was developed following state and federal requirements and include date of official MPO approval? This would be an MPO resolution or signed signature block on cover. Yes ☒ No ☐

[Choose an item.](#) [Click here to enter comments](#)

Does TIP include a list of definitions, abbreviations, funding and phase codes and acronyms? Yes ☒ No ☐

[Choose an item.](#) [Click here to enter comments](#)

TIP Narrative

Does the TIP begin with a statement of purpose (provide a prioritization of projects covering a five-year period that is consistent with LRTP, contains all transportation projects MPA funded with FHWA & FTA funds and regionally significant projects regardless of funding source)? [23 C.F.R. 450.326(a)]; [49 U.S.C. Chapter 53] Yes ☒ No ☐

[Choose an item.](#) [Click here to enter comments](#)

Was the TIP developed by MPO in cooperation with the state and public transit operator, who provided the MPO with estimates of available Federal and State funds for the MPO to develop the financial plan? [s. 339.175(8) F.S.]; [23 C.F.R. 450.326(a)] Yes ☒ No ☐

[Choose an item.](#) [Click here to enter comments](#)

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

Does the TIP demonstrate that there are sufficient funds (federal, state, local and private) to implement proposed transportation system improvements, identifies any innovative financing techniques through comparison of revenues and costs for each year? It is recommended that the TIP include a table(s) that compares the funding sources and amounts, by year to the total project costs. [23 C.F.R. 450.326(k)]; [23 C.F.R. 450.326(j)]; [s. 339.175(8)(c)(3) F.S].	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Choose an item. Click here to enter comments		
Does the TIP describe project selection process and state that it is consistent with the federal requirements in 23 C.F.R 450.322(b) and for non-TMA MPOs 23 C.F.R. 450.322(c)?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Choose an item. Click here to enter comments		
Does the TIP identify the MPO's criteria and process for prioritizing implementation of the transportation plan elements (including multimodal tradeoffs) for inclusion in the TIP and explain any changes in priorities from the previous TIP? The MPO's TIP project priorities must be consistent with the LRTP. [23 C.F.R 450.326(n)(1)]	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Choose an item. <i>The Collier's TIP projects are in correlation with the LRTP and the LRTP CFP</i>		
Does the TIP describe how projects are consistent with MPO's LRTP and to the extent feasible, with port and aviation masterplans, public transit development plans, and approved local government comprehensive plans for those local governments located within the MPO area? [s. 339.175(8)(a) F.S.]	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Choose an item. Click here to enter comments		
Does the TIP cross reference projects with corresponding LRTP projects, when appropriate? [s. 339.175(8)(c)(7) F.S.]	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Choose an item. <i>Yes – TIP Project Pages list their LRTP counterpart in upper right hand corner as "LRTP REF"</i>		
Does the TIP include the FDOT Annual List of Obligated Projects or a link? The annual listing is located for download HERE . [23 C.F.R. 450.334]; [s.339.175(8)(h), F.S.]	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Choose an item. Click here to enter comments		
Was the TIP developed with input from the public? [23 C.F.R. 450.316]; [23 C.F.R. 450.326(b)]; The document should outline techniques used to reach citizens (flyers, websites, meeting notices, billboards, etc.)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Choose an item. <i>Yes on their website, meeting notices</i>		
Does the TIP discuss the MPO's current FDOT annual certification and past FHWA/FTA quadrennial certification? MPO should include anticipated date of next FHWA/FTA quadrennial certification. Yes to all	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Choose an item. Click here to enter comments		
Does the TIP discuss of the congestion management process? All MPOs are required to have a congestion management process that provides for the effective management process that provides for the effective management and operation of new and existing facilities using travel demand reduction and operational management strategies. S 339.175(6)(c)(1), F.S.	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Choose an item. Click here to enter comments		
Does the TIP discuss Transportation Disadvantaged (TD) services developed and a description of costs and revenues from TD services, as well as a list of improvements funded with TD funds? [s.427.015(1) F.S. AND 41-2.009(2) F.A.C.	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Choose an item. Click here to enter comments		
Does the TIP discuss how, once implemented, will make progress toward achieving the performance targets for:	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<ul style="list-style-type: none"> ✓ Safety performance measures ✓ System performance measures 		

TRANSPORTATION IMPROVEMENT PROGRAM**Review Checklist**

- ✓ Bridge performance measures
- ✓ Pavement performance measures
- ✓ State asset management plan
 - Including risk to off-system facilities during emergency events (if applicable)
- ✓ State freight plan

If the MPO used the Performance Measures Template, they will have met requirements.

[23.C.F.R 450.326(c)]

[Choose an item.](#) Collier MPO applied the Perf. Measures Template

Does the TIP discuss anticipated effect of achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets for:

- ✓ Safety performance measures
- ✓ System performance measures
- ✓ Bridge performance measures
- ✓ Pavement performance measures
- ✓ State asset management plan
- ✓ State freight plan

Yes ☒ No ☐

If the MPO used the Performance Measures Template, they will have met requirements.

[23.C.F.R 450.326(d)]

[Choose an item.](#) Collier MPO applied the Perf. Measures Template

Detail Project Listing for Five Fiscal Years

Does each project in the TIP document shall include the following information?

- ✓ Sufficient description of project (type of work, termini, and length)
- ✓ Financial Project Number (FPN)
- ✓ Estimated total project cost and year anticipated funding
- ✓ **Page number or identification number where project can be found in LRTP (spot check)**
- ✓ Category of Federal Funds and source(s) of non-Federal Funds
- ✓ FTA section number included in project title or description

Yes ☒ No ☐

[Choose an item.](#) *LRTP page number correlation listed on each project page.*

Did the MPO make the draft TIP available to all review agencies and affected parties? Refer distribution list in MPO Handbook, page 5-21 – 5-24

Yes ☒ No ☐

[Choose an item.](#) *The Collier MPO made the TIP available via the MPO Portal as directed.*

TIP Review

Did the MPO upload the document into the MPO Document Portal for review by District staff, Office of Policy Planning, Florida Commission for the Transportation Disadvantaged, Bureau of Community Planning, FTA, & FHWA?

Yes ☒ No ☐

[Choose an item.](#) Via MPO Portal as directed

Appendix A

Federal and State LRTP Requirements



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Table A-5. Other State Requirements for the LRTP

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
LRTPs are to identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve important national, state, and regional transportation functions, including facilities on the Strategic Intermodal System (SIS) and facilities for which projects have been identified pursuant to Transportation Regional Incentive Program. [Section 339.175(1), F.S.]	Chapter 6 – Cost Feasible Plan, Section 6-1
The LRTP must address at least a 20-year planning horizon, include both long-range and short-range strategies, and comply with all other State and Federal requirements. The LRTP must also consider these prevailing principles: preserving the existing transportation infrastructure, enhancing Florida’s economic competitiveness, and improving travel choices to ensure mobility. [Section 339.175(7), F.S.]	Chapter 6 – Cost Feasible Plan
The LRTP must be consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved local government comprehensive plans of the units of local government located within the jurisdiction of the MPO. [Section 339.175(7), F.S.]	Chapter 4 – 2045 Needs Plan, Section 4-1
Each MPO is encouraged to consider strategies that integrate transportation and land use planning in order to provide for sustainable development and reduce greenhouse gas emissions. [Section 339.175(7), F.S.]	Chapter 2 – Plan Process, Section 2-2
The approved LRTP must be considered by local governments in the development of the transportation elements in local government comprehensive plans and any amendments thereto. [Section 339.175(7), F.S.]	The 2045 LRTP will be provided to all local governments for development of their comprehensive plans.
The LRTP must identify transportation facilities, including, but not limited to, major roadways, airports, seaports, spaceports, commuter rail systems, transit systems, and intermodal or multimodal terminals that will function as an integrated metropolitan transportation system. [Section 339.175(7)(a), F.S.]	<ul style="list-style-type: none"> -Chapter 4 – 2045 Needs Plan -Chapter 6 – Cost Feasible Plan -Chapter 7 - Implementation
The LRTP must give emphasis to those transportation facilities that serve national, statewide, or regional functions; and must consider the goals and objectives identified in the Florida Transportation Plan. If a project is located within the boundaries of more than one MPO, the MPOs must coordinate plans regarding the project in their LRTPs. [Section 339.175(7)(a), F.S.]	Table 6-1 in Chapter 6 presents projects that are considered regionally or nationally significant. The Florida Transportation Plan is listed as a referenced document for the LRTP update, in Chapter 4 – 2045 Needs

Table A-5. Other State Requirements for the LRTP

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

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

FDOT LRTP Review Checklist

Collier MPO 2045 LRTP

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

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

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

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

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

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

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

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

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

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

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

Section B- State Requirements		Where and How Addressed
Florida Statutes: Title XXVI – Public Transportation, Chapter 339, Section 175		
B-1	Are the prevailing principles in s. 334.046(1), F.S. – preserving the existing transportation infrastructure, enhancing Florida’s economic competitiveness, and improving travel choices to ensure mobility – reflected in the plan? ss.339.175(1), (5) and (7), F.S.	Yes. Reference Chapter 3 – Goals and Objectives.
B-2	Does the plan give emphasis to facilities that serve important national, state, and regional transportation functions, including SIS and TRIP facilities? ss.339.175(1) and (7)(a), F.S.	Yes. Reference Chapter 2 – Plan Process and Chapter 3 – Goals and Objectives. The Collier 2045 LRTP is consistent with the local government comprehensive plans.
B-3	Is the plan consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved comprehensive plans for local governments in the MPO’s metropolitan planning area? ss.339.175(5) and (7), F.S.	Yes. Reference the plan list in Chapter 4.
B-4	Did the MPO consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions? ss.339.175(1) and (7) F.S.	Yes. Reference Chapter 3 - Goals and Objectives.
B-5	Were the goals and objectives identified in the Florida Transportation Plan considered? s.339.175(7)(a), F.S.	Yes. Reference plans listed in Chapter 4 – 2045 Needs Plan and the goals and objectives identified in Chapter 3 – Goals and Objectives.
B-6	Does the plan assess capital investment and other measures necessary to 1) ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and 2) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods? s.339.175(7)(c), F.S.	Yes. Reference Chapter 6 – Cost Feasible Plan.

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

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

**Federal Highway Administration**

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Atlanta, Georgia 30303
(404) 865-5600

January 31, 2021

Councilwoman Elaine Middelstaedt, Chair
Collier Metropolitan Planning Organization
2885 South Horseshoe Drive
Naples, FL 34104

Subject: Federal Certification of the Bonita Springs Urbanized Area Transportation Management Area (TMA) Planning Process – Collier Metropolitan Planning Organization (TPO)

Dear Councilwoman Middelstaedt:

Federal law requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly review and certify the metropolitan transportation planning process for each Transportation Management Area (TMA) every four years. A Metropolitan Planning Organization (MPO) with an urbanized area of 200,000 or more in population is referred to, in federal legislation, as a TMA. We recently conducted a review of the Bonita Springs TMA, more commonly referred to as the Collier Metropolitan Planning Organization (MPO).

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

The review of the Collier MPO's planning process included a site visit conducted by representatives from the FHWA and the FTA on August 11-13, 2020. During the site visit, time was spent with the MPO staff, the Florida Department of Transportation (FDOT), and the transit agency to discuss the status of the MPO's "3-C" planning process. Throughout the site visit, opportunities were afforded to local elected/appointed officials and the general public to provide their insights on the Collier MPO's planning process. In addition to assessing the MPO's progress in addressing the findings from the previous certification review, the MPO's current and/or future implementation of the metropolitan transportation planning requirements was also considered.

Enclosed for your consideration is the final *TMA Certification Review Report* for the Bonita Springs TMA, which includes documentation of the various components of the FHWA/FTA certification review of the Collier MPO. The report provides an overview of the TMA certification review process, summarizes the various discussions from the recent site visit, provides a series of review findings, and issues the FHWA/FTA certification action. In general, the review determined the existence of a “3-C” metropolitan transportation planning process that satisfies the provisions of 23 U.S.C. 134, 49 U.S.C. 5303/5305, and associated Federal requirements. The Federal Review Team identified five (5) noteworthy practices, one (1) corrective action, and two (2) recommendations to improve the current planning process of the Collier MPO. The MPO proactively addressed the corrective action before this report was published, and no further action is required.

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

If you have any questions regarding the certification review process and/or the *TMA Certification Review Report*, please contact Ms. Stacie Blizzard by phone at (850) 553-2223 or by email at Stacie.Blizzard@dot.gov.

Sincerely,



FOR: Jamie Christian, P.E.
Division Administrator
Federal Highway Administration

Yvette G. Taylor, PhD
Regional Administrator
Federal Transit Administration

cc: Anne McLaughlin, Collier MPO
Cathy Kendall, FHWA
Karen Brunelle, FHWA
Stacie Blizzard, FHWA
Keith Melton, FTA (Region 4)
John Crocker, FTA (Region 4)
Victoria Peters, FDOT District 4
Wayne Gaither, FDOT District 4
Mark Reichert, FDOT
Erika Thompson, FDOT
Carl Mikyska, MPOAC

FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION STATEMENT

525-010-05c
 POLICY PLANNING
 02/18

Pursuant to the requirements of 23 U.S.C. 134(k)(5) and 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Collier MPO with respect to the requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on May 14, 2021.

Based on a joint review and evaluation, the Florida Department of Transportation and the Collier MPO recommend that the Metropolitan Planning Process for the Collier MPO be certified.

 Name:
 Title: Secretary LK Nandam (or designee)

 Date

 Name:
 Title: MPO Chairman (or designee)

 Date

Attachment: FDOT- MPO Joint Certification Statement 2020 (15810 : Approval of 2020 FDOT-MPO Joint Certification Statement)

EXECUTIVE SUMMARY

Draft FY 2022-2026 Transportation Improvement Program (TIP)

OBJECTIVE: For the Board to receive a presentation on the Draft FY 2022-2026 Transportation Improvement Program (TIP).

CONSIDERATIONS: The TIP is a 5-year, fiscally constrained, multimodal program of transportation projects within the Collier Metropolitan Planning area. The TIP is developed by the MPO in cooperation with the Florida Department of Transportation (FDOT). Projects funded in the TIP originated in the MPO's Long Range Transportation Plan (LRTP) - Cost Feasible Plan. Projects make their way from the LRTP to the TIP through the MPO's annual process of selecting and updating Project Priorities for submission to FDOT each June for potential inclusion in the next update to the FDOT 5-year Work Program.

Part One of the TIP (**Attachment 1**) includes the narrative and project sheets. Part Two of the TIP (**Attachment 2**) contains the required supporting documentation. Based on the FDOT Tentative Work Program released in January 2021, FDOT Maintenance projects account for the highest percentage of funding in the TIP at 51%, followed by Transit at 15%, Highway Capacity Enhancement at 12%, and Aviation at 7%. (see Draft TIP Part One p 6). It should be noted that the project sheets in the Draft TIP have been updated to reflect the most recent version of FDOT's 5-yr Work Program released on 4/5/21.

The Draft TIP has been posted on the MPO website for public review and comment since 3/25/21. There are no public comments to report at this time. The Technical and Citizens Advisory Committees reviewed earlier versions of the Draft TIP in March and April and provided comments. The next step in the process is committee endorsement in May followed by MPO Board approval in June.

MPO staff will provide a brief overview of the Draft FY 2022-2026 TIP at the May 2021 Board meeting.

STAFF RECOMMENDATION: That the Board receive a presentation on the Draft FY 2022-2026 TIP.

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENT(S)

1. Draft FY 2022-2026 TIP – Part One (Narrative and Project Sheets Draft 3) (PDF)
2. Draft FY 2022-2026 TIP - Part Two (Support Documentation Draft 3) (PDF)

05/14/2021

COLLIER COUNTY
Metropolitan Planning Organization

Item Number: 10.A**Doc ID:** 15811**Item Summary:** Draft FY 2022-2026 Transportation Improvement Program (TIP)**Meeting Date:** 05/14/2021

Prepared by:

Title: Planner, Senior – Metropolitan Planning Organization

Name: Brandy Otero

05/06/2021 11:01 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

05/06/2021 11:01 AM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	05/06/2021 11:01 AM
Metropolitan Planning Organization	Anne McLaughlin	MPO Executive Director Review	Completed	05/06/2021 2:39 PM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		05/14/2021 9:00 AM



COLLIER METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT #3 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 Naples

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

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MPO RESOLUTION #2021-XX
A RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION ENDORSING
THE FY 2021/22 – 2025/26 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Collier Metropolitan Planning Organization is required to develop an annually updated Transportation Improvement Program pursuant to 23 U.S.C. 134(j), 23 C.F.R. 450.104, 23 C.F.R. 450.324(a), and F.S. 339.175(8)(c)(1); and

WHEREAS, the Collier Metropolitan Planning Organization has reviewed the proposed Transportation Improvement Program and determined that is consistent with its adopted Plans and Program; and

WHEREAS, in accordance with the Florida Department of Transportation’s MPO Administrative Manual, the Transportation Improvement Program must be accompanied by an endorsement indicating official MPO approval;

THEREFORE, BE IT RESOLVED by the Collier Metropolitan Planning Organization that:

- 1. The FY 2021/22 – 2025/26 Transportation Improvement Program and the projects programmed therein are hereby adopted.
- 2. The Collier Metropolitan Planning Organization’s Chairman is hereby authorized to execute this Resolution certifying the MPO Board’s endorsement of the FY 2021/22 – 2025/26 Transportation Improvement Program and the projects programmed therein.

This Resolution PASSED and duly adopted by the Collier Metropolitan Planning Organization Board after majority vote on this 11th day of June 2021.

Attest:

COLLIER METROPOLITAN PLANNING ORGANIZATION

By: _____
Anne McLaughlin
MPO Executive Director

By: _____
Councilwoman Elaine Middelstaedt
Collier MPO Chairman

Approved as to form and legality:

Scott R. Teach, Deputy County Attorney

Figure 1 – Collier Metropolitan Planning Area (MPA)

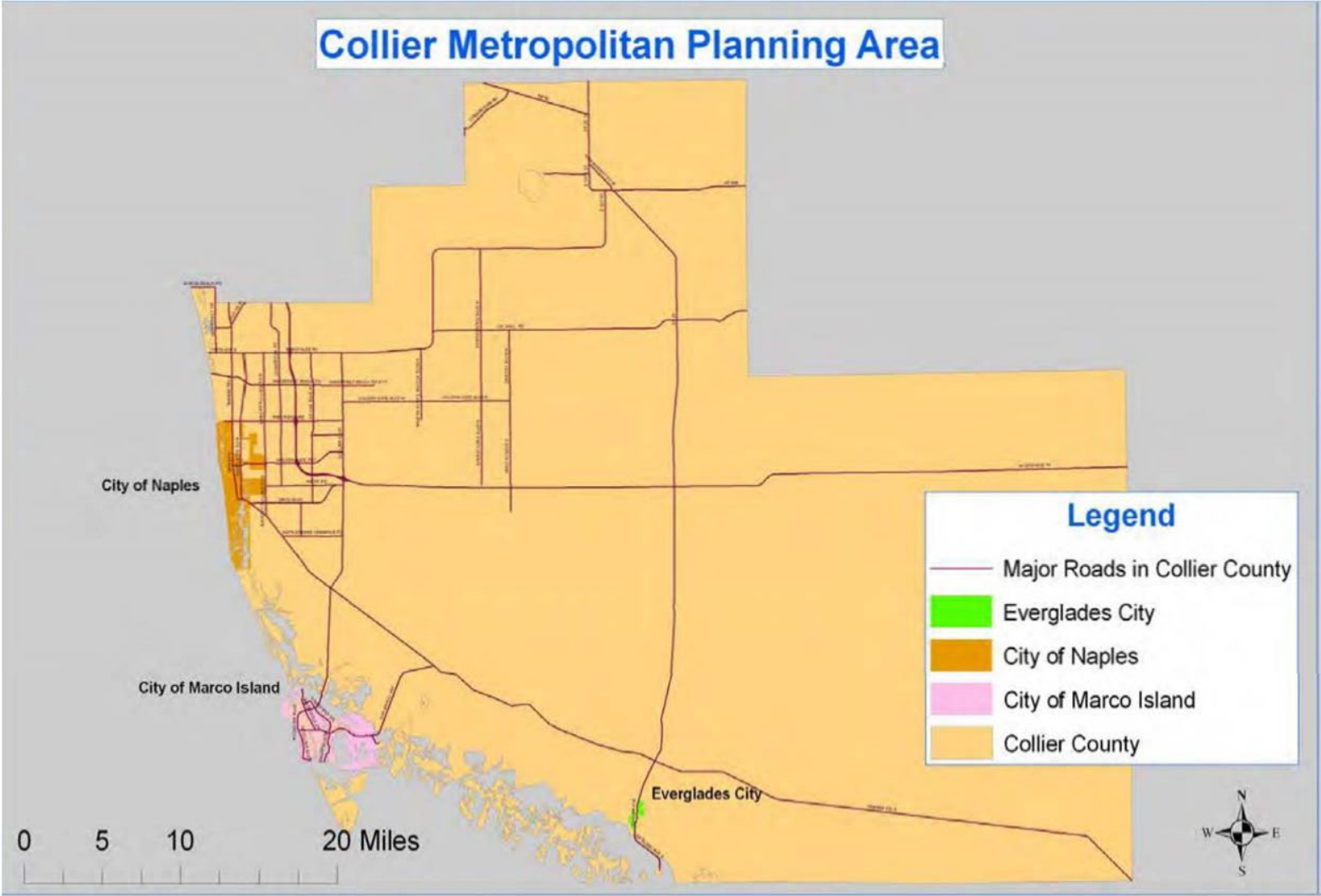
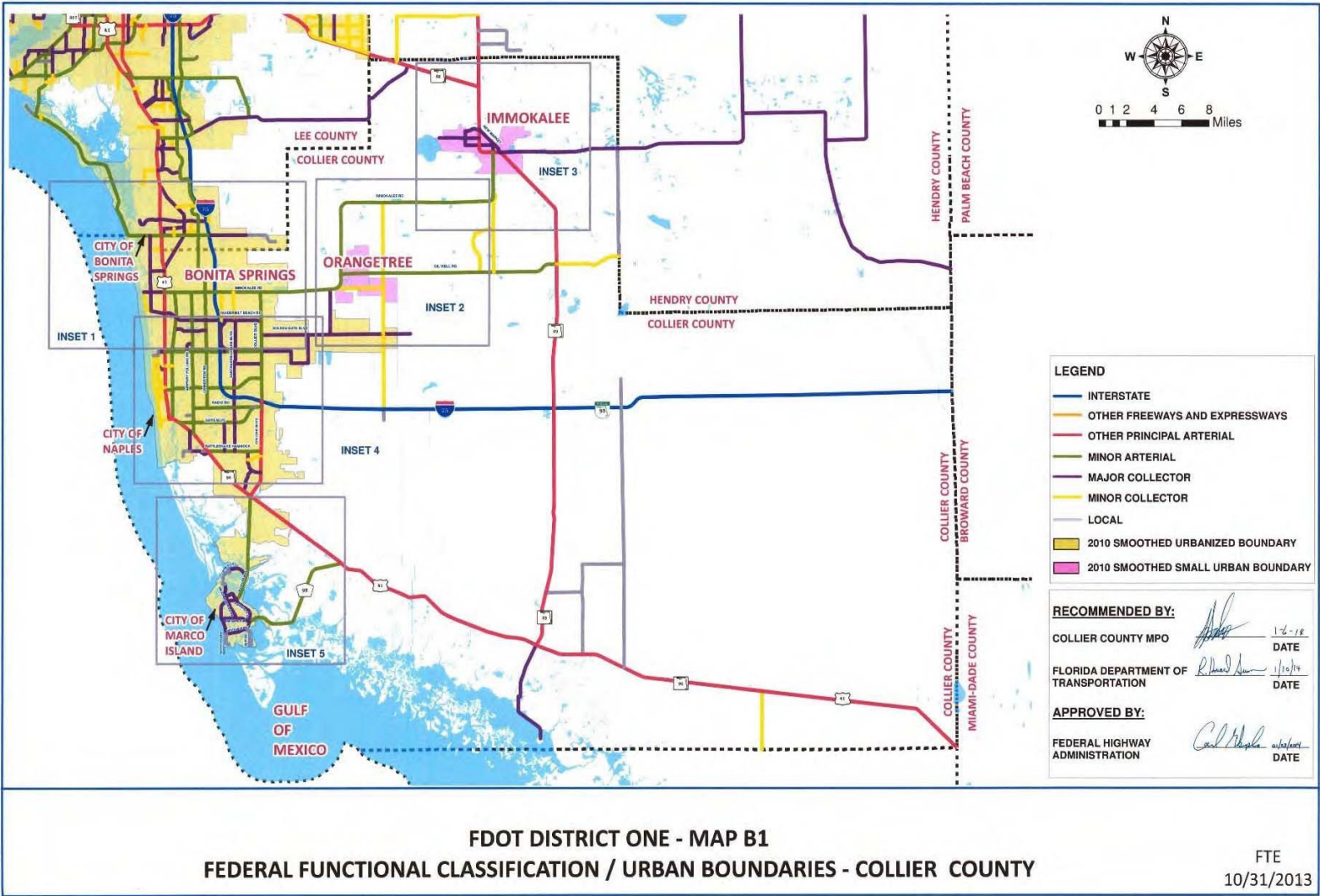


Figure 2 – Bonita Springs – Naples Urbanized Area Map



NARRATIVE

PURPOSE

The Collier Metropolitan Planning Organization (MPO) is required by Federal and State Statutes¹; and Federal Transportation Legislation, Moving Ahead for Progress in the Twenty-First Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act) signed into law in December 2015, to develop a Transportation Improvement Program (TIP) that is approved by both the MPO and the Governor of Florida (or the Governor's delegate). The FAST Act (23 U.S.C. 133(h) §1109) carries forward policies initiated by MAP-21, which created a streamlined and performance-based surface transportation program that builds on many of the highway, transit, bike, and pedestrian programs and policies established in previous transportation legislation. These programs address the many challenges facing the U.S. transportation system including: improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and of freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act added reducing or mitigating storm water impacts of surface transportation, and enhancing travel and tourism to the nationwide transportation goals identified in MAP-21. The FAST Act establishes the Nationally Significant Freight and Highway Projects (NSFHP) program to provide competitive grants – Fostering Advancement in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) – to nationally and regionally significant freight and highway projects that align with national transportation goals.

The TIP is developed by the MPO in cooperation with the Florida Department of Transportation (FDOT), state and local governments, and public transit operators who are each responsible for providing the MPO with estimates of available federal and state funds. This collaborative effort ensures that projects programmed in the FDOT Work Program address the MPO's highest transportation project priorities and are consistent with the overall transportation goals of the surrounding metropolitan area. Following approval by the MPO Board and the Governor of Florida, the TIP is included in the FDOT State Transportation Improvement Program (STIP). The TIP is a five-year, fiscally constrained, multi-modal program of transportation projects within the Collier Metropolitan Planning Area (MPA). The MPA is the geographic planning region for the MPO (see Figure 1 above). The projects in the TIP are presented in Year of Expenditure (YOE) dollars which takes inflation into account. TIP projects include highway, transit, sidewalk/bicycle paths and/or facilities, congestion management, road and bridge maintenance, transportation planning, and transportation alternative program activities to be funded by 23 C.F.R. 450.324(c). The TIP also includes aviation projects; and all regionally significant

¹ 23 United States Code (U.S.C.) 134(j) and (k)(3) and (4); 23 U.S.C. 204; 49 U.S.C. 5303; 23 Code of Federal Regulations Part 450 Sections 326, 328, 330, 332 and 334; and Florida Statutes (F.S.) s.339.175, s339.135(4)(c) and 4(d), and 427.051(1)

transportation projects for which Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) approval is required. For informational purposes, this TIP also identifies other transportation projects, as defined in 40 CFR 450.324 (c)(d), that are not funded with federal funds.

The TIP for the Collier MPO is fiscally constrained by year so that financial resources can be directed towards high priority transportation needs in the area. Consequently, the level of authorized funding (both current and projected) available to the state and the MPO is used as the basis for financial restraint and scheduling of federally funded projects within the MPO's jurisdiction. FDOT uses the latest project cost estimates, and the latest projected revenues based on a district-wide statutory formula to implement projects within the Collier MPO in the Work Program, and this is reflected in the TIP as well. This TIP is also constrained due to local funds from local governments' Capital Improvement Programs committed to certain projects in the TIP. This TIP has been developed in cooperation with the FDOT. FDOT provided the MPO with estimates of available federal and state funds, as shown in the Table on the following page. The TIP is updated annually by adding a "new fifth year" which maintains a five-year rolling timeframe for the TIP. In addition to carrying forward existing projects, the MPO annually approves a set of new Transportation Project Priorities and submits these to FDOT prior to July 1st. This new set of priorities, which may be eligible for funding in the following year, is drawn from the Collier 2040 Long Range Transportation Plan (LRTP). Projects are selected based on their potential to improve transportation safety and/or performance; increase capacity or relieve congestion; and preserve existing infrastructure. FDOT uses, in part, the MPO's priorities in developing the new fifth year of the FDOT Five-Year Work Program which is also a rolling five-year program. The TIP is developed with consideration of the ten planning factors from MAP-21 and the FAST Act which are listed below.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for the motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Reduce or mitigate storm water impacts of surface transportation
10. Enhance travel and tourism.

FUNDING SOURCES

The projects identified in this TIP are funded with Federal, State, and local revenues. Although the Project Sheets have been updated to reflect the FDOT Fiscal Year (FY) 2022- 2026 Work Program, April 5, 2021 Snapshot, the Tables and Charts below are based on the Tentative Work Program released in January 2021. Figures 3 - 6 show total funding by project type. (Amounts are rounded up to the nearest whole number.) The total funding fluctuates from one fiscal year to another based on the phases that projects are in and the size and number of projects programmed in that year.

Total funding for this TIP, based on the Tentative Work Program produced in January 2021, is \$316 million, a decrease of \$171 million (35%) when compared to the FY2021 - FY2025 TIP. The total includes \$162 million in resurfacing on I-75, US 41 and SR 90. Appendix H details the TIP's fiscal constraint.

Figure 3 - Total Funding by Project Type

PROJECT TYPE	Amount Programmed in \$millions	Percent
Highways - Capacity Enhancement	36.843	12%
Safety	1.321	1%
Bridge	11.734	4%
Congestion Management	14.118	4%
Bicycle and Pedestrian	17.235	5%
Maintenance - FDOT	161.888	51%
Transportation Planning - PL	2.739	1%
Transit - FTA & State	49.082	15%
Aviation	21.88	7%
TOTAL	316.84	100%

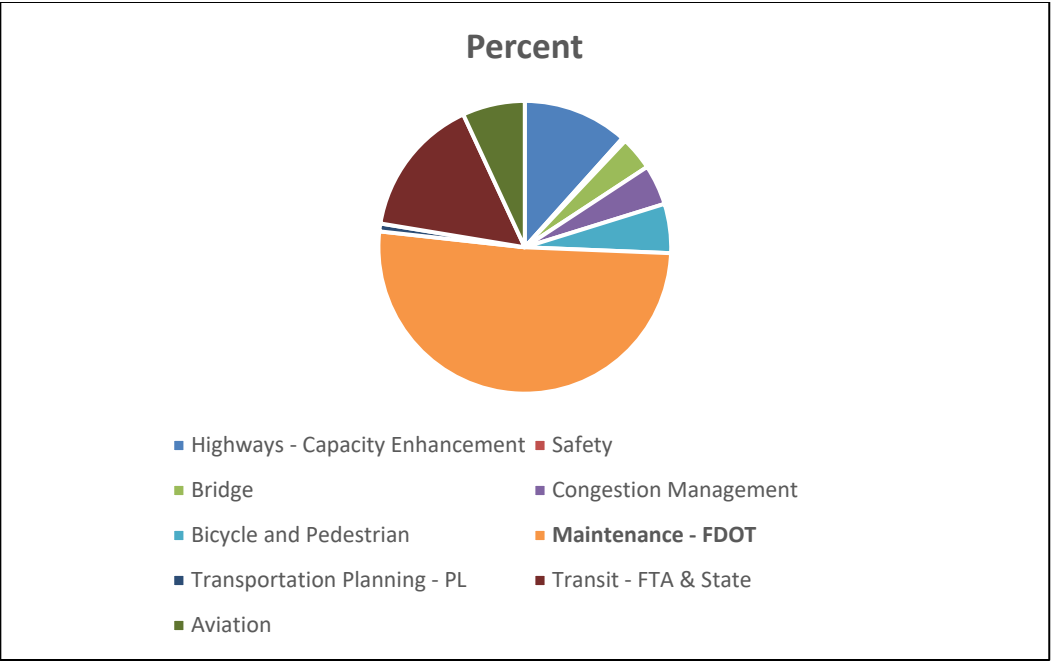


Figure 4 - Percent Distribution of Funding by Project Type

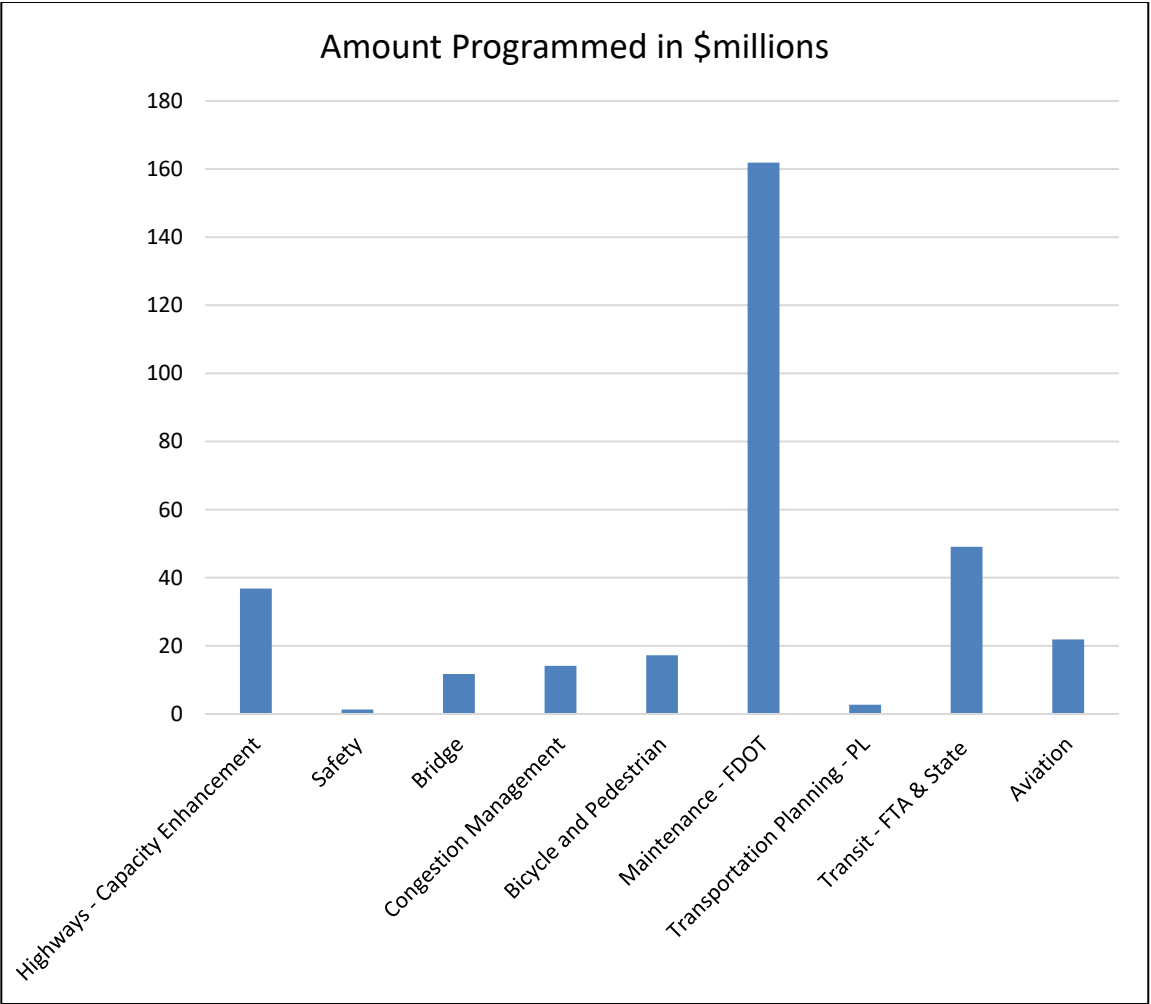


Figure 5 - Total Funding by Project Type

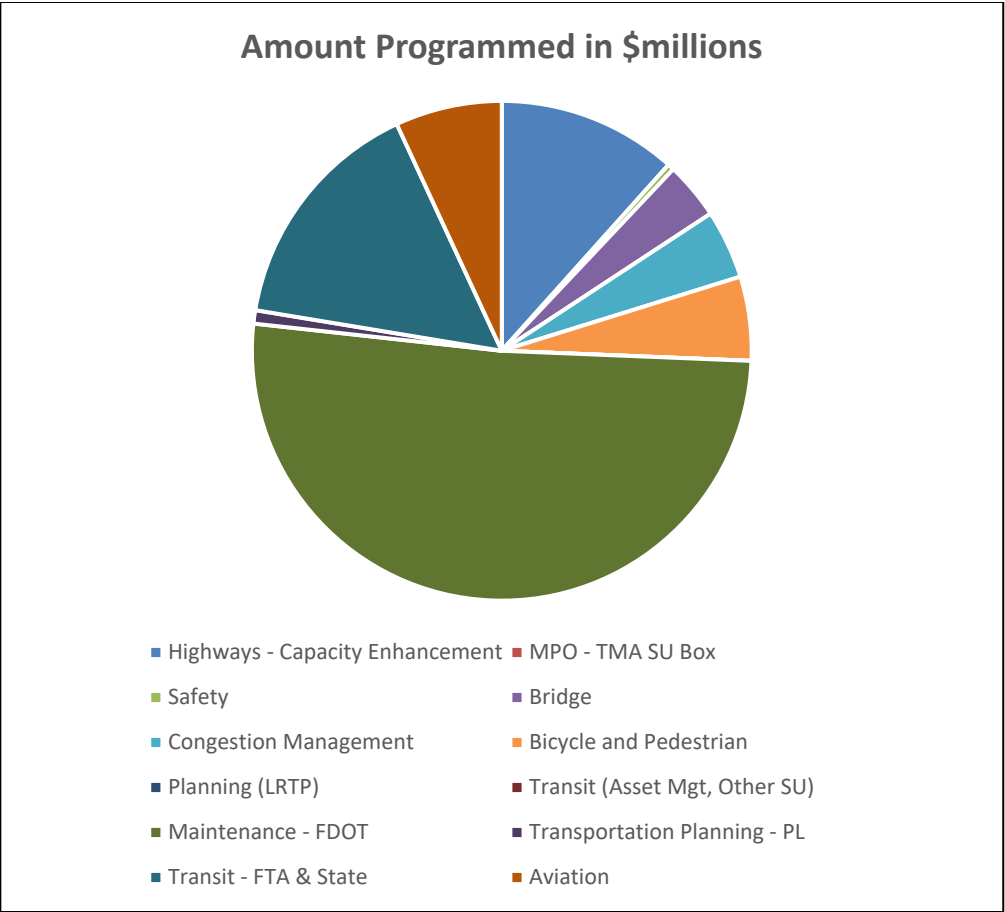


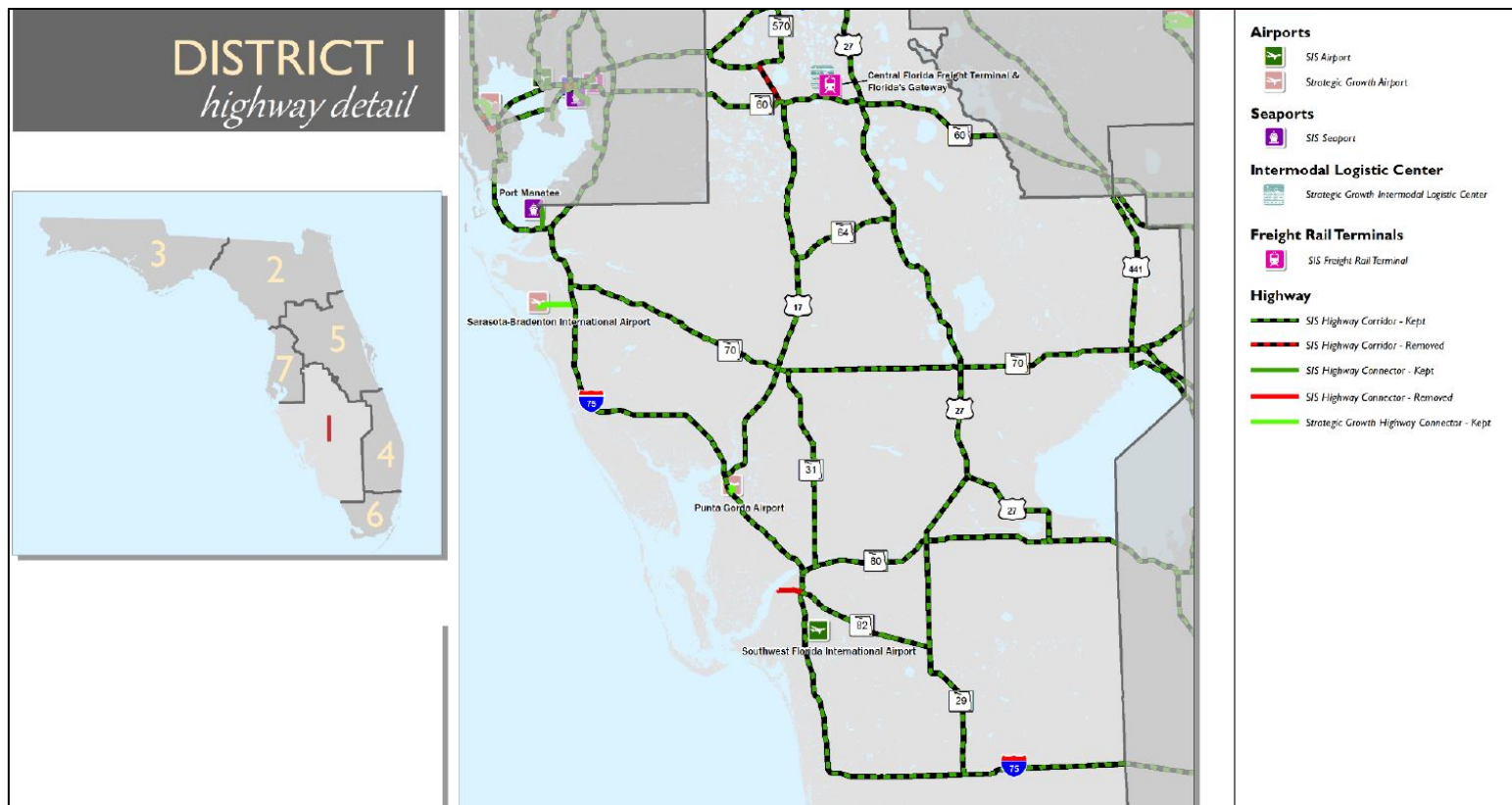
Figure 6 - Total Funding by Project Type

HIGHWAY FUNDING SOURCES

Surface Transportation Block Group Program (STBGP): The STBGP provides legislatively specified flexible funding that may be used by states and localities for projects on any Federal-aid eligible highway including the National Highway System (NHS), bridge projects on any public road, transit capital projects, and intra-city and inter-city bus terminals and facilities. These flexible funds are not based on a restrictive definition of program eligibility and allow local areas to choose local planning priorities. There are also flexible FTA Urban Formula Funds. STBGP funds can be used to increase capacity, improve safety, relieve congestion and enhance transportation systems. The level of STBGP funding is determined by a formula.

Strategic Intermodal System (SIS): Created in 2003, the SIS is a high priority network of transportation facilities critical to Florida's economic competitiveness and quality of life. The SIS includes the State's largest and most significant highways, commercial service airports, spaceports, waterways and deep-water seaports, rail corridors, freight rail terminals, and passenger rail and intercity bus terminals.

I-75, State Route 29 and State Route 82 are identified as SIS facilities. The Collier and Lee County MPOs jointly adopt regional priority lists to access SIS funds.



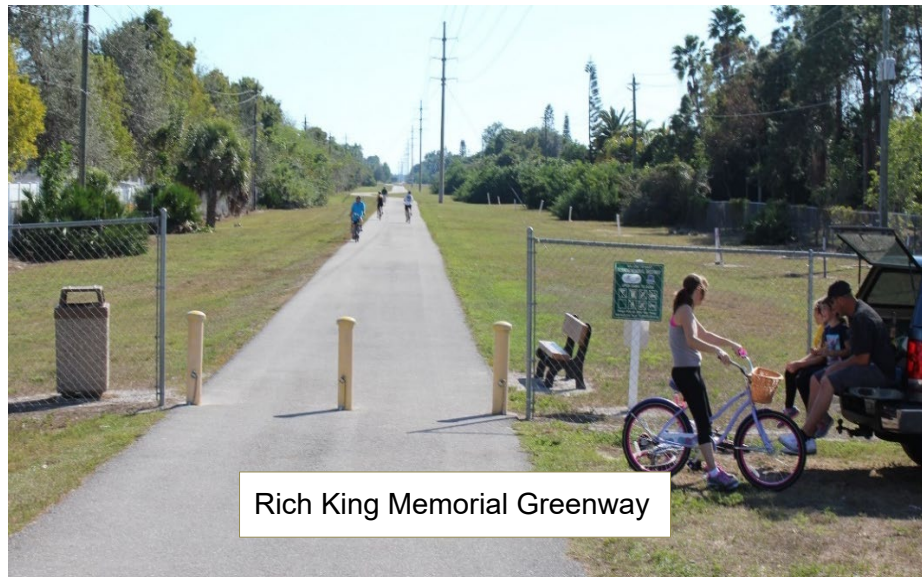
Transportation Regional Incentive Program (TRIP): The TRIP was created pursuant to § 339.2819 and §339.155 Florida Statutes to provide an incentive for regional cooperation to leverage investments in regionally significant transportation facilities including both roads and public transportation. TRIP funds provide state matching funds for improvements identified and prioritized by regional partners which meet certain criteria. TRIP funds are used to match local or regional funds by providing up to 50% of the total project cost for public transportation projects. In-kind matches such as right-of-way donations and private funds made available to the regional partners are also allowed. The Collier MPO and Lee County MPO Boards jointly adopt regional priorities to access TRIP funds.

Regional Projects: Regionally significant projects are projects that are located on the regional network (see Appendix B). FDOT may program State dedicated revenues to fund prioritized regionally significant projects.

Transportation Alternatives Program (TAP): The TAP was established by MAP-21 as a new funding program pursuant to 23 U.S.C. 213(b). Eligible activities under TAP include:

1. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) and MAP-21 §1103:

- A. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non- motorized forms of transportation including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 [42 USC 12101 et seq.].
- B. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers including children, older adults, and individuals with disabilities to access transportation needs.
- C. Conversion and use of abandoned railroad corridors to trails for pedestrians, bicyclists, or other non- motorized transportation users.
- D. Construction of turnouts, overlooks and viewing areas.



Rich King Memorial Greenway

E. Community improvement activities which include but are not limited to:

- inventory, control, or removal of outdoor advertising;
- historic preservation and rehabilitation of historic transportation facilities;
- vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
- archaeological activities relating to impacts from implementing a transportation project eligible under 23 USC.

F. Any environmental mitigation activity including pollution prevention and pollution abatement activities to:

- address stormwater management and control; water pollution prevention or abatement related to highway construction or due to highway runoff including activities described in 23 USC 133(b)(11), 328(a) and 329;
- reduce vehicle-caused wildlife mortality or restore and maintain connectivity among terrestrial or aquatic habitats.

2. The recreational trails program under 23 USC 206.

3. Safe Routes to School Program (SRTS) eligible projects and activities listed in the FAST Act including:

- A. Infrastructure-related projects.
- B. Non-infrastructure related activities.
- C. Safe Routes to School coordinator.

4. Planning, designing or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

TAP funds cannot be used for:

- State or MPO administrative purposes, except for SRTS administration and administrative costs of the State permitted Recreational Trails Program (RTP) set-aside funds.
- Promotional activities, except as permitted under the SRTS.
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas etc.
- Routine maintenance and operations.

TRANSIT FUNDING SOURCES



FDOT and the FTA both provide funding opportunities for transit and transportation disadvantaged projects through specialized programs. In addition, FHWA transfers funds to FTA which provide substantial additional funding for transit and transportation disadvantaged projects. When FHWA funds are transferred to FTA, they are transferred to FTA Urbanized Area Formula Program (§5307). According to FTA Circular 9070.1G, at a State's discretion Surface Transportation funds may be "flexed" for transit capital projects through the Non-Urbanized Area Formula Program (§5311), and according to FTA Circular 9040.1G with certain FHWA funds to Elderly and Persons with Disabilities Program (§5310). In urbanized areas over 200,000 in population, the decision on the transfer of flexible funds is made by the MPO. In areas under 200,000 in population, the decision is made by the MPO in cooperation with FDOT. In rural areas, the transfer decision is made by FDOT. The decision to transfer funds flows from the transportation planning process and established priorities.

§5305: Metropolitan Transportation Planning Program Funds: State Departments of Transportation sub-allocate § 5 3 0 5 formula-based program funding to MPOs including the Collier MPO. The program provides funding to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan areas as well as statewide. Funds are available for planning activities that (a) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; (b) increase the safety and security of the transportation system for motorized and

non-motorized users; (c) increase the accessibility and mobility of people and freight; (d) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; (e) enhance the integration and connectivity of the transportation system for people and freight across and between modes; (f) promote efficient system management and operation; and (g) emphasize preservation of the existing transportation system.

§ 5307 - Urbanized Area (UZA) Formula Program Funds: The Bonita Springs (Naples) FL UZA receives an annual allocation of § 5307 funding which may be used for: (a) transit capital and operating assistance in urbanized areas; (b) transportation related planning; (c) planning, engineering, design and evaluation of transit projects; and (d) other technical transportation-related studies. Eligible capital investments include: (a) replacement, overhaul and rebuilding of buses; (b) crime prevention and security equipment; (c) construction of maintenance and passenger facilities; (d) new and existing fixed guide-way systems including rolling stock and rail stations; and (e) overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act (ADA) complementary paratransit service costs are considered eligible capital costs. MAP-21 amended this program to include expanded eligibility for operating expenses for systems with 100 or fewer buses. Collier County receives at least \$2 million dollars each year to assist in transit capital expenses. Local/State matches for §5307 consist of toll revenue credits issued by FDOT and local funds which follow FTA match guidelines. For urbanized areas with populations greater than 200,000, including Collier County, funds are apportioned and flow directly to a locally selected designated recipient. Collier County is the designated recipient for the urbanized area § 5307 funding.

§5310 – Transportation for Elderly Persons and Persons with Disabilities: The Federal goal of the §5310 program is to provide assistance in meeting the needs of elderly persons and persons with disabilities where public transit services are unavailable, insufficient or inappropriate. Funds are apportioned based on each state's population share of these groups of people. Eligible activities for §5310 funding include: (a) services developed that are beyond what is required by the American's with Disabilities Act; (b) projects that will improve access to fixed route service and/or decrease reliance by individuals with disabilities on complementary paratransit; and (c) projects that provide an alternative to public transportation that assists seniors and individuals with disabilities.

MAP-21 apportions these funds to designated recipients based on a formula. In Florida, the §5310 Program is administered by FDOT on behalf of FTA with funding allocated to the Bonita Springs (Naples) Urbanized Area. Projects selected must be included in a locally developed, coordinated public transit human services transportation plan. FDOT calls for § 5310 applications annually and awards funds through a competitive process.

§ 5311 - Rural Area Formula Grant: This program (49 U.S.C. 5311) provides formula funding to states to support public transportation in areas with populations less than 50,000. Program funds are apportioned to each state based on a formula that

uses land area, population and transit service. According to Federal program rules, program funds may be used for capital operating, state administration, and project administration expenses; however, Florida allows eligible capital and operating expenses.

In Florida, the §5311 Program is administered by FDOT. Program funds are distributed to each FDOT district office based on its percentage of the state's rural population. Each district office allocates program funds to designated eligible recipients through an annual grant application process. §5311 funds in Collier County are used to provide fixed route service to rural areas such as Immokalee and Golden Gate Estates.

§5339 – Bus and Bus Facilities Funds: This program makes federal resources available to state and direct recipients to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles. Eligible recipients include direct recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; state or local governmental entities; and federally recognized Native American tribes that operate fixed route bus service that are eligible to receive direct grants under §5307 and §5311 - Transportation Disadvantaged Program Funds: Chapter 427, Florida Statutes, established the Florida Commission for the Transportation Disadvantaged (CTD) with the responsibility to coordinate transportation services provided to the transportation disadvantaged through the Florida Coordinated Transportation System. The CTD also administers the Transportation Disadvantaged Trust Fund. Transportation disadvantaged individuals are those who cannot obtain their own transportation due to disability, age, or income.

The Collier MPO, through the Local Coordinating Board (LCB), identifies local service needs and provides information, advice and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged [Chapter 427, Florida Statutes]. The Collier County Board of County Commissioners (BCC) is designated as the CTC for Collier County and is responsible for ensuring that coordinated transportation services are provided to the transportation disadvantaged population of Collier County.

Public Transit Block Grant Program: The Public Transit Block Grant Program was established by the Florida Legislature to provide a stable source of funding for public transit [341.052 Florida Statutes]. Specific program guidelines are provided in FDOT Procedure Topic Number 725-030-030. Funds are awarded by FDOT to those public transit providers eligible to receive funding from FTA's §5307 and §5311 programs and to Community Transportation Coordinators. Public Transit Block Grant funds may be used for eligible capital and operating costs of providing public transit service. Program funds may also be used for transit service development and transit corridor projects. Public Transit Block Grant projects must be consistent with applicable approved local

government comprehensive plans.

Public Transit Service Development Program: The Public Transit Service Development Program was enacted by the Florida Legislature to provide initial funding for special projects [341Florida Statutes]. Specific program guidelines are provided in FDOT Procedure Topic Number 725-030-005. The program is selectively applied to determine whether new or innovative techniques or measures could be used to improve or expand public transit services. Service Development Projects specifically include projects involving the use of new technologies for services, routes or vehicle frequencies; the purchase of special transportation services; and other such techniques for increasing service to the riding public. Projects involving the application of new technologies or methods for improving operations, maintenance, and marketing in public transit systems are also eligible for Service Development Program funding. Service Development projects are subject to specified times of duration with a maximum of three years. If determined to be successful, Service Development Projects must be continued by the public transit provider without additional Public Transit Service Development Program Funds.



2020 MPO PROJECT PRIORITY AND PROJECT SELECTION PROCESSES

The method to select projects for inclusion in the TIP depends on whether the metropolitan area has a population of 200,000 or greater. Metropolitan areas with populations greater than 200,000 are called Transportation Management Areas (TMA). The Collier MPO is a TMA. In a TMA, the MPO selects many of the Title 23 and FTA funded projects for implementation in consultation with FDOT and local transit operators. Projects on the National Highway System (NHS) and projects funded under the bridge maintenance and interstate maintenance programs are selected by FDOT in cooperation with the MPO. Federal Lands Highway Program projects are selected by the respective federal agency in cooperation with FDOT and the MPO [23 C.F.R. 450.330(c)]. FDOT coordinates with the MPO to ensure that projects are also consistent with MPO priorities.

Federal and State transportation programs help the Collier MPO complete transportation projects which are divided into several categories including: highway (including maintenance), transit, sidewalk/bicycle paths and/or facilities, congestion management, bridges, planning, and aviation. Many of these projects require multiple phases which must be completed in order. Project phases may include: Project Development & Environment studies (PD&E), Preliminary Engineering (PE), Right-of-Way acquisition (ROW), Railroads and Utilities (RRU) and Construction (CST). Some phases may require multi- year efforts to complete, therefore it is often necessary to prioritize only one or two phases of a project within a TIP with the next phase(s) being included in subsequent TIPs.

All projects in this TIP must be consistent with the Collier MPO 2045 Long Range Transportation Plan (LRTP) approved on December 11, 2020. Projects were included in the LRTP based on their potential to improve the safety and/or performance of a facility; increase capacity or relieve congestion; and preserve existing transportation investments. TIP projects are also consistent, to the extent feasible, with the Capital Improvement Programs and Comprehensive Plans of Collier County, the City of Naples, the City of Marco Island, and the City of Everglades as well as the Master Plans of the Collier County Airport Authority and the Naples Airport Authority. With minor exceptions, projects in the TIP must also be included in the FDOT Five-Year Work Program (WP) and the State Transportation Improvement Program (STIP).

The MPO's 2020 Transportation Project Priorities, for inclusion in the FY2022 – FY2026 TIP, were adopted by the MPO Board on June 12, 2020. The MPO and FDOT annually update the TIP, FDOT Work Program (WP) and STIP by adding a “new fifth year” which maintains the programs as rolling five-year programs. FDOT coordinates this process with the MPO to ensure that projects are consistent with MPO priorities. During each spring/summer, the MPO prioritizes projects derived from its adopted LRTP and based on the MPO's annual allocation of Federal Surface Transportation Block Group Program (STBGP) funds, State Transportation Trust Funds and other funding programs. The MPO's list of prioritized projects is formally reviewed by the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle and Pedestrian Advisory Committee (BPAC), and Congestion Management Committee (CMC), and is approved by the MPO Board before being transmitted to FDOT for funding consideration. (See Appendix I for a description of the criteria used for project prioritization.) The list of prioritized projects includes highway, sidewalk/bicycle paths and/or facilities, congestion management, bridge and transit projects which are illustrated on the

following pages. All projects funded through the FDOT Work Program are included in Part I of this TIP. Table 1 shows the general timeframe for the MPO's establishment of project priorities and the development of the FY2021 – FY2025 TIP.

Safety has always been an important part of the MPO's project prioritization process. Safety criteria are included in the prioritization process for bicycle and pedestrian, congestion management and bridge priorities. Highway and SIS priorities are generated by the Long Range Transportation Plan which emphasizes safety. As the MPO develops new lists of project priorities, the new federal performance measures will be incorporated into the criteria.

Table 1 – General Timeframe for FY2022-2026 TIP Process

Mar 2019 - March 2020	MPO solicits candidate projects for potential funding in FY2022 - FY2026 TIP.
June 2020	MPO adopts prioritized list of projects for funding in the MPO FY2022- 26 TIP
Jan 2021 – April 2021	FDOT releases Tentative Five-year Work Program for FY2022-FY2026
March – June 2021	MPO produces draft FY2022 - 2026 TIP; MPO Board and committees review draft TIP; MPO advisory committees endorse TIP
June 2021	MPO adopts FY2022 – FY2026 TIP which is derived from FDOT's Tentative Five-year Work Program. MPO adopts prioritized list of projects for funding in the FY2023-FY2027 TIP
July 2021	FDOT's Five-Year Work Program FY2022- FY2026 (which includes the MPO TIP) is adopted and goes into effect.
September 2021	MPO adopts TIP Amendment for inclusion of Roll Forward Report

2020 HIGHWAY PRIORITIES

Highway priorities submitted in 2020 are consistent with the 2040 LRTP Cost Feasible Plan.. The MPO Board approved the highway priorities list, shown on Table 2, on June 12, 2020. MPO staff forwarded the list to FDOT for consideration of future funding.

TABLE 2 – 2020 HIGHWAY PRIORITIES

Collier MPO Priorities for Highway Projects from 2040 L RTP
and MPO Priority Safety Projects

HIGHWAY PRIORITIES 2020 (updated status of 2019 List, added new 5-yr in 2040 CFP)

L RTP Priority Ranking	Facility	Limit From	Limit To	Final Proposed Improvement - 2040 L RTP	Link in Miles	Total Project Cost (PDC)	Construction Time Frame	5-Year Window in which CST is Funded by Source				PROJECT STATUS Including Projects Funded in Draft FY2021-25 TIP					
								2021-25			Projects Funded in CFP	FPN	Phase	Source	FY	Amount	
								Phase	Source	YOE Cost	YOE						
2	Golden Gate Parkway	I-75 Interchange	I-75 Interchange	Eastbound on-ramp - New 2 lane Ramp		\$2,000,000	2021-2025	PE	OA	\$590,000	\$3,130,000						
								CST	OA	\$2,540,000							
3	Pine Ridge Rd	I-75 Interchange	I-75 Interchange	Intersection Traffic Signalization		\$5,000,000	2021-2025	PE	OA	\$800,000	\$7,150,000	4452962	CST	DI	2023	\$5,450,000	
								CST	OA	\$6,350,000							
5	CR 951 (Collier Blvd)	Golden Gate Canal	Green Blvd	4 to 6 lane roadway	2.0	\$30,000,000	2021-2025	PE	OA	\$3,600,000	\$41,700,000	4464121	PE	LF, CIGP	2024	\$3,200,000	
								CST	OA	\$38,100,000							
7	Immokalee Rd	I-75 Interchange	I-75 Interchange	Intersection Traffic Signalization		\$2,750,000	2021-2025	PE	OA	\$510,000	\$4,000,000						
								CST	OA	\$3,490,000							
12	Old US 41	US 41 (SR 45)	Lee/Collier County line	Add Lanes and Reconstruct	1.5	\$15,030,000	2026-2030	PE	OA	\$2,720,000		FDOT PD&E, FPN 4353471 Collier, 4351101 Lee MPO					
19a	Critical Needs Intersection (Randall Blvd at Immokalee Rd)	Immokalee Rd	8th Street	Interim At-Grade Improvements, including 4 laning 8th Street		\$4,000,000	2021-2025	CST	OA	\$5,080,000	\$5,080,000	Funded with County Sales Surtax					
21	US 41	Goodlette Rd	N/A	Intersection Improvements		\$2,000,000	2021-2025	PE	OA	\$370,000	\$2,912,000	FDOT Traffic Analysis & Modeling					
								CST	OA	\$2,542,000							
41	SR 951 (Collier Blvd)	South of Manatee Rd	North of Tower Rd	4 to 6 lane roadway	1	\$13,350,000	2026-2030	PE	OA	\$2,020,000	\$22,050,000	4351112	ROW,RRU, CST	DDR, DS, LF, DIH	2021 & 2024	\$17,341,882	
	Subtotal										\$74,130,000					Subtotal	\$25,991,882
HIGHWAY SAFETY																	
L RTP	Facility	Limit From	Limit To	Project Description	Miles	Total Project Cost (PDC)	Time Frame	Phase	Source	Funding Request	YOE	FPN	Phase	Source	FY	Amount	
n/a	Corkscrew Rd (north section)	750 Feet South of Wildcat Drive	1200 Feet East of Wildcat Drive	Increase curve radius & widen 10' lanes to 11'	0.552	\$1,400,000	2020	CST	OA, SU	\$700,000	\$1,400,000	4463231	CST	GRSU, LF	2021	\$1,478,586	
n/a	Corkscrew Rd (south section)	Lee County Curve	Collier County Proposed Curve	Widen Lanes from 10' -11', Add 2' shoulders both sides	1.005	\$1,200,000	2020	CST	OA, SU	\$600,000	\$1,200,000	4463232	CST	SU	2024	\$1,321,000	
Subtotal Corkscrew Rd						\$2,600,000				\$1,300,000						\$2,799,586	
L RTP Priority Ranking	Facility	Limit From	Limit To	Final Proposed Improvement - 2040 L RTP	Link in Miles	Total Project Cost (PDC)	Construction Time Frame	5-Year Window in which CST is Funded by Source				PROJECT STATUS Including Projects Funded in Draft FY2021-25 TIP					
								2026-2030				FPN	Phase	Source	FY	Amount	
								Phase	Source	YOE Cost	YOE						
5	US 41/Tamiami Trail	Greenway Rd	6 L Farm Rd	2-lane roadway to 4 lanes with outside shoulder paved		\$21,830,000	2026-2030	PE	OA	\$6,010,000	TBD	4156213 PD&E completed 2008	CST	OA	26-30	Pending from FDOT	

SIS PRIORITIES (for Collier and Lee County MPOs)

In addition to the highway priorities listed above, the MPO forwards two lists of priority projects on the Strategic Intermodal System (SIS) network to FDOT for consideration of future funding. The SIS network includes highways, airports, spaceports, deep water seaports, freight rail terminals, passenger rail, intercity bus terminals, rail corridors and waterways that are considered the largest and most significant commercial transportation facilities in the state. There are three SIS highway corridors in Collier County: I-75, SR29 and SR82 are the three SIS highway corridors in Collier County. Table 3A and Table 3B illustrate the 2018 SIS Priorities for both the Collier MPO (adopted by the MPO Board on June 8, 2018) and the Lee County MPO Board. The Collier MPO SIS Priorities are consistent with the Collier 2040 LRTP.

**Table 3A Joint Collier/Lee County MPO Mainline SIS Priorities
Adopted by Collier MPO June 8, 2018, Lee County MPO June 22,
2018**

2012 Priority	2017 Priority	Project	From	To	Improvement Type	Next Phase	Volume	Capacity	v/c
20	1 ¹	SR 82	Hendry County Line	Gator Slough	2 - 4L	CST	12,000	16,400	0.73
10	2 ²	SR 29 Loop Rd	SR 29 (South)	SR 29 (North)	New 4L	ROW	New	41,700	
23	3	SR 29	New Market Road North	SR 82	2-4L	ROW	16,450	16,400	1.00
NA	4	I-75	Pine Ridge Road	SR 82	6L - 8 Aux Lns	PD&E	100,500	111,800	0.90
7	5	SR 80	SR 31	Buckingham Rd	4-6L	PD&E	35,000	41,700	0.84
24	6	SR 29	9th St North	Immokalee Dr	2-4L	PE	16,000	19,514	0.82
12	7	SR 29	Immokalee Dr	New Market Rd North	2-4L	ROW	15,900	19,514	0.81
NA	8 ³	SR 31	SR 80	SR 78	2 - 4L	PD&E	11,100	17,700	0.63
26	9	SR 29	Oil Well Rd	South of Agricultural Way	2-4L	PE	5,000	8,400	0.59
25	10	SR 29	South of Agricultural Way	CR 846 East	2-4L	ROW	7,100	19,514	0.43
26	11	SR 29	I 75	Oil Well Rd	2-4L	PE	3,200	8,400	0.38
13	12	I 75	Pine Ridge Rd	SR 80	6-10L	PD&E	100,500	111,800	0.90
Notes									
		1. Joint Board #1 Priority							
		2. Will improve other SR29 needs							
		3. Includes bridge							

**Table 3B Joint Collier/Lee County MPO Interchange SIS Priorities
Adopted by Collier MPO June 8, 2018, Lee County MPO June 22,
2018**

Project	Interchange	Improvement Type	Next Unprogrammed Phase	Notes
I 75	@ Everglades Blvd	New Interchange	IJR	
I 75	@ Golden Gate Pkwy	Minor Interchange Improvements	Study	Short Term
I 75	@ Pine Ridge Rd	Minor interchange improvements	Study	Short Term
I 75	@ Immokalee Rd	Major interchange improvements	PD&E	Short Term
I 75	@ Bonita Beach Rd	Major interchange improvements	PE	Mid Term
I 75	@ Corkscrew Rd	Major interchange improvements	PE	Short Term
I 75	@ Daniels Pkwy	Minor Interchange Improvements	Study	Short Term
I 75	@ SR 82	Major interchange improvements	PE	Long Term
I 75	@Luckett Rd	Major interchange improvements	PE	Long Term
I 75	@ SR 78	Minor interchange improvements	PE	Short Term
I 75	@ Del Prado Ext.	New Interchange	IJR	
<p><u>Notes to Table 3B</u> Short Term - Current to 2025 Mid Term - 2025-2035 Long Term - 2035-2045 Minor Interchange Improvement - Add additional turn lanes, operational improvements Major Interchange Improvement - Rebuild to accommodate future 10-lane cross section</p>				

Phase Abbreviations: IJR Interchange Justification Report; PE Preliminary Engineering

2019 BRIDGE PRIORITIES

Bridge related priorities are consistent with the 2040 LRTP. The 2019 Bridge Related Priorities (Table 4) were approved by the MPO Board on June 12, 2020 and forwarded to FDOT for consideration of future funding.

Table 4 – 2020 Bridge Priorities

*2020 Bridge Priorities - 2018 & 2019 priorities w/ funding status updated**

Rank	Location	Proposed Improvement	Cost Estimate	Status
1	16th Street NE, south of 10th Ave NE	New Bridge Construction	\$8,000,000	CST \$4.9 m SU/CM CST FY22 FY21-25 TIP
2	47th Avenue NE, west of Everglades Boulevard	New Bridge Construction	\$8,000,000	PD&E completed
3	Wilson Boulevard, south of 33rd Avenue NE	New Bridge Construction	\$8,000,000	
4	18th Ave NE, between Wilson Boulevard N and 8th Street NE	New Bridge Construction	\$8,000,000	
5	18th Ave NE, between 8th Street NE and 16th Street NE	New Bridge Construction	\$8,000,000	
6	13th Street NW, north end at proposed Vanderbilt Beach Road Extension	New Bridge Construction	\$8,000,000	
7	16th Street SE, south end	New Bridge Construction	\$8,000,000	
8	Wilson Boulevard South, south end	New Bridge Construction	\$8,000,000	
9	Location TBD, between 10th Avenue SE and 20th Avenue SE	New Bridge Construction	\$8,000,000	
10	62nd Avenue NE, West of 40th Street NE	New Bridge Construction	\$8,000,000	

*Collier County is in process of reviewing priorities established in the East of 951 Bridge Study (2008)

2020 TRANSIT PRIORITIES

Florida State Statutes require each transit provider in Florida that receives State Transit Block Grant funding to prepare an annual Transit Development Plan (TDP). The TDP is a ten-year plan for Collier Area Transit (CAT) that provides a review of existing transportation services and a trend analysis of these services. Table 5 shows the 2019 Transit Priorities which were approved by the MPO Board on June 12, 2020 and submitted to FDOT for consideration of future funding.

Table 5 - Transit Priorities 2020

2020 Transit Priorities				
Priority Ranking	Requested Funding / Project Estimates	*	Location	Description
1	\$142,847.10	*	Route 11 US41	Increase Frequency To Peak Service - Add 2 Loops
2	\$285,694.20	*	Route 12 Airport Pulling Rd	Increase Frequency To Peak Service - Add 1 Loop
3	\$222,723.60	*	Route 19 Immokalee	Increase Frequency To Morning Service - Add 1 Loop
4	\$428,541.30	*	Route 15 Golden Gate Pkwy	Increase Frequency To Peak Service - Add 3 Loops
5	\$334,085.40	*	Route 25 Golden Gate Pkwy	Add 2 Loops (Currently The Route Has A Gap During The Day)
6	\$334,085.40	*	Route 17 East Naples	Extend Evening Service By 2 Loops
7	\$167,042.70	*	Route 11 US41	Extend Evening Service By 1 Loop
8	\$222,723.60	*	Route 28 Ave Maria & Immokalee	Increase Frequency During The Day - Add 1 Loop
9	\$167,042.70	*	Route 27 Collier Blvd & Immokalee Rd	Extend Morning Service By 1 Loop
10	\$606,975.00	*	Route 13 City of Naples and Bayshore	Increased Peak Service Frequency - Add 4 Loop and Purchase a Bus
11	\$5,000,000.00		8300 Radio Rd, Naples FL 34104	Maintenance Facility Rehabilitation for State of Good Repair and enhancement
12	\$250,000.00		Throughout Collier County	Enhance accessibility to bus stops to meet American with Disabilities Act (ADA) requirements - 10 stops a year
13	\$480,000.00		Throughout Collier County	Construct 12 new bus shelters & amenities per year (bike rack, bench, trash can, etc.)
14	\$500,000.00		Throughout Collier County	Purchase Replacement Bus
* Includes cost for 3 years of operation based on existing routes costs.				

2020 CONGESTION MANAGEMENT PRIORITIES

Transportation Management Areas (urbanized areas with populations over 200,000) are required by 23 C.F.R. 450.322 to have a Congestion Management Process (CMP) that provides for the effective and systematic management and operation of new and existing facilities by using travel demand reductions and operational management strategies. The Collier MPO CMP may be viewed by clicking [2017 Collier CMP](#). CMP projects that are eligible for Federal and state funding include sidewalk/bicycle paths and/or facilities and congestion management projects that alleviate congestion, do not require the acquisition of right-of-way and demonstrate quantifiable performance measures.

The MPO allocates its SU funds² on a five-year rotating basis. In 2019, congestion management received 100% of the SU funds, approximately \$4.1 million. The 2019 congestion management priorities are all new projects as prior priority projects have been completed or removed from the priority list. Table 6 (next page) lists the 2019 congestion management priorities which were adopted by the MPO Board in June 2019 and subsequently modified and re-adopted by the Board on October 11, 2019. The Congestion Management Process (2017 update) was used by the committee as a guide to prioritize the 2019 projects.



² Surface Transportation Funds for Urbanized Area – with population greater than 200,000. Allocation of funds is determined by a formula.

2020 Congestion Management Project Priorities (continuation of 2019 Priorities)

PROJECT RANKING	Project Name	Submitting Agency/ Jurisdiction	Current Estimated Project Costs	Phase	Funding Status Per Draft FY21-25 TIP
1	Crayton Road & Harbour Drive Intersection Improvements - Roundabout	City of Naples	\$ 892,211	CST FY24	FPN 4463171
2	ITS Fiber Optic and FPL Power Infrastructure - 13 locations	Collier County	\$ 273,725	CST FY25	FPN 4462501
3	Travel Time Data Collection & Performance Measurements	Collier County	\$ 701,000	CST FY25	FPN 4462511
4	Mooring Line Drive & Crayton Road Intersection Improvements - Roundabout	City of Naples	\$ 850,533	PE FY25	FPN 4463172 (PE \$126,000)
5	Golden Gate Parkway & US-41 Intersection Improvements (lane restriping to add left turn lane sb/eb US41)	City of Naples	\$ 1,366,107	PE FY23; ROW FY25	FPN 4464511 PE \$270,000; ROW \$225,942
6	New- Updated School Flasher System	Collier County	\$ 354,250	CST FY 23	FPN 4462521
7	New-Vehicle Count Station Update - 31 locations	Collier County	\$ 312,562	CST FY25	FPN 4462541
8	Bicycle Detection Systems at 4 intersections: US41/Central Ave, US41/3rd AveS; Park Shore Drive/Crayton Rd: 8th St S/3rd Ave S	City of Naples	\$ 67,429	CST FY24	FPN 4462531
9	Adaptive Traffic Control System - 13 intersections on Santa Barbara & Golden Gate Pkwy	Collier County	\$ 894,000	PE FY 24 CST FY25	FPN 4463421
Total			\$ 5,711,817		

BICYCLE and PEDESTRIAN PRIORITIES

The priorities were derived from the 2019 Collier MPO Bicycle and Pedestrian Master Plan (BPMP). The BPMP continues the MPO's vision of providing a safe, connected and convenient on- road and off-road network throughout the Collier MPA to accommodate bicyclists and pedestrians as well as a similar goal of improving transportation efficiency and enhancing the health and fitness of the community while allowing for more transportation choices.

Table 7 – 2020 Bicycle and Pedestrian Priorities

2020 Collier MPO Bicycle Pedestrian Priorities as Ranked by the BPAC on Nov. 19, 2019 updated 1/12/21 based on FDOT DRAFT TENTATIVE WORK PROGRAM								Draft Tent. Work Prog. FY22-26	Phases	FY
Rank	Score	Location/ Jurisdiction	Project	Project Type	PE, Feas. Study	CST & CEI	Totals			
1	13	District 5	"Immokalee Sidewalks" Carson, S 9th, N 9th	Sidewalks	\$ 161,097	\$ 719,046	\$ 880,143	4481251	PE, CST, CEI	22, 24
2	10	District 2	Wiggins Pass	Sidewalks, Bike Lanes	\$ 320,409	\$ 1,108,804	\$ 1,429,213	4480691	PE, CST, CEI	23, 25
2	10	Marco	"Collier Blvd Multiple Segments" Alt Bike Lanes	In-Road Bike Lanes	\$ 130,000	\$ 1,043,099	\$ 1,173,099	4481271	PE, CST	22, 24
2	10	District 4	"Goodlette -Frank " Wisconsin, Illinois, Hollygate, Cooper	Sidewalks	\$ 116,350	\$ 535,656	\$ 652,006	4481261	PE, CST, CEI	23,25
2	10	District 4	Pine St from Becca Ave to US41	Sidewalks	\$ 58,719	\$ 270,511	\$ 329,230	4481281	PE, CST, CEI	23, 25
2	10	District 1	"Naples Manor Sidewalks" Holland, Caldwell, Sholtz	Sidewalks	\$ 300,264	\$ 1,363,214	\$ 1,663,478	4481291	PE, CST, CEI	24, 26
2	10	District 3	Golden Gate Sidewalks" 24th Pl, 27th Pl, 43rd St, 47th Terr	Sidewalks	\$ 267,511		\$ 267,511	4481301	PE	26
3	8	Everglades	"Phase 3 E City BPMP" Hisbiscus, Broadway	Sidewalks	\$ 430,000	TBD	\$ 430,000	4482651	PE	26
3	8	Everglades	Copeland Ave South	road diet, bike lanes	n/a	n/a	n/a	County approved incorporating concept as part of resurfacing		
3	8	MPO	"Marco Island Loop Trail "MPO Feasibility CR951 & CR92	Trail Feasibility Study	\$ 300,000	TBD	\$ 300,000	4480281	PDE: Feas. Study	22
4	7	Naples, County	Freedom Park Ped Overpass	Pedestrian Overpass	\$ 750,000	\$ 4,782,794	\$ 5,532,794	additional public involvement needed before programming		
5	2	Naples	"Naples SW on 26 Ave" N	Sidewalk	\$ 55,000	\$ 678,588	\$ 733,588	4481311	PE, CST, CEI	24, 26
TOTALS					\$ 2,889,350	\$ 10,501,712	\$ 13,391,062			

REGIONAL PRIORITIES – TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)



In addition to local MPO priorities, the Collier MPO coordinates with the Lee County MPO to set regional priorities. The Lee County and Collier MPOs entered into an Interlocal Agreement by which they set policies to prioritize regional projects.

The Transportation Regional Incentive Program (TRIP). TRIP is a discretionary program that funds regional projects prioritized by the two MPOs. The TRIP priorities approved by the MPO Board on June 12, 2020, are shown in Table 8.

Table 8 - 2020 Joint Collier/Lee County MPO TRIP Priorities

Joint TRIP Priorities for Lee and Collier 2020										
Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Staff Priority Order	State Funding Level	Fiscal Year
2020/2021										
Lee County	Corkscrew Road	E.of Ben Hill Griffin	Bella Terra	2L to 4L	CST	\$23,590,800	\$6,975,000	Funded	\$ 2,651,966	FY 20/21
Lee County	Three Oaks Ext.	Fiddlesticks Canal Crossing		New 4L	CST	\$20,900,000	\$4,000,000			
2021/2022										
Lee County	Ortiz	Colonial Blvd	SR 82	2L to 4L	CST	\$20,025,000	\$5,000,000			
Lee County	Three Oaks Ext.	Fiddlesticks Canal	Pony Drive	New 4L	CST	\$20,930,000	\$5,000,000			
2022/2023										
Lee County	Corkscrew Road	Bella Terra	Alico Road	2L to 4L	CST	\$17,795,300	\$4,500,000			
Lee County	Three Oaks Ext.	Pony Drive	Daniels Parkway	New 4L	CST	\$31,720,000	\$7,500,000			
Collier County	Veterans Memorial Boulevard	High School Entrance	US 41	New 4L	CST	\$13,400,000	\$6,000,000			
2023/2024										
Collier County	Goodlette Road	Vanderbilt Beach Road	Immokalee Road		CST	\$5,500,000	\$2,750,000	Funded	\$ 2,750,000	FY 23/24
Lee County	Burnt Store Rd	Van Buren Pkwy	Charlotte Co/L	2L to 4L	PE	\$8,320,000	\$4,100,000			
2024/2025										
Collier County	Vanderbilt Beach Rd	16th Street	Everglades Blvd	New 2L	CST	\$8,250,000	\$4,125,000			
Collier County	Collier Blvd	Golden Gate Main Canal	Golden Gate Pkwy	4L to 6L	CST	\$33,000,000	\$5,000,000			
Collier County	Oil Well Road	Everglades	Oil Well Grade Rd.	2L to 6L	CST	\$31,400,000	\$15,700,000			
Collier County	Santa Barbara/Logan Blvd.	Painted Leaf Lane	Pine Ridge Road	Operational Imp.	CST	\$8,000,000	\$4,000,000			
Collier County	Vanderbilt Beach Rd	US 41	E. of Goodlette	4L to 6L	CST	\$8,428,875	\$4,214,438	Funded	\$ 4,214,438	FY 24/25

Major Projects Implemented or Delayed from the Previous TIP (FY2021 – FY2025)

23 CFR §450.324(2) requires MPOs to list major projects from the previous TIP that were implemented and to identify any significant delays in the planned implementation of major projects. The Collier MPO TIP identifies *major projects* as a *multi-laning or a new facility type capacity improvement*. The following list provides the status of the major projects that were identified as such in the FY2020 – FY20241 TIP.

Major Projects Implemented/Completed

No applicable projects to report this year.

Major Projects Significantly Delayed, Reason for Delay and Revised Schedule

No applicable projects to report this year.

Major Projects in the FY2022 – FY2026TIP

The Collier MPO TIP identifies *major projects* as a *multi-laning or a new facility type capacity improvement*. The following list provides the status of the major projects in the FY2022 – FY2026 TIP.

Multi-Laning or New Facility Capacity Improvement Projects

- I-75 @ SR951; FPN 4258432; Major interchange improvement; programmed for construction in FY2025, total project cost estimated at \$111.6 million..
- I-75 @ Pine Ridge Interchange Improvement; FPN 4452962; programmed for construction in 2023; total project cost estimated at \$6.5 million.
- SR 951 from Manatee Rd to N of Tower Rd; FPN 4351112, programmed for construction in 2025; estimated total project cost at \$18.2 million
- SR 82, FPN 4308481 – Add lanes and reconstruction from Hendry County Line to Gator Slough Lane; estimated total project cost at \$41.9 million, programmed for construction in 2024
- Airport Pulling Road – FPN 4404411 Add thru lanes from Vanderbilt (Beach) Road to Immokalee Road; \$13 million PE and CST with CST programmed in FY2023 for \$10 million
- 16th St Bridge NE from Golden Gate Boulevard to Randall Boulevard – FPN 4318953 New bridge construction programmed in FY22 for \$5 million

PUBLIC INVOLVEMENT

The MPO amended the Public Participation Plan (PPP) in June 2020 to address the COVID-19 pandemic and the need to hold virtual public meetings and more on-line opportunities for public input. The PPP follows Federal regulations for TIP related public involvement [23 C.F.R. 450.326(b)] and [23 U.S.C. 134 (i)(6) and (7) providing adequate public notice of public participation activities and time for public review and comment at key decision points. During the time period that the FDOT Work Program and MPO TIP for FY 2022-2026 were out for public comment, the MPO was able to conduct hybrid virtual/in-person meetings. Members of the public chose for the most part to take advantage of the virtual meeting component.

Typically, the TIP and all amendments to the TIP, are presented at multiple meetings of the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC) and MPO Board; the public may attend and comment at all MPO meetings. However, due to the COVID-19 pandemic, the MPO is using email and website outreach to interested parties instead of holding advisory committee meetings; and investigating holding a virtual or call-in meeting for the MPO Board to adopt the TIP. Public comments for the FY2022– FY2026 TIP may be found in Appendix G.

TIP AMENDMENTS

Occasionally amendments need to be made to the TIP. There are three types of amendments. The first type, **Administrative Modification**, is used for minor cost changes in a project/project phase, minor changes to funding sources, minor changes to the initiation of any project phase, and correction of scrivener errors. Administrative Modifications do not need MPO Board approval and may be authorized by the MPO's Executive Director.

The second type of amendment – a **Roll Forward Amendment** – is used to add projects to the TIP that were not added prior to June 30th but were added to the FDOT Work Program between July 1st and September 30th. Roll Forward Amendments are regularly needed largely due to the different state and federal fiscal years. Many of the projects that get rolled

forward are FTA projects because these projects do not automatically roll forward in the TIP. Roll Forward Amendments do not have any fiscal impact on the TIP.

A **TIP Amendment** is the third and most substantive type of amendment. These amendments are required when a project is added or deleted (excluding those projects added between July 1 and September 30), a project impacts the fiscal constraint of the TIP, project phase initiation dates, or if there is a substantive change in the scope of a project. TIP

Amendments require MPO Board approval, are posted on the MPO website along with comments forms and distributed to listserv(s) via email. The Collier MPO’s PPP defines the process to be followed for TIP amendments.

CERTIFICATION

The entire MPO process, including the TIP, must be certified by FDOT on an annual basis. The 2020 MPO process was certified by FDOT on date TBD.

In addition, every four years the MPO must also be certified by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The MPO’s transportation planning process was jointly certified by FHWA and FTA on January 14, 2021. The next FHWA / FTA joint certification will occur in late summer, early fall of 2024. .

PROJECT ORGANIZATION

Projects are listed in ten different categories. Within each category projects are listed in numerical order using the FPN (Financial Project Number) which is in the upper left corner of each project page. Several of the roads are listed by their county or state road designation. The table below lists these designations along with the commonly used name.

Common Name	Name in TIP
Vanderbilt Drive	CR 901
Vanderbilt Beach Road	CR 862
San Marco Road	CR 92
US 41/Tamiami Trail	SR 90 SR 45
Collier Boulevard	SR 951

EXPLANATION OF PROJECT COSTS

Part I of the TIP contains all projects that are listed in the FY2020 – FY2024 TIP. The projects are divided into five categories: highways (including bridges, congestion management, bicycle and pedestrian, and maintenance), transportation planning, transit, transportation disadvantaged and aviation. Each project is illustrated on a separate project page. Future costs are presented in Year of Expenditure Dollars (YOE), which takes inflation into account. The inflation factors were developed by the State. Current and prior year costs are reflected in nominal dollars.

Projects often require multiple phases which may include any or all of the following: Project Development and Environment (PD&E), Design (PE), Environment (ENV), Right of Way acquisition (ROW), Railroad and Utilities (RRU), Construction (CST), Operations (OPS), Capital (CAP). Large projects are sometimes constructed in smaller segments and may be shown in multiple TIPs. When this happens, the project description (Letter D) will indicate that the current project is a segment/ phase of a larger project. An example project sheet is shown on the next page as Figure 5.

A – Federal Project Number
 (FPN) B – Location of project
 C – Denotes is project is on the SIS
 system D – Project description
 E – Prior, Future, and Total Project Cost; LRTP and TIP References (if
 needed) F – FDOT Work Summary
 G – Lead agency for project
 H – Project length, if applicable
 I – Project Phase, Fund Code Source and Funding Amounts by Year, by Phase, by Fund
 Source J – Map of project area

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PART I: PROJECT SHEETS FROM FDOT'S FIVE-YEAR WORK PROGRAM FY 2022-2026

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SECTION A: HIGHWAY CAPACITY ENHANCEMENTS

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4175405

SR 29 FROM CR 846 TO N OF NEW MARKET ROAD W

SIS

Project Description: Immokalee Bypass; Freight Priority

Prior Years Cost: 6,050,576

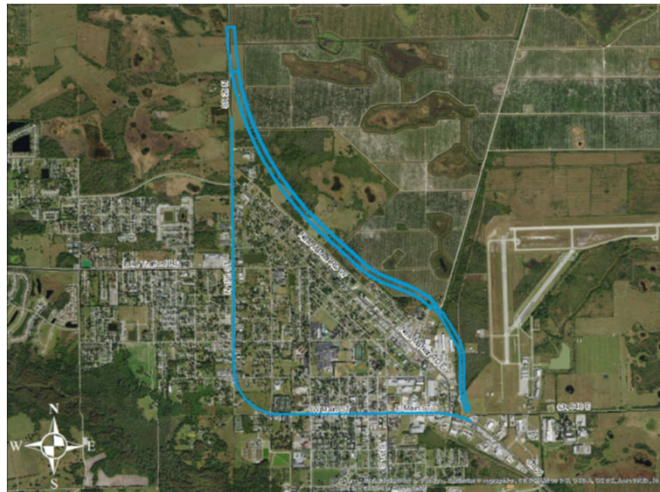
Future Years Cost:

Total Project Cost: 13,037,192

2045 LRTP: p6-2, Table 6-1

Work Summary: NEW ROAD CONSTRUCTION**Lead Agency:** FDOT**Length:** 3.484

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
ENV	DDR	0	0	0	60,000	0	60,000
ENV	DS	0	0	250,000	0	0	250,000
ROW	ACNP	0	0	968,467	5,708,149	0	6,676,616
							0
							0
							0
							0
							0
							0
Total		0	0	1,218,467	5,768,149	0	6,986,616



4175406**SR 29 FROM N OF NEW MARKET RD TO SR 82****SIS**

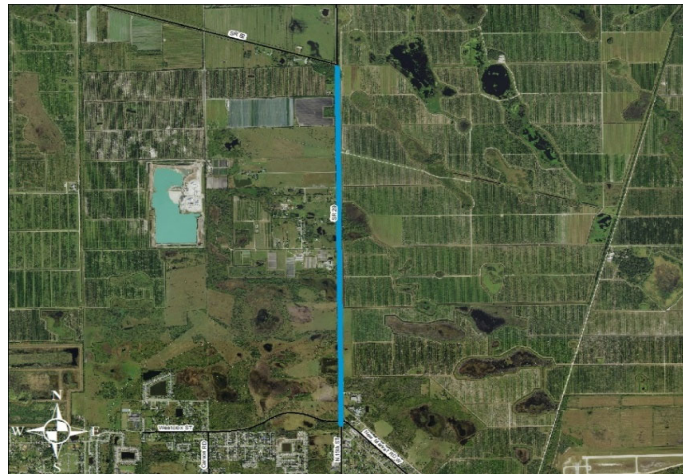
Project Description: Widen from 2 to 4 lanes (one segment of larger project)
Freight priority

Prior Years Cost: 40,396,829
Future Years Cost: 26,198,121
Total Project Cost: 68,036,653 p6-
2045 LRTP: 2, Table 6-1

Work Summary: ADD LANES & RECONSTRUCT

Lead Agency: FDOT **Length:** 3.037

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACNP	0	0	0	0	0	0
CST	DI	0	0	0	0	0	0
ENV	TALT	0	380,000	0	0	0	380,000
ROW	ACNP	0	0	1,061,703	0	0	1,061,703
RRU	ACNP	0	0	0	0	0	0
							0
							0
							0
							0
Total		0	380,000	1,061,703	0	0	1,441,703



4258432

I-75 (SR 93) AT SR 951

SIS

Project Description:

Prior Years Cost: 35,011,255

Future Years Cost:

Total Project Cost: 132,459,025

2045 LRTP: P6-2, Table 6-1

Work Summary:

INTERCHANGE IMPROVEMENT

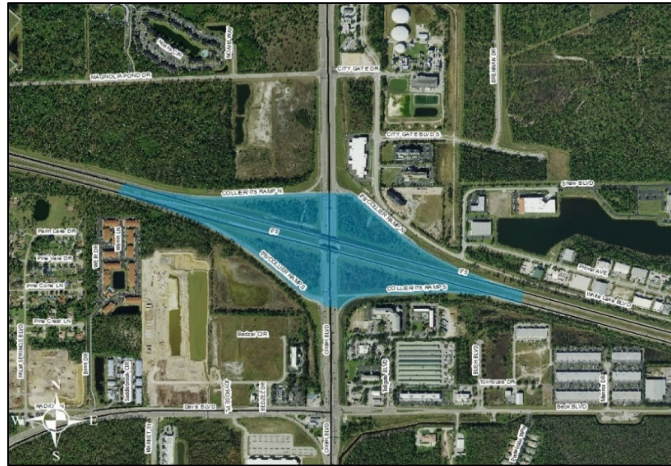
Lead Agency:

FDOT

Length:

0.651

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACNP	0	0	0	68,789,977	0	68,789,977
CST	DI	0	0	0	22,300,000	0	22,300,000
CST	DIH	0	0	0	5,575	0	5,575
CST	DSB2	0	0	45,150	0	0	45,150
CST	LF	0	0	0	135,354	0	135,354
ENV	DDR	0	0	100,000	100,000	0	100,000
ENV	TALT	0	0	0	0	0	100,000
PE	DDR	0	0	0	870,392	0	870,392
RRU	DI	0	0	0	3,851,000	0	3,851,000
RRU	LF	0	0	0	1,250,322	0	1,250,322
Total		0	0	145,150	97,302,620	0	97,447,770



4308481

SR 82 FROM HENDRY COUNTY LINE TO GATOR SLOUGH LANE**SIS****Project Description:** Widen from 2-4 lanes (segment of larger project)

Prior Years Cost: 5,843,953

Future Years Cost: 0

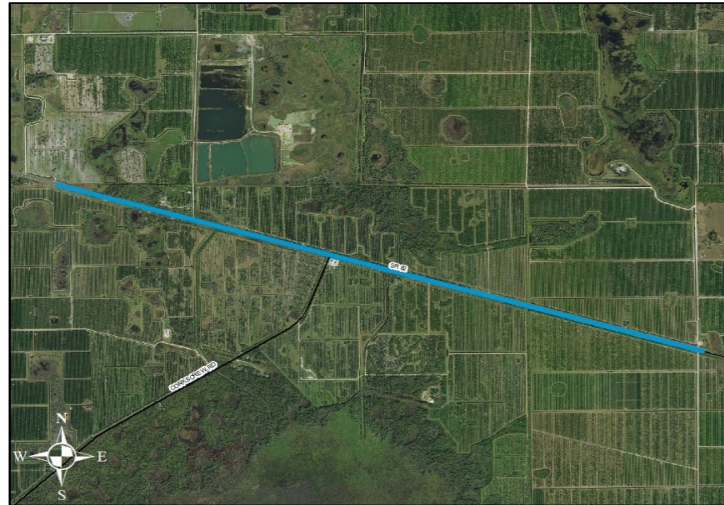
Total Project Cost: 44,484,094

Work Summary: ADD LANES & RECONSTRUCT

2045 LRTP: P6-2, Table 6-1

Lead Agency: FDOT**Length:** 4.022

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DI	0	0	35,934,726	0	0	35,934,726
CST	DIH	0	0	5,415	0	0	5,415
ENV	DDR	0	400,000	400,000	0	0	800,000
INC	DDR	0	0	0	1,400,000	0	1,400,000
RRU	DDR	0	0	500,000	0	0	500,000
							0
							0
							0
Total		0	400,000	36,840,141	1,400,000	0	38,640,141



4351112

SR 951 FROM MANATEE RD TO N OF TOWER RD

Project Description:

Prior Years Cost: 7,040,242
 Future Years Cost: 0
 Total Project Cost: 21,972,808
 2045 LRTP: P6-2, Table 6-1

Work Summary:

ADD LANES & REHABILITATE PVMNT

Lead Agency:

FDOT

Length:

0.769

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DDR	0	0	0	12,204,166	0	12,204,166
CST	DIH	0	0	0	11,150	0	11,150
CST	LF	0	0	0	167,250	0	167,250
RRU	LF	0	0	0	1,550,000	0	1,550,000
RRU	DDR	0	0	0	1,000,000	0	1,000,000
							0
							0
							0
							0
Total		0	0	0	14,932,566	0	14,932,566



4404411

AIRPORT PULLING RD FROM VANDERBILT RD TO IMMOKALEE RD

Project Description:

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 12,856,200

2045 LRTP: P6-2, Table 6-1

Work Summary:

ADD THRU LANE(S)

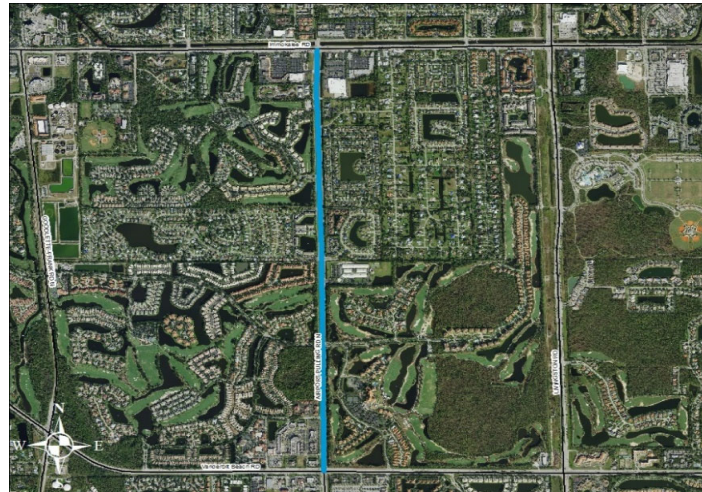
Lead Agency:

COLLIER COUNTY

Length:

1.97

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	LF	0	4,928,100	0	0	0	4,928,100
CST	CIGP	0	4,928,100	0	0	0	4,928,100
PE	CIGP	1,500,000	0	0	0	0	1,500,000
PE	LF	1,500,000	0	0	0	0	1,500,000
							0
							0
							0
							0
							0
Total		3,000,000	9,856,200	0	0	0	12,856,200



4419751**SR 90 (US 41) AT OASIS VISITOR CENTER****SIS****Project Description:** Federal Lands Highways project

Prior Years Cost: 431,864

Future Years Cost: 0

Total Project Cost: 1,745,311

2045 LRTP: P6-2, Table 6-1

Work Summary: ADD LEFT TURN LANE(S)**Lead Agency:** FDOT**Length:** 0.276

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DDR	1,268,057	0	0	0	0	1,268,057
CST	DIH	15,390	0	0	0	0	15,390
ENV	DDR	30,000	0	0	0	0	30,000
							0
							0
							0
							0
							0
							0
Total		1,313,447	0	0	0	0	1,313,447



4463381

VANDERBILT BEACH RD FROM US 41 TO E OF GOODLETTE FRANK

Project Description:

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 8,428,876

2045 LRTP: P6-2, Table 6-1

Work Summary:

ADD LANES & RECONSTRUCT

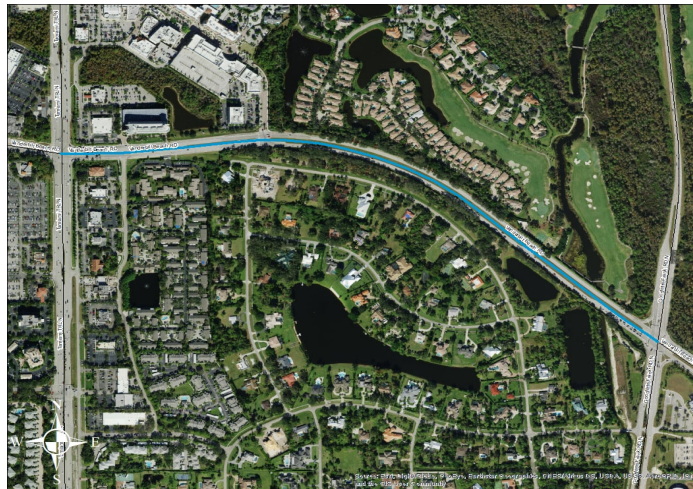
Lead Agency:

COLLIER COUNTY

Length:

0.995

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	LF	0	0	0	4,214,438	0	4,214,438
CST	TRIP	0	0	0	3,173,552	0	3,173,552
CST	TRWR	0	0	0	1,040,886	0	1,040,886
							0
							0
							0
							0
							0
							0
Total		0	0	0	8,428,876	0	8,428,876



4463411 GOODLETTE FRANK RD FROM VANDERBILT RD TO IMMOKALEE RD

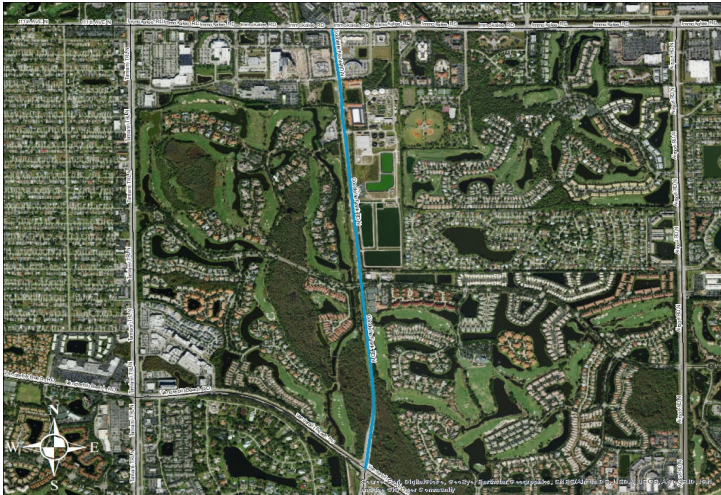
Project Description:

Prior Years Cost: 0
Future Years Cost: 0
Total Project Cost: 5,500,000
2045 LRTP: P6-2, Table 6-1

Work Summary: ADD LANES & RECONSTRUCT

Lead Agency: COLLIER COUNTY Length: 2.140

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	LF	0	0	2,750,000	0	0	2,750,000
CST	TRIP	0	0	2,714,534	0	0	2,714,534
CST	TRWR	0	0	35,466	0	0	35,466
							0
							0
							0
							0
							0
							0
Total		0	0	5,500,000	0	0	5,500,000



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SECTION B: SAFETY PROJECTS

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SECTION C: BRIDGE PROJECTS

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4318953 16TH ST BRIDGE FROM GOLDEN GATE BLVD TO RANDALL BLVD**Project Description:** bridge and roadway

Prior Years Cost: 7,099,955

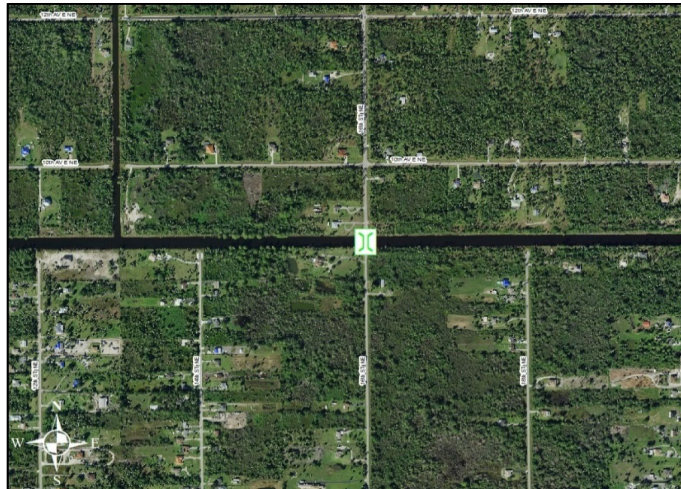
Future Years Cost: 0

Total Project Cost: 12,033,898

2045 LRTP: P6-2, Table 6-1

Work Summary: NEW BRIDGE CONSTRUCTION**Lead Agency:** COLLIER COUNTY**Length:** 3.212

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACCM	1,546,467	0	0	0	0	1,546,467
CST	ACSU	1,700,000	0	0	0	0	1,700,000
CST	CM	475,877	0	0	0	0	475,877
CST	SU	1,211,599	0	0	0	0	1,211,599
							0
							0
							0
							0
							0
Total		4,933,943	0	0	0	0	4,933,943



4350431 COLLIER COUNTY SCOUR COUNTERMEASURE AT VARIOUS LOCATIONS

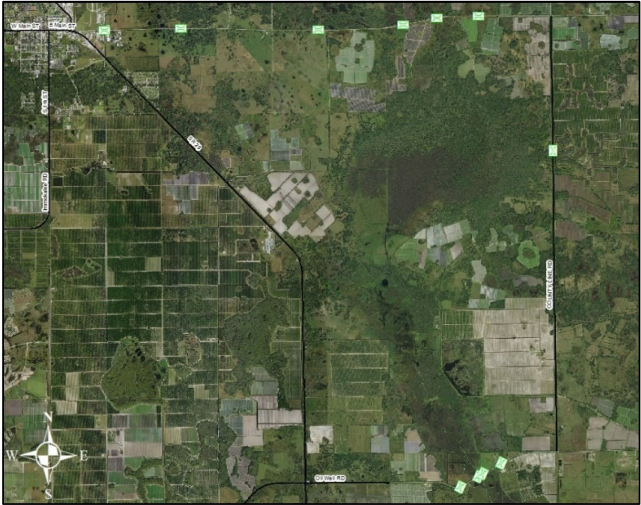
Project Description:

Prior Years Cost: N/A
Future Years Cost: N/A
Total Project Cost: N/A
2045 LRTP: P6-16

Work Summary: BRIDGE-REPAIR/REHABILITATION

Lead Agency: FDOT Length: N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DIH	0	0	0	5,575	0	5,575
CST	BRRP	0	0	0	1,675,719	0	1,675,719
PE	BRRP	0	200,000	0	0	0	200,000
							0
							0
							0
							0
							0
Total		0	200,000	0	1,681,294	0	1,881,294



4441851 CR 846 OVER DRAINAGE CANAL

Project Description: (LAR) Local Advance Reimburse

Prior Years Cost: 0
Future Years Cost: 0
Total Project Cost: 4,918,592
2045 LRTP: P6-2, Table 6-1

Work Summary: BRIDGE REPLACEMENT

Lead Agency: FDOT Length: N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	LFR	2,459,296	0	0	0	0	2,459,296
CST	ACBR	0	0	0	2,459,296		2,459,296
							0
							0
							0
							0
							0
							0
Total		2,459,296	0	0	2,459,296	0	4,918,592



Section D: CONGESTION MANAGEMENT PROJECTS

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4051061 COLLIER MPO IDENTIFIED OPERATIONAL IMPROVEMENTS FUNDING

Project Description:

MPO SU funds held for cost over-runs, future programming

Work Summary:

TRAFFIC OPS IMPROVEMENT

Lead Agency:

COLLIER COUNTY

Length:

Prior Years Cost:

N/A

Future Years Cost:

N/A

Total Project Cost:

N/A

2045 LRTP:

P6-15

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SU	2,075,588	131,225	0	266,993	2,190,891	4,664,697
CST	TALU	0	0	0	376,061	0	376,061
							0
							0
							0
							0
							0
							0
							0
Total		2,075,588	131,225	0	643,054	2,190,891	5,040,758



4371031 COLLIER TMC OPS FUND COUNTY WIDE

Project Description:

Prior Years Cost: N/A
Future Years Cost: N/A
Total Project Cost: N/A
2045 LRTP: P6-16

Work Summary: OTHER ITS

Lead Agency: COLLIER COUNTY Length: N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DDR	0	81,000	81,000	81,000	81,000	324,000
OPS	DS	81,000	0	0	0	0	81,000
							0
							0
							0
							0
							0
							0
Total		81,000	81,000	81,000	81,000	81,000	405,000



4371041 NAPLES TMC OPERATIONS FUNDING CITY WIDE

Project Description:

Prior Years Cost: N/A
Future Years Cost: N/A
Total Project Cost: N/A
2045 LRTP: P6-16

Work Summary: OTHER ITS

Lead Agency: NAPLES Length: N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DDR	0	30,000	30,000	30,000	30,000	120,000
OPS	DS	30,000	0	0	0	0	30,000
							0
							0
							0
							0
							0
							0
							0
Total		30,000	30,000	30,000	30,000	30,000	150,000



4379241**TRAVEL TIME DATA COLLECTION COLLIER COUNTY ITS ARCH ATMS****Project Description:** CMC Priority 2012-10

Prior Years Cost: 0

Future Years Cost: 0

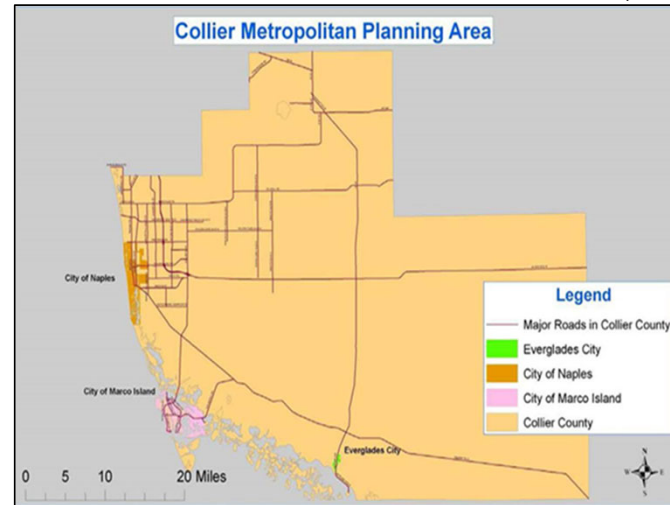
Total Project Cost: 441,450

Work Summary: OTHER ITS

2045 LRTP: P6-2, Table 6-1

Lead Agency: COLLIER COUNTY**Length:** N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACCM	42,615	0	0	0	0	42,615
CST	CM	397,835	0	0	0	0	397,835
CST	DIH	1,000	0	0	0	0	1,000
							0
							0
							0
							0
							0
							0
Total		441,450	0	0	0	0	441,450



4379251 SIGNAL TIMING COUNTY ROADS AT VARIOUS LOCATIONS

Project Description:

CMC Priority 2015-03

Work Summary:

TRAFFIC SIGNAL UPDATE

Lead Agency:

COLLIER COUNTY

Length:

N/A

Prior Years Cost:

0

Future Years Cost:

0

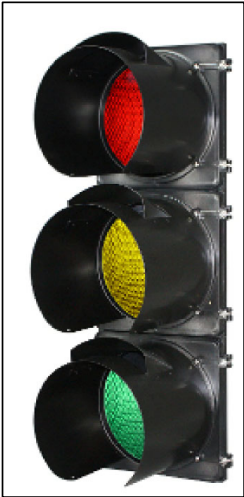
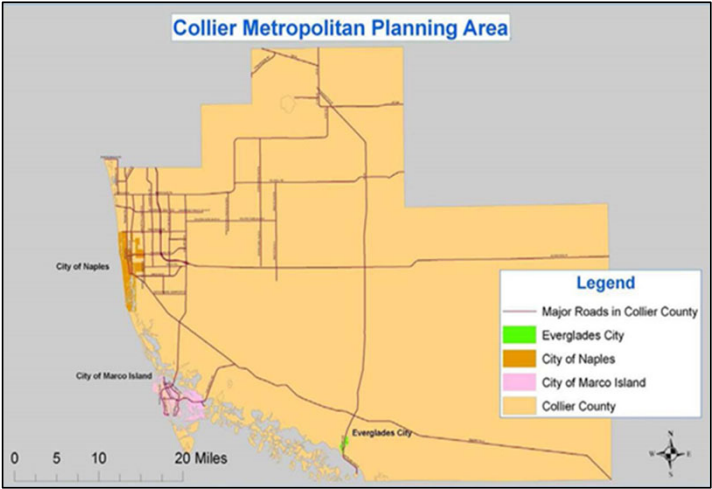
Total Project Cost:

452,561

2045 LRTP:

P6-2, Table 6-1

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
	ACCM	1,001	0	0	0	0	1,001
	CM	451,560	0	0	0	0	451,560
							0
							0
							0
							0
							0
							0
							0
Total		452,561	0	0	0	0	452,561



The map displays the Collier Metropolitan Planning Area, which is outlined in orange. Major roads are shown as brown lines. The City of Naples is highlighted in orange, and the City of Marco Island is highlighted in pink. Everglades City is marked with a green dot. A legend in the bottom right corner identifies the symbols: Major Roads in Collier County (brown line), Everglades City (green dot), City of Naples (orange), City of Marco Island (pink), and Collier County (orange). A scale bar at the bottom left indicates distances of 0, 5, 10, and 20 miles. A north arrow is located in the bottom right corner.

4464511 US 41 AND GOLDEN GATE AT US 41 AND GOLDEN GATE PKWY**Project Description:** CMC 2019 Priority No. 5

Prior Years Cost: 0

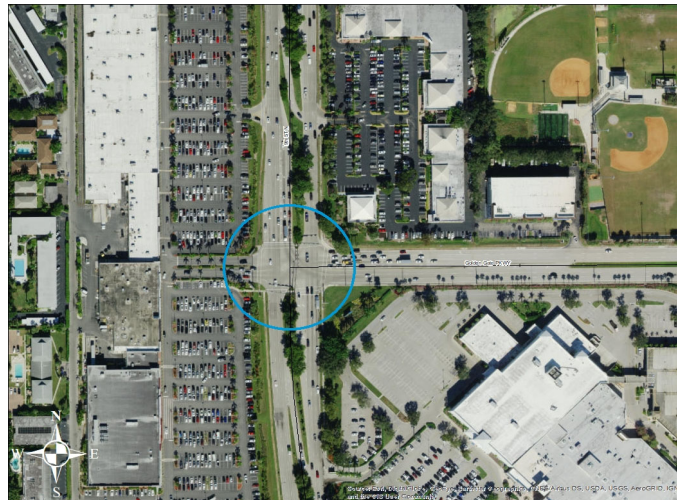
Future Years Cost: 0

Total Project Cost: 492,757

2045 LRTP: P6-2, Table 6-1

Work Summary: INTERSECTION IMPROVEMENT**Lead Agency:** FDOT**Length:**

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PE	DIH	0	5,000	0	0	0	5,000
PE	SU	0	265,000	0	0	0	265,000
ROW	SU	0	0	0	222,757	0	222,757
							0
							0
							0
							0
							0
							0
Total		0	270,000	0	222,757	0	492,757



4486931 SR 29 WILDLIFE DETECTION N OF PANTHER REFUGE S OF OIL WELL RD

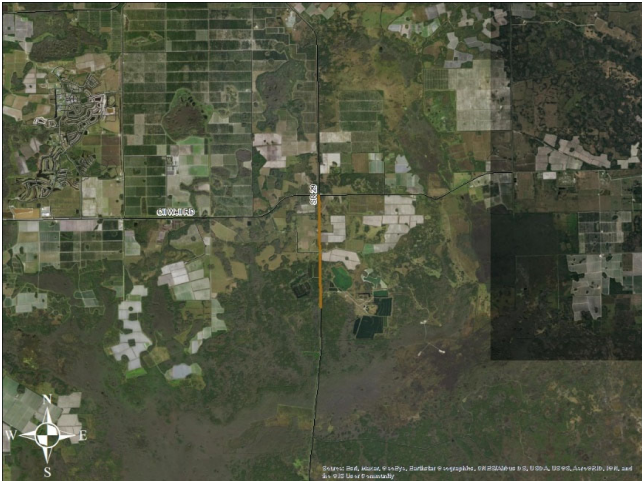
Project Description: (DSB) Design Build

Prior Years Cost: 0
Future Years Cost: 0
Total Project Cost: 771,642
2045 LRTP: P6-16

Work Summary: OTHER ITS

Lead Agency: FDOT Length: 0.960

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
DSB	DIH	67,827	0	0	0	0	67,827
DSB	DITS	600,000	0	0	0	0	600,000
DSB	DS	103,815					103,815
							0
							0
							0
							0
							0
							0
Total		771,642	0	0	0	0	771,642



SECTION E: BICYCLE AND PEDESTRIAN PROJECTS

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4370961**COPELAND AVE SIDEWALK FROM SOUTHERN LIMITS ON COPELAND AVE
TO NE BROADWAY AND COPELAND AVE****Project Description:**

BPAC PRIORITY 2017-10, 16-10, 15-10, 14-05

Prior Years Cost: 664,056

Future Years Cost: 0

Total Project Cost: 1,258,405

2045 LRTP: P6-2, Table 6-1

Work Summary:

SIDEWALK

Lead Agency:

FDOT

Length:

0.975

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	TALU	377,460	0	0	0	0	377,460
CST	SU	176,889	0	0	0	0	176,889
ENV	TALT	40,000	0	0	0	0	40,000
							0
							0
							0
							0
Total		594,349	0	0	0	0	594,349



4380911 COUNTY BARN ROAD FROM RATTLESNAKE HAMMOCK TO SR 84(DAVIS BLVD)**Project Description:** BPAC Priority 2017-01,16-01, 15-01, 14-01, 13-05

Prior Years Cost: 176,000

Future Years Cost: 0

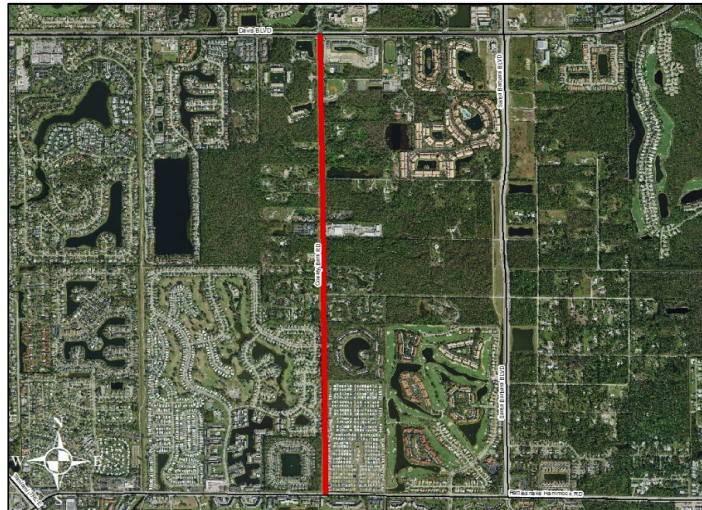
Total Project Cost: 2,055,376

Work Summary: BIKE PATH/TRAIL

2045 LRTP: P6-2, Table 6-1

Lead Agency: COLLIER COUNTY**Length:** 2.045

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SU	0	1,506,048	0	0	0	1,506,048
CST	TALU	0	373,328	0	0	0	373,328
							0
							0
							0
							0
							0
							0
Total		0	1,879,376	0	0	0	1,879,376



4380921

CR 901/VANDERBILT DR FROM VANDERBILT BEACH RD TO 109TH AVENUE N

Project Description:

Prior Years Cost: 151,000

Future Years Cost: 0

Total Project Cost: 860,075

2045 LRTP: P6-2, Table 6-1

Work Summary:

SIDEWALK

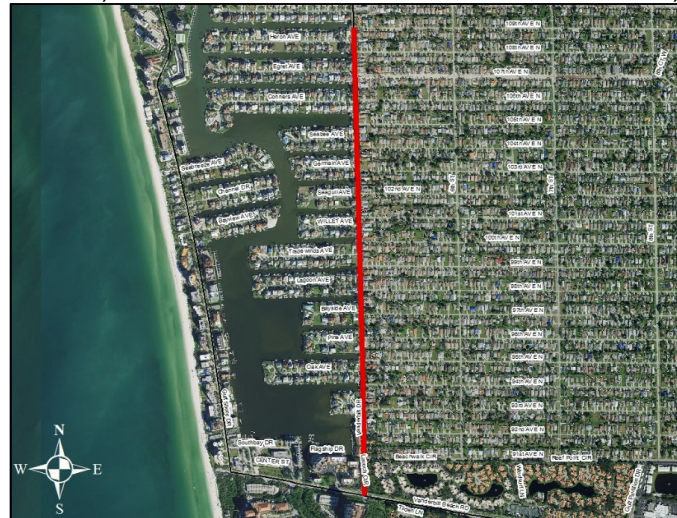
Lead Agency:

COLLIER COUNTY

Length:

1.214

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SU	0	706,568	0	0	0	706,568
CST	TALU	0	2,507	0	0	0	2,507
							0
							0
							0
							0
							0
							0
Total		0	709,075	0	0	0	709,075



4380931 GREEN BLVD FROM SANTA BARBARA BLVD TO SUNSHINE BLVD**Project Description:** BPAC PRIORITY 2017-03, 16-03, 15-03, 14-06

Prior Years Cost: 226,000

Future Years Cost: 0

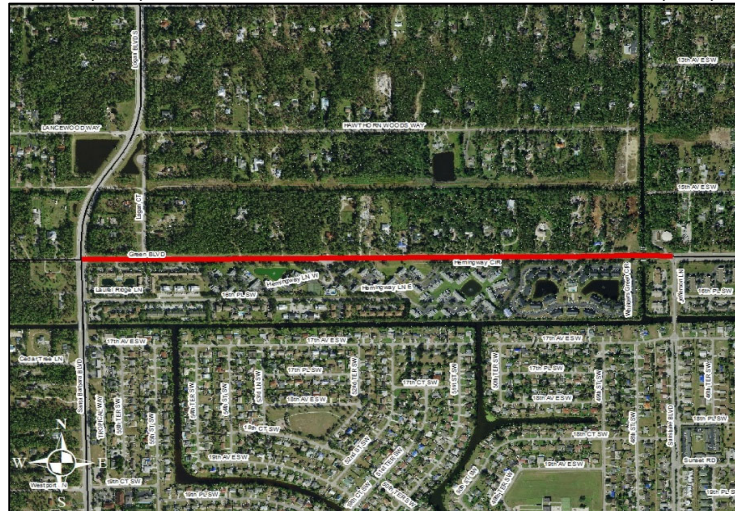
Total Project Cost: 1,310,670

Work Summary: BIKE LANE/SIDEWALK

2045 LRTP: P6-2, Table 6-1

Lead Agency: COLLIER COUNTY**Length:** 1.040

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SU	0	1,084,670	0	0	0	1,084,670
							0
							0
							0
							0
							0
							0
							0
							0
Total		0	1,084,670	0	0	0	1,084,670



4404361

MANDARIN GREENWAY SIDEWALKS AT VARIOUS LOCATIONS

Project Description: BPAC PRIORITY 2015 & 2016-08; SW LOOP ON 4 STREETS -
ORCHARD DR, MANDARIN RD, PINE CT & BANYAN RD

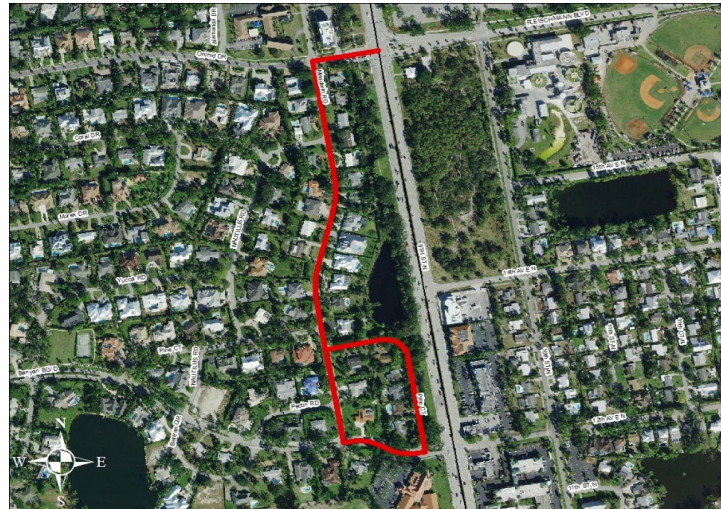
Prior Years Cost: 45,313
 Future Years Cost: 0
 Total Project Cost: 394,720
 2045 LRTP: P6-2, Table 6-1

Work Summary: BIKE LANE/SIDEWALK

Lead Agency: BIKE LANE/SIDEWALK

Length:

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DDR	17,478	0	0	0	0	17,478
CST	SU	331,929	0	0	0	0	331,929
							0
							0
							0
							0
							0
							0
Total		349,407	0	0	0	0	349,407



4404371

SOUTH GOLF DR FROM GULF SHORE BLVD TO W US 41**Project Description:** BPAC PRIORITY 2017-05, 16-05, 15-05, 14-09

Prior Years Cost: 300,561

Future Years Cost: 0

Total Project Cost: 2,281,310

2045 LRTP: P6-2, Table 6-1

Work Summary: BIKE LANE/SIDEWALK**Lead Agency:** NAPLES**Length:** 2.537

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	CM	0	0	993,193	0	0	993,193
CST	SU	0	0	63,265	0	0	63,265
CST	TALT	0	0	549,759	0	0	549,759
CST	TALU	0	0	374,532	0	0	374,532
							0
							0
							0
							0
							0
Total		0	0	1,980,749	0	0	1,980,749



4414801 EDEN PARK ELEMENTARY**Project Description:** South side of Carson Rd from Westclox to Carson Lakes Cir 6' SW

Prior Years Cost: 55,738

Future Years Cost: 0

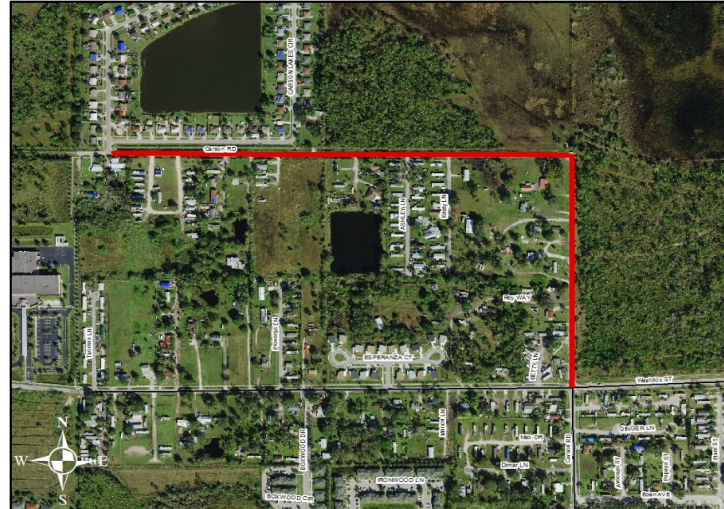
Total Project Cost: 719,071

Work Summary: SIDEWALK

2045 LRTP: P6-2, Table 6-1

Lead Agency: COLLIER COUNTY**Length:** 0.75

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SR2T	663,333	0	0	0	0	663,333
							0
							0
							0
							0
							0
							0
							0
							0
Total		663,333	0	0	0	0	663,333



4465501 SHADOWLAWN ELEMENTARY - SRTS**Project Description:** Linwood Ave: Airport Road to Commercial Drive

Prior Years Cost: 0

Future Years Cost: 0

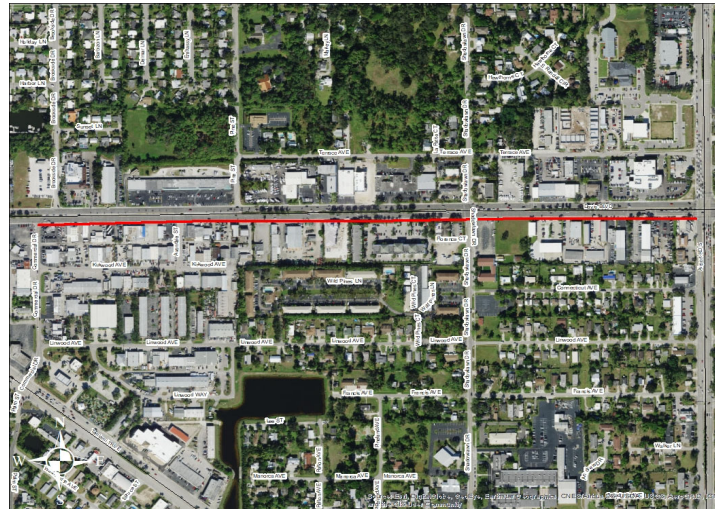
Total Project Cost: 862,459

Work Summary: SIDEWALK

2045 LRTP: P6-2, Table 6-1

Lead Agency: COLLIER COUNTY**Length:** 5.1

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SR2T	0	0	0	0	771,516	771,516
PE	SR2T	0	0	90,943	0	0	90,943
							0
							0
							0
							0
							0
							0
							0
Total		0	0	90,943	0	771,516	862,459



Project Description: BPAC 2020 Priority Rank 3

Prior Years Cost:	0
Future Years Cost:	0
Total Project Cost:	300,000
2045 LRTP:	P4-45

Work Summary: BIKE/PED

Lead Agency: FDOT

Length:

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PD&E	SU	300,000	0.00	0.00	0.00	0.00	300,000
							0
							0
							0
							0
							0
							0
							0
							0
							0
							0
Total		300,000	0	0	0	0	300,000



4480691 WIGGINS PASS SIDEWALK FROM VANDERBILT DR TO US 41**Project Description:** BPAC 2020 Priority Rank 2

Prior Years Cost: 0

Future Years Cost: 0

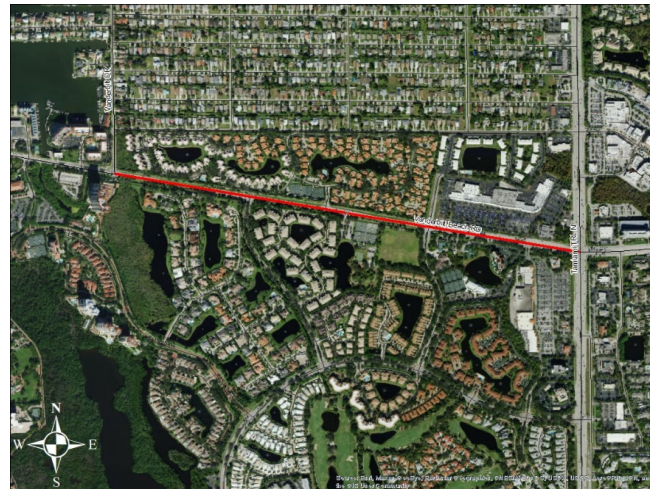
Total Project Cost: 1,429,213

Work Summary: SIDEWALK

2045 LRTP: P6-15, Table 6-7

Lead Agency: COLLIER COUNTY**Length:** 1.02

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SU	0	0	0	1,108,804	0	1,108,804
PE	SU	0	320,409	0	0	0	320,409
							0
							0
							0
							0
							0
							0
Total		0	320,409	0	1,108,804	0	1,429,213



4481251 IMMOKALEE CITY SIDEWALKS - VARIOUS LOCATIONS**Project Description:** BPAC 2020 Priority Rank 1

Prior Years Cost: 0

Future Years Cost:

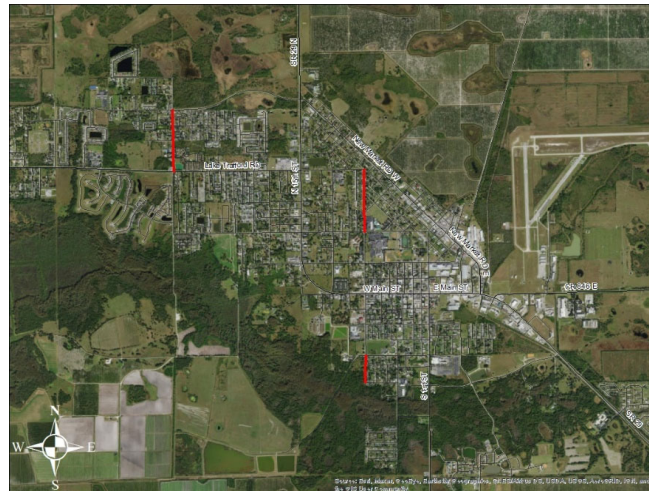
Total Project Cost: 880,143

Work Summary: SIDEWALK

2045 LRTP: P6-15, Table 6-7

Lead Agency: COUNTY **Length:** 0.501

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SU	0	0	719,046	0	0	719,046
PE	SU	161,097	0	0	0	0	161,097
							0
							0
							0
							0
							0
							0
							0
Total		161,097	0	719,046	0	0	880,143



4481261

GOODLETTE-FRANK RD SIDEWALKS - VARIOUS LOCATIONS**Project Description:** BPAC 2020 Priority Rank 2

Prior Years Cost:

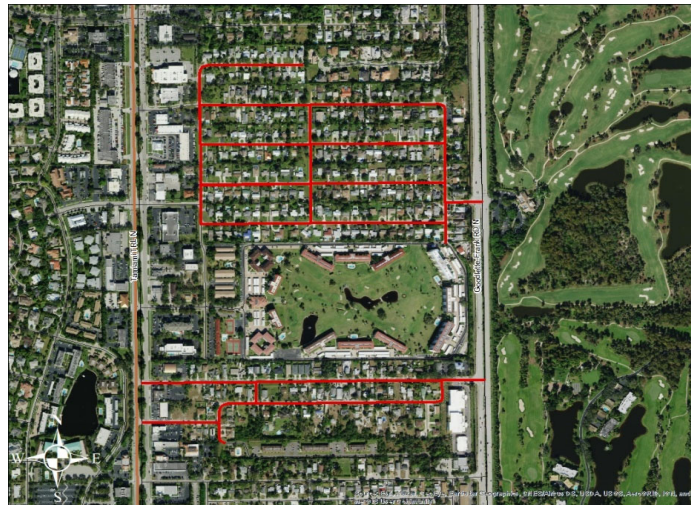
Future Years Cost:

Total Project Cost: 652,006

2045 LRTP: P6-15, Table 6-7

Work Summary: SIDEWALK**Lead Agency:** COUNTY**Length:**

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SU	0	0	0	535,656	0	535,656
PE	SU	0	116,350	0	0	0	116,350
							0
							0
							0
							0
							0
							0
Total		0	116,350	0	535,656	0	652,006



4481271**COLLIER BLVD - MULTIPLE SEGMENTS****Project Description:** BPAC 2020 Priority Rank 2, Alternate Bike Lanes

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 1,173,099

Work Summary: SIDEWALK

2045 LRTP: P6-15, Table 6-7

Lead Agency: MARCO ISLAND**Length:** 1.667

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SU	0	0	1,043,099	0	0	1,043,099
PE	SU	5,000	0	0	0	0	5,000
PE	LF	125,000	0	0	0	0	125,000
							0
							0
							0
							0
							0
							0
Total		130,000	0	1,043,099	0	0	1,173,099



4481281 PINE ST SIDEWALKS FROM BECCA AVE TO US41**Project Description:** BPAC 2020 Priority Rank 2

Prior Years Cost: 0

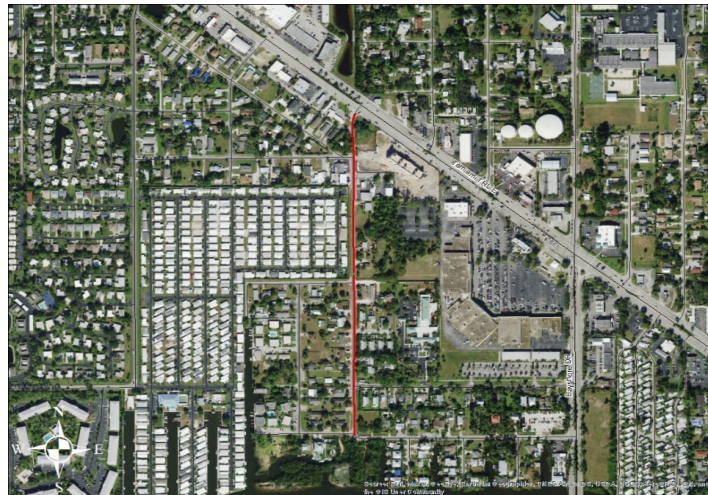
Future Years Cost: 0

Total Project Cost: 329,230

2045 LRTP: P6-15, Table 6-7

Work Summary: SIDEWALK**Lead Agency:** COLLIER COUNTY**Length:**

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SU	0	0	0	270,511	0	270,511
PE	SU	0	58,719	0	0	0	58,719
							0
							0
							0
							0
							0
							0
Total		0	58,719	0	270,511	0	329,230



4481291**NAPLES MANOR SIDEWALK - VARIOUS LOCATION 4 SEGMENTS****Project Description:** BPAC 2020 Priority Rank 2 (Caldwell, Holland and Shultz)

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 1,663,478

Work Summary: SIDEWALK

2045 LRTP: P6-15, Table 6-7

Lead Agency: COLLIER COUNTY**Length:**

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SU	0	0	0	0	1,363,214	1,363,214
PE	SU	0	0	300,264	0	0	300,264
							0
							0
							0
							0
							0
							0
Total		0	0	300,264	0	1,363,214	1,663,478



4481311**NAPLES SIDEWALKS ON 26TH AVE****Project Description:** BPAC 2020 Priority Rank 5

Prior Years Cost: 0

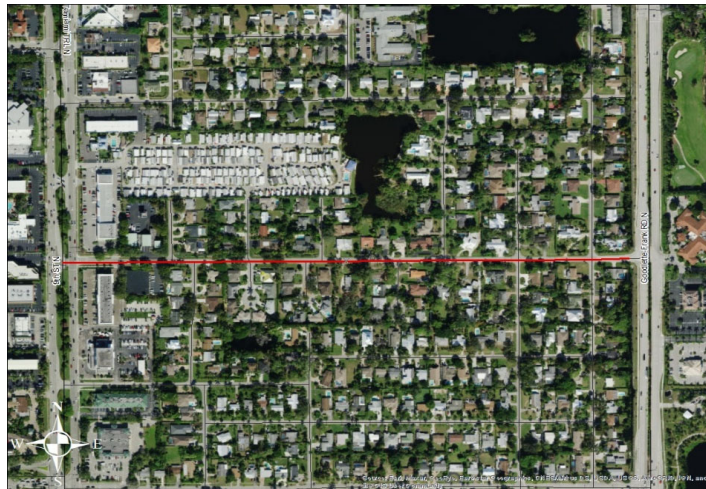
Future Years Cost: 0

Total Project Cost: 733,588

2045 LRTP: P6-15, Table 6-7

Work Summary: SIDEWALK**Lead Agency:** NAPLES**Length:**

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SU	0	0	0	0	678,588	678,588
PE	SU	0	0	55,000	0	0	55,000
							0
							0
							0
							0
							0
							0
							0
Total		0	0	55,000	0	678,588	733,588



SECTION F: FDOT MAINTENANCE AND OPERATIONS

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1511**TOLL OPERATIONS EVERGLADES PARKWAY ALLIGATOR ALLEY****SIS****Project Description:** Everglades Parkway

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: TOLL PLAZA

2045 LRTP: P6-16

Lead Agency: FDOT**Length:**

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	TO02	5,375,000	5,385,000	5,385,000	5,325,000	4,385,000	25,855,000
							0
							0
							0
							0
							0
							0
							0
							0
Total		5,375,000	5,385,000	5,385,000	5,325,000	4,385,000	25,855,000

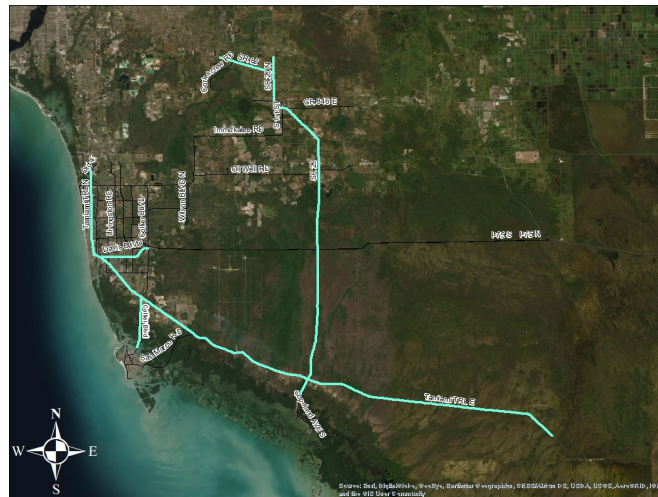


COLLIER CO(PRIMARY) ROADWAY & BRIDGE MAINT PRIMARY SYSTEM

Prior Years Cost:	N/A
Future Years Cost:	N/A
Total Project Cost:	N/A
2045 LRTP:	P6-16

2045 LRTP: P6-16

Length:

[illegible]

4415121**SR 45 (US 41) FROM S OF DUNRUSS CREEK TO S OF GULF PARK DR****Project Description:**

Prior Years Cost: 2,657,110

Future Years Cost: 0

Total Project Cost: 17,769,125

2045 LRTP: P6-16

Work Summary:

RESURFACING

Lead Agency:

FDOT

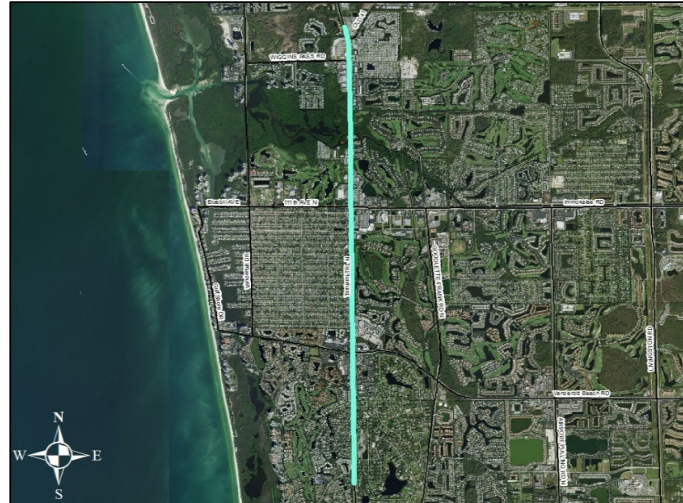
Length:

4.735

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DDR	0	0	5,117,877	0	0	5,117,877
CST	DIH	0	0	1,083	0	0	1,083
CST	DS	0	0	6,656,909	0	0	6,656,909
CST	SA	0	0	3,336,146	0	0	3,336,146

0

Total	0	0	15,112,015	0	0	15,112,015
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4415611

SR 90 FROM WHISTLER'S COVE TO COLLIER BLVD

Project Description:

Prior Years Cost: 58,308
 Future Years Cost: 0
 Total Project Cost: 3,467,165
 2045 LRTP: P6-16

Work Summary: RESURFACING

Lead Agency: FDOT Length: 1.38

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DIH	0	42,160	0	0	0	42,160
CST	DS	0	2,939,015	0	0	0	2,939,015
CST	DDR	0	352,682	0	0	0	352,682
ENV	DDR	75,000	0	0	0	0	75,000
							0
							0
							0
							0
							0
Total		75,000	3,333,857	0	0	0	3,408,857



SECTION G: TRANSPORTATION PLANNING PROJECTS

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4393143

COLLIER COUNTY MPO FY 2020/2021-2021/2022 UPWP**Project Description:**

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary:

TRANSPORTATION PLANNING

2045 LRTP: P6-2, Table 6-1

Lead Agency:

MPO

Length: NA

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PLN	PL	548,485	0	0	0	0	548,485
							0
							0
							0
							0
							0
							0
							0
							0
Total		548,485	0	0	0	0	548,485



SECTION H: TRANSIT PROJECTS

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4101131

COLLIER COUNTY MPO TRANSIT PLANNING FTA SECTION 5305 (D)**Project Description:** FTA Section 5305 Metropolitan Planning

Prior Years Cost: N/A

Future Years Cost: N/A

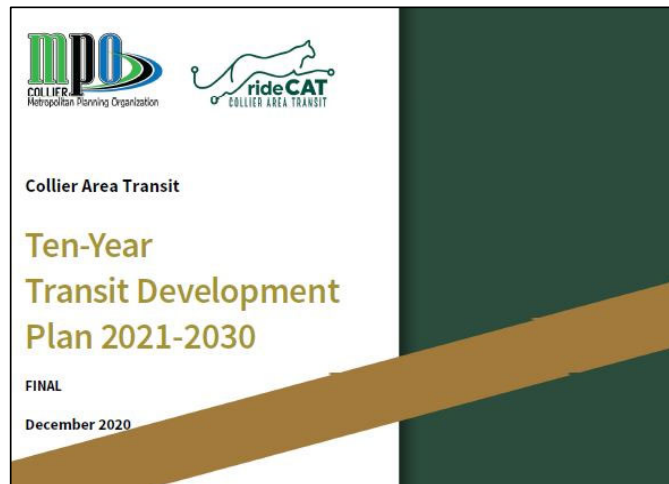
Total Project Cost: N/A

Work Summary: MODAL SYSTEMS PLANNING

2045 LRTP Re p5-3, Table 5-1

Lead Agency: MPO **Length:** N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PLN	DPTO	9,877	9,877	9,877	11,410	16,003	57,044
PLN	DU	79,010	79,010	79,010	91,283	128,028	456,341
PLN	LF	9,877	9,877	9,877	11,410	16,004	57,045
							0
							0
							0
							0
							0
							0
Total		98,764	98,764	98,764	114,103	160,035	570,430



4101201**COLLIER COUNTY FTA SECTION 5311 OPERATING ASSISTANCE**

Project Description: Section 5311 Rural and Small Areas Paratransit Operating and Administrative Service

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: OPERATING/ADMIN. ASSISTANCE

2045 LRTP Re p5-3, Table 5-1

Lead Agency: COLLIER COUNTY

Length: N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DU	364,222	404,525	379,787	484,276	581,826	2,214,636
OPS	LF	364,222	404,525	379,787	484,276	581,826	2,214,636
							0
							0
							0
							0
							0
							0
							0
Total		728,444	809,050	759,574	968,552	1,163,652	4,429,272



4101391

COLLIER COUNTY STATE TRANSIT BLOCK GRANT OPERATING ASSISTANCE**Project Description:** State Transit Fixed-Route Operating Assistance Block Grant

Prior Years Cost: N/A

Future Years Cost: N/A

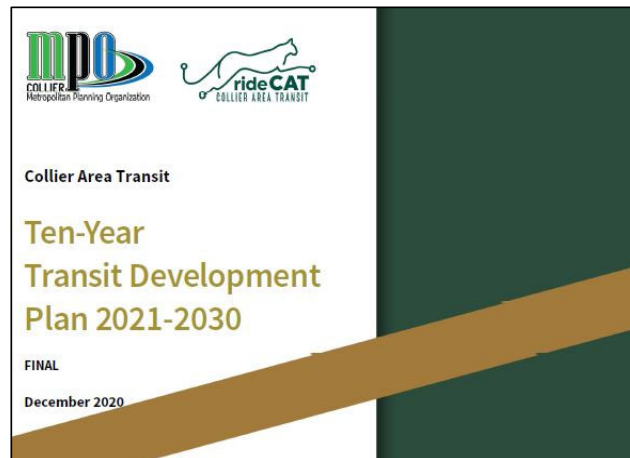
Total Project Cost: N/A

Work Summary: OPERATING FOR FIXED ROUTE

2045 LRTP Re p5-3, Table 5-1

Lead Agency: COLLIER COUNTY**Length:** N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DDR	0	890,028	0	0	1,256,532	2,146,560
OPS	DPTO	1,116,412	259,876	1,184,401	1,219,934	0	3,780,623
OPS	LF	1,116,412	1,149,904	1,184,401	1,219,934	1,256,532	5,927,183
							0
							0
							0
							0
							0
							0
Total		2,232,824	2,299,808	2,368,802	2,439,868	2,513,064	11,854,366



4101461

COLLIER COUNTY FTA SECTION 5307 CAPITAL ASSISTANCE

Project Description:

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary:

CAPITAL FOR FIXED ROUTE

2045 LRTP Re p5-3, Table 5-1

Lead Agency:

COLLIER COUNTY

Length: N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	FTA	3,107,786	3,418,565	3,760,421	4,136,463	4,550,109	18,973,344
CAP	LF	776,947	854,641	940,105	1,034,116	1,137,527	4,743,336
							0
							0
							0
							0
							0
							0
							0
Total		3,884,733	4,273,206	4,700,526	5,170,579	5,687,636	23,716,680



4101462

COLLIER COUNTY FTA SECTION 5307 OPERATING ASSISTANCE

Project Description: Fixed Route Operating Assistance

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: OPERATING FOR FIXED ROUTE

2045 LRTP Re p5-3, Table 5-1

Lead Agency: COLLIER COUNTY**Length:** N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	FTA	100,000	442,610	807,700	798,900	500,000	2,649,210
OPS	LF	100,000	442,610	807,700	798,900	500,000	2,649,210
							0
							0
							0
							0
							0
							0
Total		200,000	885,220	1,615,400	1,597,800	1,000,000	5,298,420



4340301

COLLIER CO./BONITA SPRINGS UZA FTA SECTION 5339 CAPITAL ASSISTANCE

Project Description:

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary:

CAPITAL FOR FIXED ROUTE

2045 LRTP Re p5-3, Table 5-1

Lead Agency:

COLLIER COUNTY

Length: N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	FTA	420,937	463,031	509,334	560,267	616,294	2,569,863
CAP	LF	105,234	115,758	127,333	140,067	154,073	642,465
							0
							0
							0
							0
							0
							0
							0
Total		526,171	578,789	636,667	700,334	770,367	3,212,328



SECTION I: TRANSPORTATION DISADVANTAGED PROJECTS

This section includes the Transportation Disadvantaged program projects in FY2022 – FY2026. The Community Transportation Coordinator (CTC) for the Transportation Disadvantaged program in Collier County is the Collier County Board of County Commissioners which provide services under a memorandum of agreement with the Florida Commission for the Transportation Disadvantaged. The Collier MPO, as the designated official planning agency for the program (DOPA) confirms that projects programmed through FY 2026 are all consistent with the Transportation Disadvantaged Service Plan (TDSP) major update which was adopted by the Collier Local Coordinating Board (LCB) on October 24, 2018. The two Transportation Disadvantaged program projects are listed below.

The amount of the MPO's LCB assistance and the Transportation Disadvantaged Trust Fund (TDTF) for FY2022 was not yet available when this TIP was adopted. The amounts listed below are from FY2021 and will be adjusted accordingly via an Administrative Modification to the TIP once they become available.

Collier MPO LCB Assistance

The FY 2021 Planning Grant Allocations for the Transportation Disadvantaged Trust Fund was \$27,016. This grant allocation is used by the Collier MPO to support the LCB.

Collier County FY 2022 TDTF / Trip and Equipment Grant

The TDTF and Trip and Equipment Grant are funded by the Florida Commission for the Transportation Disadvantaged. The estimated amount of the grant is \$1,011,603. These funds are used to cover a portion of the operating expenses for the Collier Area Paratransit Program.

SECTION J: AVIATION PROJECTS

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4480601

EVERGLADES ARPT RUNWAY 15/33 CONSTRUCTION

Project Description:

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary:

AVIATION PRESERVATION PROJECT

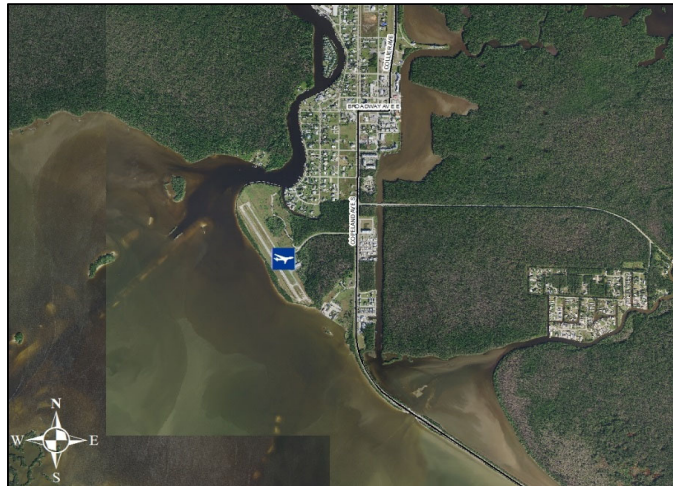
2045 LRTP: p5-7, Table 5-3

Lead Agency:

COLLIER COUNTY

Length: N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DPTO	111,250	0	0	0	0	111,250
CAP	FAA	2,002,500	0	0	0	0	2,002,500
CAP	LF	111,250	0	0	0	0	111,250
							0
							0
							0
							0
							0
							0
Total		2,225,000	0	0	0	0	2,225,000



Aviation

4389771 IMMOKALEE REGIONAL ARPT REHABILITATE RUNWAY 18/26

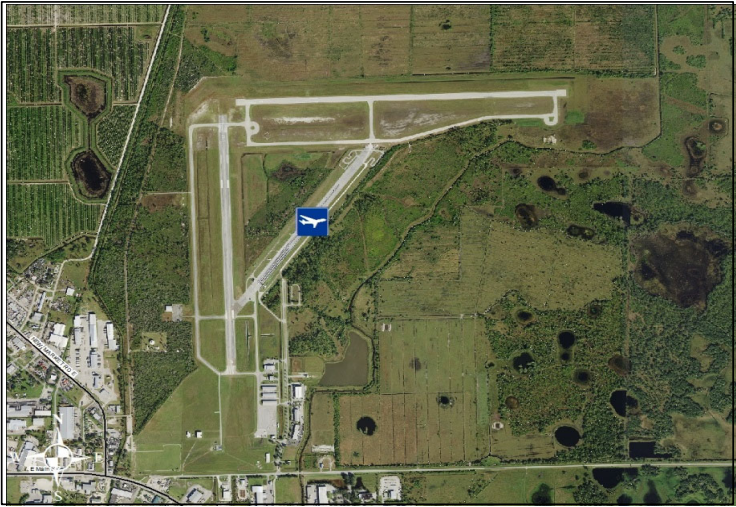
Project Description:

Prior Years Cost: N/A
Future Years Cost: N/A
Total Project Cost: N/A
2045 LRTP: p5-7, Table 5-3

Work Summary: AVIATION PRESERVATION PROJECT

Lead Agency: COLLIER COUNTY Length: N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	400,000	0	0	0	0	400,000
CAP	LF	100,000	0	0	0	0	100,000
							0
							0
							0
							0
							0
							0
							0
Total		500,000	0	0	0	0	500,000



4463581

IMMOKALEE REGIONAL ARPT AIRPARK BLVD EXTENSION

Project Description:

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary:

AVIATION CAPACITY PROJECT

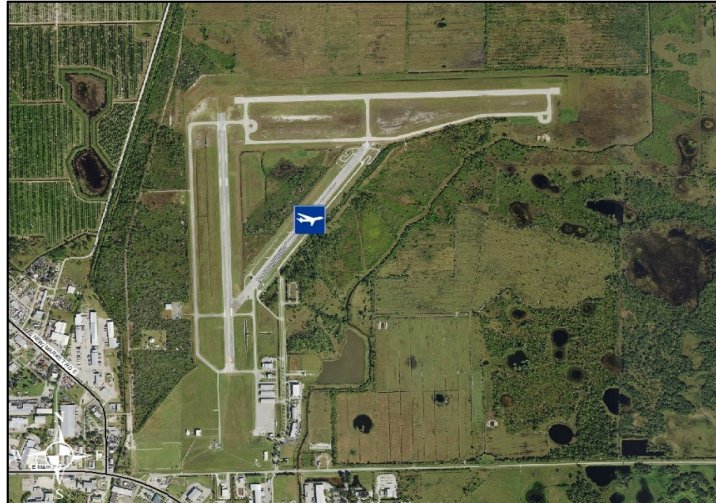
2045 LRTP: p5-7, Table 5-3

Lead Agency:

COLLIER COUNTY

Length: N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DPTO	0	0	0	0	400,000	400,000
CAP	LF	0	0	0	0	100,000	100,000
							0
							0
							0
							0
							0
							0
							0
Total		0	0	0	0	500,000	500,000



4463591

IMMOKALEE REGIONAL ARPT PERIMETER ROAD / TAXIWAY A MODIFICATION**Project Description:**

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary:

AVIATION PRESERVATION PROJECT

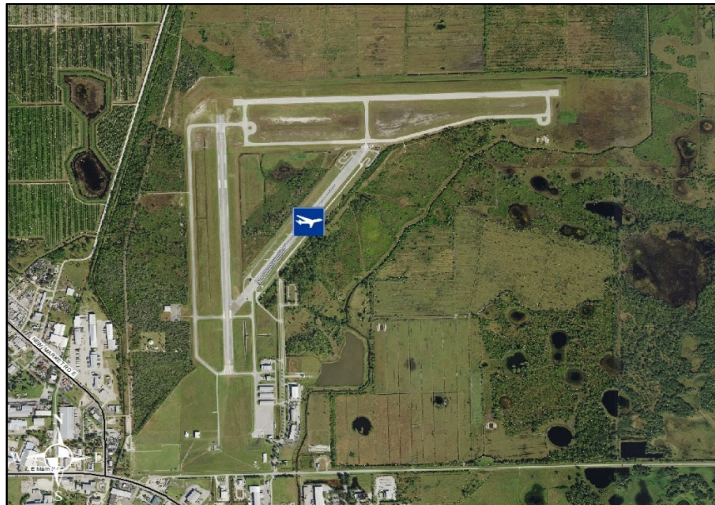
2045 LRTP: p5-7, Table 5-3

Lead Agency:

COLLIER COUNTY

Length: N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	0	50,000	0	0	0	50,000
CAP	DPTO	13,185	0	0	0	0	13,185
CAP	FAA	237,330	900,000	0	0	0	1,137,330
CAP	LF	13,185	50,000	0	0	0	63,185
							0
							0
							0
							0
							0
Total		263,700	1,000,000	0	0	0	1,263,700



Aviation

Adopted June 11, 2021

4487171

IMMOKALEE REGIONAL ARPT ENVIRONMENTAL ASSESSMNT AIRPARK EXTENSION

Project Description:

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary:

AVIATION ENVIRONMENTAL PROJECT

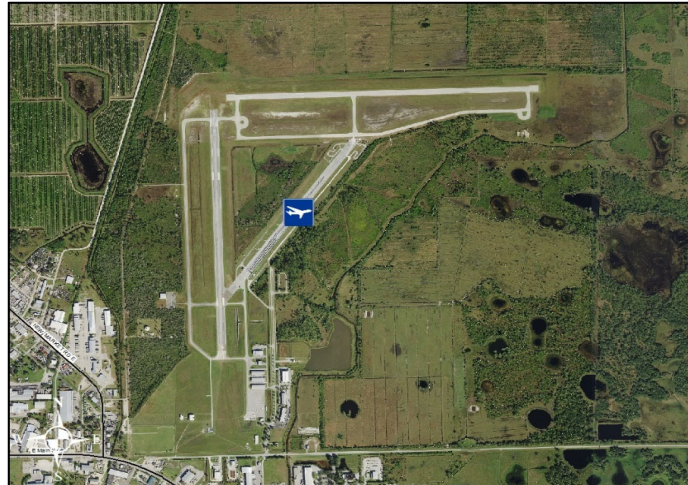
2045 LRTP: p5-7, Table 5-3

Lead Agency:

COLLIER COUNTY

Length: N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	0	0	8,335	0	0	8,335
CAP	FAA	0	0	150,030	0	0	150,030
CAP	LF	0	0	8,335	0	0	8,335
							0
							0
							0
							0
							0
							0
							0
Total		0	0	166,700	0	0	166,700



Aviation

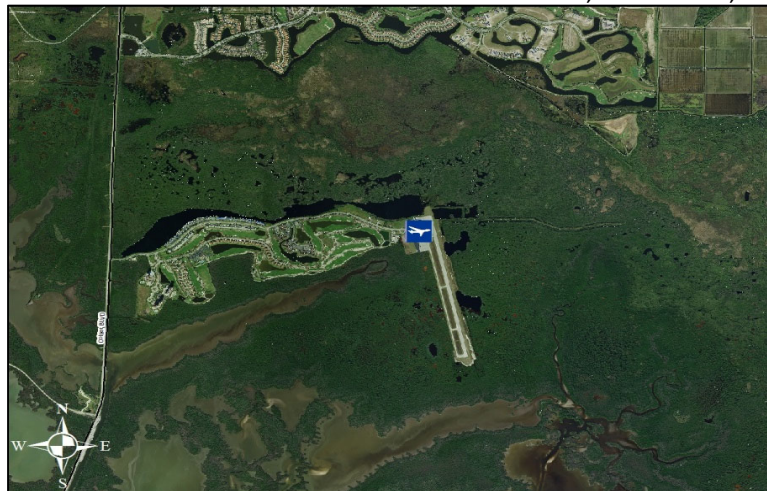
MARCO ISLAND EXED ARPT MAINTENANCE FACILITY

Prior Years Cost:	N/A
Future Years Cost:	N/A
Total Project Cost:	N/A
2045 LRTP:	p5-7, Table 5-3

2045 LRTP: p5-7, Table 5-3

Length: N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DPTO	0	0	0	0	600,000	600,000
CAP	LF	0	0	0	0	150,000	150,000
							0
							0
							0
							0
							0
							0
							0
Total		0	0	0	0	750,000	750,000



4463621

MARCO ISLAND EXEC ARPT FUEL FARM EXPANSION**Project Description:**

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary:

AVIATION REVENUE/OPERATIONAL

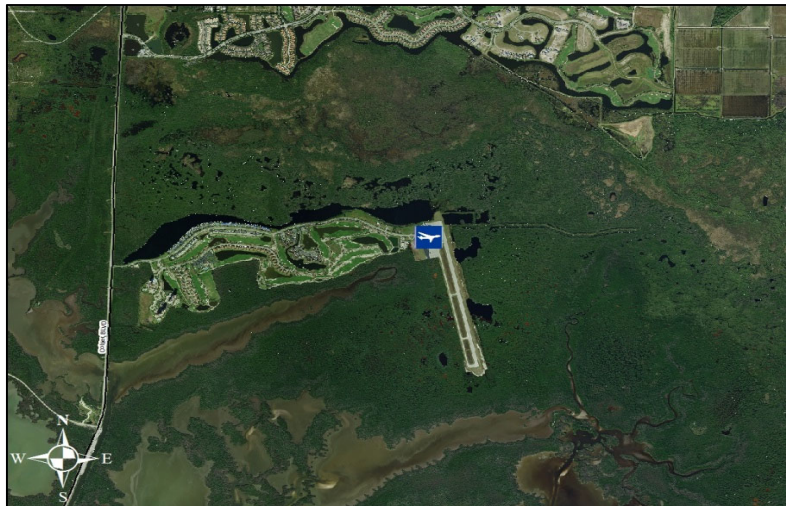
2045 LRTP: p5-7, Table 5-3

Lead Agency:

COLLIER COUNTY

Length: N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DPTO	0	0	300,000	0	0	300,000
CAP	LF	0	0	75,000	0	0	75,000
							0
							0
							0
							0
							0
							0
Total		0	0	375,000	0	0	375,000



Aviation

4463531

NAPLES MUNICIPAL AIRPORT SOUTH QUADRANT BOX AND T-HANGARS

Project Description:

Prior Years Cost: NA

Future Years Cost: NA

Total Project Cost: NA

Work Summary:

AVIATION REVENUE/OPERATIONAL

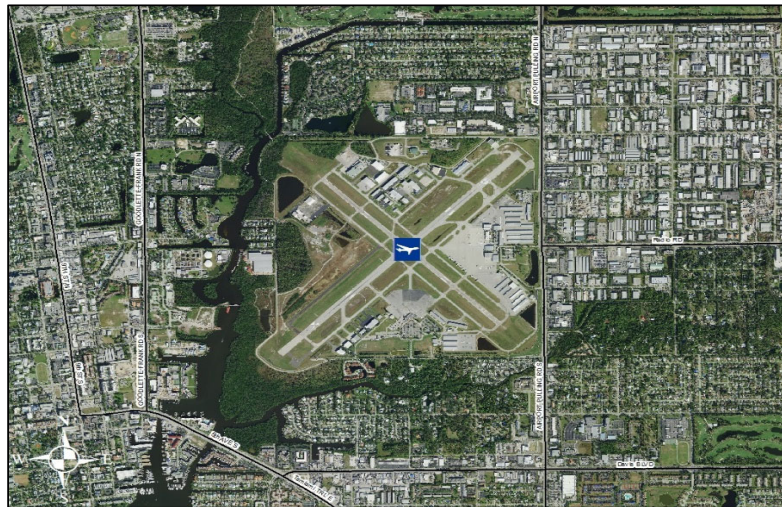
2045 LRTP: p5-7, Table 5-3

Lead Agency:

NAPLES AIRPORT AUTHORITY

Length: N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	0	0	800,000	2,500,000	0	3,300,000
CAP	DPTO	0	0	0	0	2,500,000	2,500,000
CAP	LF	0	0	800,000	2,500,000	2,500,000	5,800,000
							0
							0
							0
							0
							0
							0
Total		0	0	1,600,000	5,000,000	5,000,000	11,600,000



Aviation

4463851

NAPLES MUNICIPAL AIRPORT EAST QUADRANT APRON CONSTRUCTION

Project Description:

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary:

AVIATION CAPACITY PROJECT

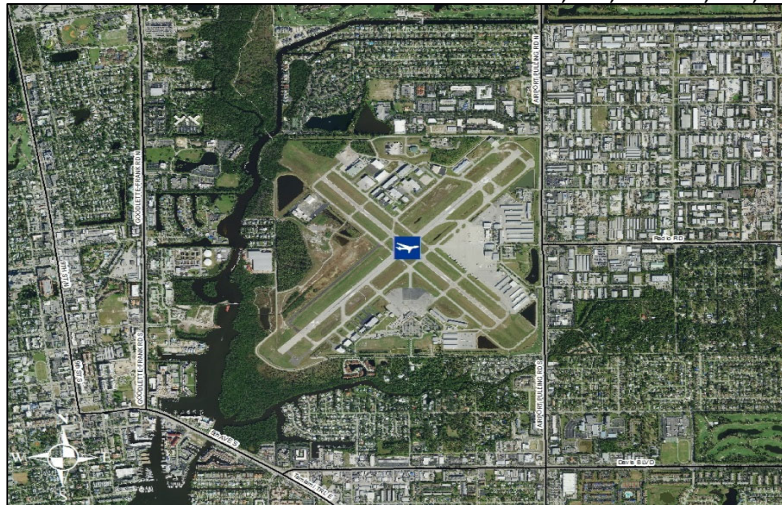
2045 LRTP: p5-7, Table 5-3

Lead Agency:

Naples Airport Authority

Length: N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	0	0	0	0	184,051	184,051
CAP	DPTO	0	0	0	0	1,965,949	1,965,949
CAP	LF	0	0	0	0	2,150,000	2,150,000
							0
							0
							0
							0
							0
							0
Total		0	0	0	0	4,300,000	4,300,000



Aviation

PART TWO ONLY



COLLIER METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT #3 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 Naples

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

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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.

Operations/Improvements/Programs	FY'21	FY'22	FY'23	FY'24	FY'25	FY'21-25
Bridge Repairs/Improvements	2,500	6,000	6,500	6,500	2,500	24,000
Walibarrter Replacement	456	250	250	250	250	1,456
Road Resurfacing 111/101	10,000	6,000	8,000	8,000	8,000	40,000
Limerock Road Conversion 111						-
Striping and Marking	800	800	800	800	800	4,000
Traffic Ops Upgrades/Enhancements	732	725	725	725	25	2,932
LED Replacement Program	565	300	750	750	750	3,115
Countryside Pathways/Sidewalks Non PLP /LAP						-
Pathways/Sidewalks Bike Lanes Maintenance						-
Test Light	251	100	100	100	100	651
Transfer to Subpoor Fund 310						-
RM Facility Fund 310	500	500	500	500	500	2,500
District 12,3,4,5,6 Sidewalk PLP						-
LAP Design Phase	15,804	14,675	17,625	17,625	12,825	78,554
Subpoor Operations Improvements/Programs						-
Competition Mgmt Fare						-
Traffic Calming	50	50	50	50	50	250
TIS Review	250	250	250	250	250	1,250
PIDD Monitoring	500	500	500	500	500	2,500
Traffic Signal Flashing	500	500	500	500	500	2,500
Traffic Studies	300	300	300	300	300	1,500
Multi Project						-
Transfer to Fund 325 STO	11,318	250	250	250	250	11,318
Advance/Reply to 325 STW		13,131	13,131	1,000	1,000	25,262
Impact Fee Refunds	13,317		13,136			26,453
Debt Service Payments	151,397	173,637	163,421	108,259	56,820	553,604
Total Funding Request All Funds						
REVENUES	FY'21	FY'22	FY'23	FY'24	FY'25	FY'21-25
Sales Tax	48,762	56,761	32,385	13,895	15,500	190,943
Impact Fees Revenue	15,450	15,500	15,500	15,500	-	77,450
COA Revenue						-
Gas Tax Revenue	23,052	23,500	23,750	24,000	24,250	118,552
Grants/Reimbursements*	534	4,328	9,800	534	6,006	40,968
Transfer to Subpoor	15,804	14,675	17,625	17,625	12,825	78,554
Transfer to 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	1,000	1,000	5,845
Carry Forward 313-310-impact Fees	59,834					59,834
Potential Debt Fundings/Unfunded Needs						-
Expected FEMA Reimbursement		8,500	66,637	43,500	-	100,137
Revenue Reserve %	(1,962)	(2,025)	(2,025)	(2,025)	(2,025)	8,500
Total Revenues	179,462	169,573	149,426	108,259	56,820	653,534
Gross Surplus/Shortfall	28,049	(14,064)	(13,985)	-	-	-
Cumulative Surplus/Shortfall						-

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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				
COMMUNITY REDEVELOPMENT AGENCY-CRA (Fund 180)						
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
TOTAL CRA FUND	42,241	2,850,000	16,200,000	0	1,500,000	4,800,000
STREETS & TRAFFIC FUND (Fund 190)	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
TOTAL STREETS AND TRAFFIC FUND	1,185,000	1,370,000	1,435,000	1,270,000	1,015,000	965,000

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
		Public Works Infrastructure & Other Total

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
1,711,080	3,345,600	2,578,340	2,578,340	2,578,340	12,791,700

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
		Parks & Rec. Infrastructure & Other Total

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
35,640	35,640	35,640	35,640	35,640	178,200

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

COLLIER MPO

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

HIGHWAYS
=====

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

ITEM NUMBER:417540 1
DISTRICT:01
ROADWAY ID:03080000

PROJECT DESCRIPTION:SR 29 FROM OIL WELL ROAD TO SR 82
COUNTY:COLLIER
PROJECT LENGTH: 16.961MI

SIS
TYPE OF WORK:PD&E/EMO STUDY
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
DISTRICT:01
ROADWAY ID:03080000

PROJECT DESCRIPTION:SR 29 FROM SUNNILAND NURSERY ROAD TO S OF AGRICULTURE WAY
COUNTY:COLLIER
PROJECT LENGTH: 2.548MI

SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
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
DISTRICT:01
ROADWAY ID:03080000

PROJECT DESCRIPTION:SR 29 FROM S OF AGRICULTURE WAY TO CR 846 E
COUNTY:COLLIER
PROJECT LENGTH: 2.251MI

SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
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
DISTRICT:01
ROADWAY ID:03000601

PROJECT DESCRIPTION:CR 953/BARFIELD DR FROM CR 92 (SAN MARCO RD) TO INLET DRIVE
COUNTY:COLLIER
PROJECT LENGTH: 1.100MI

NON-SIS
TYPE OF WORK:SIDEWALK
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

PAGE 2

COLLIER MPO

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

HIGHWAYS
=====

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

ITEM NUMBER:431895 1
DISTRICT:01
ROADWAY ID:03000000

PROJECT DESCRIPTION:8TH STREET NE BRIDGE FROM GOLDEN GATE BLVD TO RANDALL BLVD
COUNTY:COLLIER
PROJECT LENGTH: 3.212MI

NON-SIS
TYPE OF WORK:NEW BRIDGE CONSTRUCTION
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
DISTRICT:01
ROADWAY ID:03001000

PROJECT DESCRIPTION:SR 84 (DAVIS BLVD) FROM COUNTY BARN RD TO SANTA BARBARA BLVD
COUNTY:COLLIER
PROJECT LENGTH: 1.009MI

NON-SIS
TYPE OF WORK:WIDEN/RESURFACE EXIST LANES
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
DISTRICT:01
ROADWAY ID:03504000

PROJECT DESCRIPTION:PINE RIDGE RD AT VARIOUS LOCATIONS
COUNTY:COLLIER
PROJECT LENGTH: .191MI

NON-SIS
TYPE OF WORK:ADD TURN LANE(S)
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
DISTRICT:01
ROADWAY ID:03516000

PROJECT DESCRIPTION:HARBOUR DR FROM CRAYTON RD TO BINNACLE DR
COUNTY:COLLIER
PROJECT LENGTH: .315MI

NON-SIS
TYPE OF WORK:SIDEWALK
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

PAGE 3
COLLIER MPO

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

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

HIGHWAYS
=====

ITEM NUMBER:433188 1	PROJECT DESCRIPTION:3RD STREET NORTH FROM CENTRAL AVENUE TO 7TH AVE NORTH		*NON-SIS*
DISTRICT:01	COUNTY:COLLIER		
ROADWAY ID:	PROJECT LENGTH: .000		
FUND CODE		2020	
-----		-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU		-370	
TOTAL 433188 1		-370	
TOTAL 433188 1		-370	
<hr/>			
ITEM NUMBER:433540 1	PROJECT DESCRIPTION:WINTERBERRY DRIVE FROM PEACOCK TER TO BARFIELD DR		*NON-SIS*
DISTRICT:01	COUNTY:COLLIER		
ROADWAY ID:03000039	PROJECT LENGTH: .777MI		
FUND CODE		2020	
-----		-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU		-561	
TOTAL 433540 1		-561	
TOTAL 433540 1		-561	
<hr/>			
ITEM NUMBER:434990 1	PROJECT DESCRIPTION:GOLDEN GATE VARIOUS LOCATIONS		*NON-SIS*
DISTRICT:01	COUNTY:COLLIER		
ROADWAY ID:03000000	PROJECT LENGTH: .001MI		
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	
<hr/>			
ITEM NUMBER:435029 1	PROJECT DESCRIPTION:US 41 FROM CR 846 (111TH AVE) TO N OF 91ST AVE		*NON-SIS*
DISTRICT:01	COUNTY:COLLIER		
ROADWAY ID:03010000	PROJECT LENGTH: 1.174MI		
FUND CODE		2020	
-----		-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU		-2,724	
TOTAL 435029 1		-2,724	
TOTAL 435029 1		-2,724	
<hr/>			

TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

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COLLIER MPO

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

HIGHWAYS
=====

ITEM NUMBER:435030 1	PROJECT DESCRIPTION:SUNSHINE BLVD FROM 17TH AVE SW TO GREEN BLVD	*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		
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	
ROADWAY ID:03000000	PROJECT LENGTH: .001MI	
		TYPE OF WORK:SIDEWALK
		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	
ROADWAY ID:03514000	PROJECT LENGTH: 1.550MI	
		TYPE OF WORK:PD&E/EMO STUDY
		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	
ROADWAY ID:03513000	PROJECT LENGTH: 1.213MI	
		TYPE OF WORK:SIDEWALK
		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	

Attachment: Draft FY 2022-2026 TIP - Part Two (Support Documentation Draft 3) (15811 : Draft FY 2022-

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HIGHWAYS
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DATE RUN: 10/01/2020
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ITEM NUMBER:435117 1
DISTRICT:01
ROADWAY ID:03631000

PROJECT DESCRIPTION:NORTH NAPLES SIDEWALKS AT VARIOUS LOCATIONS
COUNTY:COLLIER
PROJECT LENGTH: 1.248MI

NON-SIS
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
DISTRICT:01
ROADWAY ID:03550000

PROJECT DESCRIPTION:CR 862 (VANDERBILT) FROM CR 901 TO GULF PAVILLION DR
COUNTY:COLLIER
PROJECT LENGTH: .674MI

NON-SIS
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
DISTRICT:01
ROADWAY ID:03000000

PROJECT DESCRIPTION:49TH TERRACE SW FROM 20TH PLACE SW TO 19TH PLACE SW
COUNTY:COLLIER
PROJECT LENGTH: .001MI

NON-SIS
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
DISTRICT:01
ROADWAY ID:03590000

PROJECT DESCRIPTION:CR 846/IMMOKALEE RD AT RANDALL BLVD
COUNTY:COLLIER
PROJECT LENGTH: .200MI

NON-SIS
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

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DATE RUN: 10/01/2020
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HIGHWAYS
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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	
ROADWAY ID:03001000	PROJECT LENGTH: .952MI	TYPE OF WORK:RESURFACING
		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	
<hr/>		
ITEM NUMBER:436971 1	PROJECT DESCRIPTION:TRAFFIC COUNT STATIONS UPDATES COLLIER COUNTY	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	
ROADWAY ID:03000000	PROJECT LENGTH: .001MI	TYPE OF WORK:TRAFFIC OPS IMPROVEMENT
		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	
<hr/>		
ITEM NUMBER:437096 1	PROJECT DESCRIPTION:COPELAND AVE SIDEWALK FROM S CITY LIMIT TO NE CORNER BROADWAY/COPELAND	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	
ROADWAY ID:03600000	PROJECT LENGTH: .953MI	TYPE OF WORK:SIDEWALK
		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	
<hr/>		
ITEM NUMBER:437185 1	PROJECT DESCRIPTION:NAPLES BEACH ACCESS SIDEWALKS AT VARIOUS LOCATIONS	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	
ROADWAY ID:	PROJECT LENGTH: .000	TYPE OF WORK:SIDEWALK
		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	
<hr/>		

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HIGHWAYS
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DATE RUN: 10/01/2020
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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	

DATE RUN: 10/01/2020
TIME RUN: 09.29.25
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*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
TOTAL 439314 2	590,214
TOTAL 439314 2	590,214

```

*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
TOTAL 439314 3	322,121
TOTAL 439314 3	322,121
TOTAL DIST: 01	912,335
TOTAL PLANNING	912,335

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TRANSIT

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DATE RUN: 10/01/2020
TIME RUN: 09.29.25
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ITEM NUMBER:435029 2	PROJECT DESCRIPTION:US 41 FROM CR 846 (111TH AVE) TO NORTH OF 91ST AVE
DISTRICT:01	COUNTY:COLLIER
ROADWAY ID:	PROJECT LENGTH: .000
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

NON-SIS
TYPE OF WORK:PUBLIC TRANSPORTATION SHELTER
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

ITEM NUMBER:447008 1	PROJECT DESCRIPTION:COLLIER COUNTY AREA TRANSIT ADA IMPROVEMENTS
DISTRICT:01	COUNTY:COLLIER
ROADWAY ID:	PROJECT LENGTH: .000
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

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

ITEM NUMBER:447009 1	PROJECT DESCRIPTION:COLLIER COUNTY AREA TRANSIT BUS REPLACEMENT
DISTRICT:01	COUNTY:COLLIER
ROADWAY ID:	PROJECT LENGTH: .000
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

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

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MISCELLANEOUS
=====

DATE RUN: 10/01/2020
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ITEM NUMBER:433002 1 PROJECT DESCRIPTION:HURRICANE IRMA COUNTY WIDE (03) DISASTER RECOVERY
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID: PROJECT LENGTH: .000

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

NON-SIS
TYPE OF WORK:EMERGENCY OPERATIONS
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

ITEM NUMBER:438094 1 PROJECT DESCRIPTION:SIGNAL PRE-EMPTION FOR THE CITY OF NAPLES
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID:03000000 PROJECT LENGTH: .001MI

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

NON-SIS
TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

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 below.

PENDING as of 5/5/21

Section G: COLLIER COUNTY FUNDING SUMMARY (FDOT)

Effective Date: 04/05/2021 Florida Department of Transportation Run: 04/07/2021 17.37.11

5 Year TIP - Fund Summary

DISTRICT 1

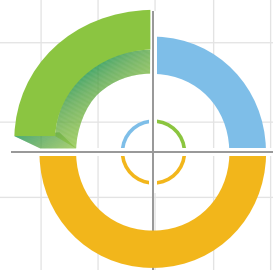
Fund	Fund Name	<2022	2022	2023	2024	2025	2026	>2026	All Years
	TOTAL OUTSIDE YEARS	86,268,148	0	0	0	0	0	0	86,268,148
ACBR	ADVANCE CONSTRUCTION (BRT)	0	0	0	0	2,459,296	0	0	2,459,296
ACCM	ADVANCE CONSTRUCTION (CM)	0	1,590,083	0	0	0	0	0	1,590,083
ACNP	ADVANCE CONSTRUCTION NHPP	751,737	4,696,866	50,000	41,158,790	74,498,126	0	3,922,970	125,078,489
ACSA	ADVANCE CONSTRUCTION (SA)	600,914	0	0	0	0	0	0	600,914
ACSU	ADVANCE CONSTRUCTION (SU)	0	1,700,000	0	0	0	0	0	1,700,000
BNDS	BOND - STATE	203,223	0	0	0	0	0	0	203,223
BNIR	INTRASTATE R/W & BRIDGE BONDS	20,994,770	0	0	0	0	0	0	20,994,770
BRRP	STATE BRIDGE REPAIR & REHAB	27,399	0	200,000	0	1,675,719	0	0	1,903,118
CIGP	COUNTY INCENTIVE GRANT PROGRAM	0	1,500,000	4,928,100	1,600,000	0	0	0	8,028,100
CM	CONGESTION MITIGATION - AQ	522,705	1,325,272	0	993,193	0	0	0	2,841,170
D	UNRESTRICTED STATE PRIMARY	19,745,222	2,818,901	2,750,289	2,766,378	2,113,898	2,283,010	0	32,477,698
DDR	DISTRICT DEDICATED REVENUE	31,011,583	2,775,320	2,402,270	7,440,428	18,763,870	2,105,810	0	64,499,281
DI	ST. - S/W INTER/INTRASTATE HWY	469,158	0	5,450,000	42,074,726	26,151,000	0	22,275,151	96,420,035
DIH	STATE IN-HOUSE PRODUCT SUPPORT	1,320,710	84,217	47,160	6,498	22,300	0	0	1,480,885
DITS	STATEWIDE ITS - STATE 100%.	0	600,000	0	0	0	0	0	600,000
DPTO	STATE - PTO	8,943,337	1,250,724	269,753	1,494,278	1,231,344	5,481,952	0	18,671,388
DS	STATE PRIMARY HIGHWAYS & PTO	8,467,881	227,472	2,939,015	6,906,909	0	0	0	18,541,277
DSB2	EVERGLADES PKY/ALLIGATOR ALLEY	10,597,234	45,817,862	47,076,928	1,445,150	1,400,000	1,400,000	1,400,000	109,137,174
DU	STATE PRIMARY/FEDERAL REIMB	6,436,968	443,232	483,535	458,797	575,559	709,854	0	9,107,945
FAA	FEDERAL AVIATION ADMIN	0	2,239,830	900,000	150,030	0	180,000	0	3,469,860
FTA	FEDERAL TRANSIT ADMINISTRATION	38,578,923	3,628,723	4,324,206	5,077,455	5,495,630	5,666,403	0	62,771,340
GFNP	NP FEDERAL RELIEF GENERAL FUND	1,400,000	0	0	0	0	0	0	1,400,000
GFSU	GF STPBG >200 (URBAN)	2,179,903	0	0	0	0	0	0	2,179,903
GMR	GROWTH MANAGEMENT FOR SIS	1,579,834	0	0	0	0	0	0	1,579,834
IMD	INTERSTATE MAINTENANCE DISCRET	204,989	0	0	0	0	0	0	204,989
LF	LOCAL FUNDS	30,212,067	4,322,127	7,955,415	8,682,538	13,506,067	8,555,962	0	73,234,176
LFR	LOCAL FUNDS/REIMBURSABLE	0	2,459,296	0	0	0	0	0	2,459,296
PL	METRO PLAN (85% FA; 15% OTHER)	632,073	548,485	547,684	547,684	547,684	547,684	0	3,371,294
REPE	REPURPOSED FEDERAL EARMARKS	3,756,698	0	0	0	0	0	0	3,756,698
SA	STP, ANY AREA	0	0	0	3,336,146	0	0	0	3,336,146
SR2T	SAFE ROUTES - TRANSFER	55,738	663,333	90,943	0	771,516	0	0	1,581,530
STED	2012 SB1998-STRATEGIC ECON COR	3,811,887	0	0	0	0	0	0	3,811,887
SU	STP, URBAN AREAS > 200K	1,913,908	4,613,102	4,593,239	4,577,314	4,596,008	4,557,309	0	24,850,880
TALT	TRANSPORTATION ALTS- ANY AREA	0	40,000	380,000	649,759	0	0	0	1,069,759
TALU	TRANSPORTATION ALTS- >200K	232,598	377,460	375,835	374,532	376,061	372,895	0	2,109,381
TCSP	TRANS, COMMUNITY & SYSTEM PRES	754,574	0	0	0	0	0	0	754,574
TLWR	2015 SB2514A-TRAIL NETWORK	0	0	0	0	0	1,100,000	0	1,100,000
TO02	EVERGLADES PARKWAY	73,116,772	5,375,000	5,385,000	5,385,000	5,325,000	4,385,000	17,540,000	116,511,772
TRIP	TRANS REGIONAL INCENTIVE PROGM	0	0	0	2,714,534	3,173,552	0	0	5,888,086
TRWR	2015 SB2514A-TRAN REG INCT PRG	0	0	0	35,466	1,040,886	0	0	1,076,352
Grand Total		354,790,953	89,097,305	91,149,372	137,875,605	163,723,516	37,345,879	45,138,121	919,120,751

APPENDICES

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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

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The FDOT Systems Planning Office produces a document set known as the SIS Funding Strategy, which includes three interrelated 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 1st 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. The 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.

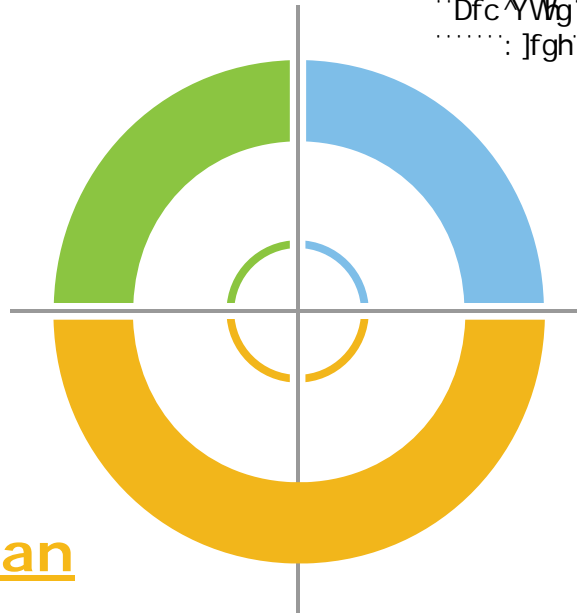


TABLE KEY:

10.A.2

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/BEE LINE 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/BEE LINE 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/BEE LINE 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/BEE LINE 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/BEE LINE 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/BEE LINE 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:

10.A.2

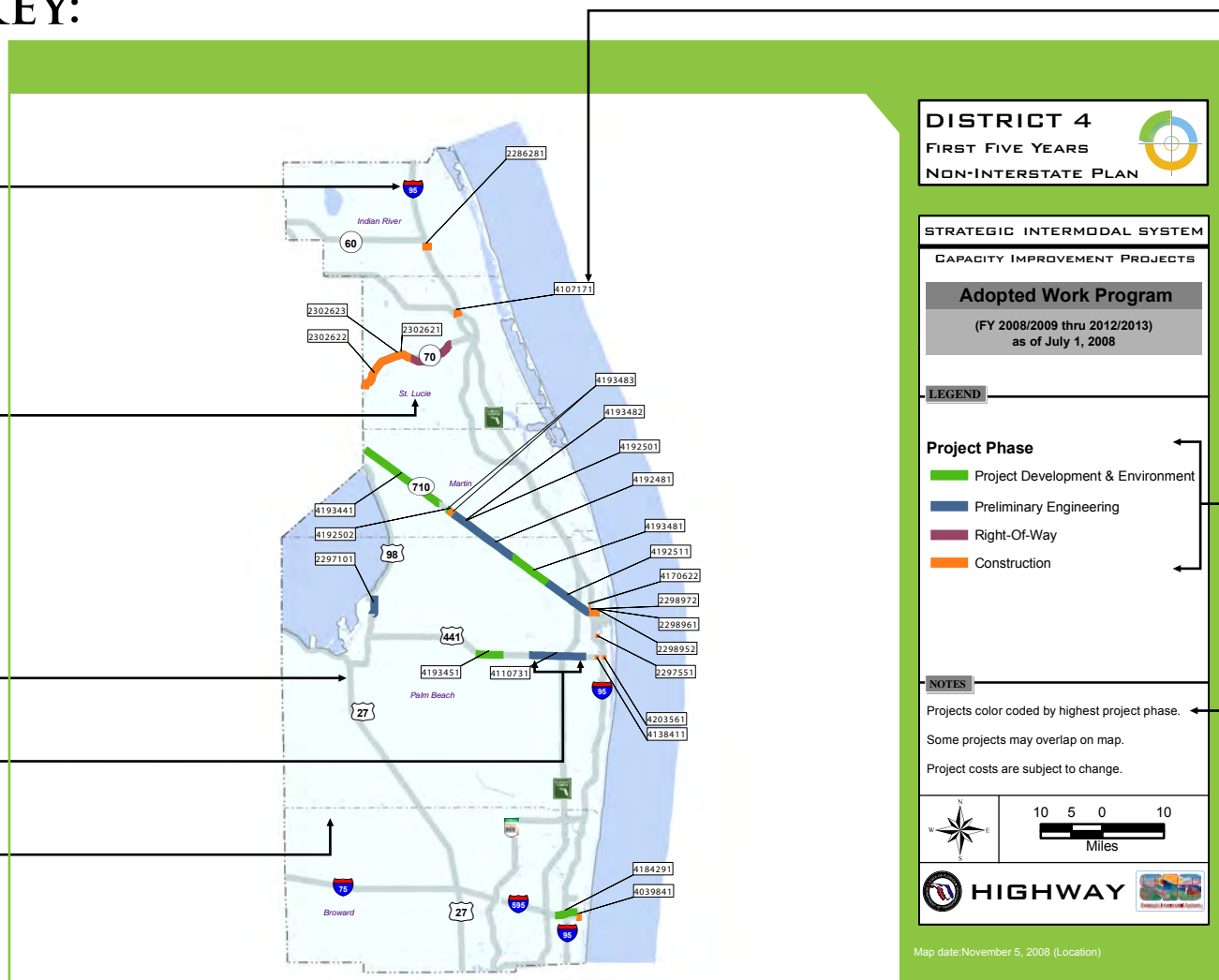
Facility

County Name

SIS Roadway

Project Limits

County Boundary



Map ID number which corresponds to more detailed project information in the facing table above.

Project Phases

In terms of typical project phase sequence as listed in the legend above (e.g. construction is the highest phase)

Some projects are funded in other phase sequence

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 environmental 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).

Attachment: Draft FY 2022-2026 TIP - Part Two (Support Documentation Draft 3) (15811 : Draft FY 2022-



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

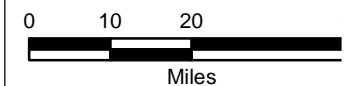
- Project Development & Environme
- Environmental Mitigation
- Preliminary Engineering
- Right-Of-Way
- Construction

NOTES

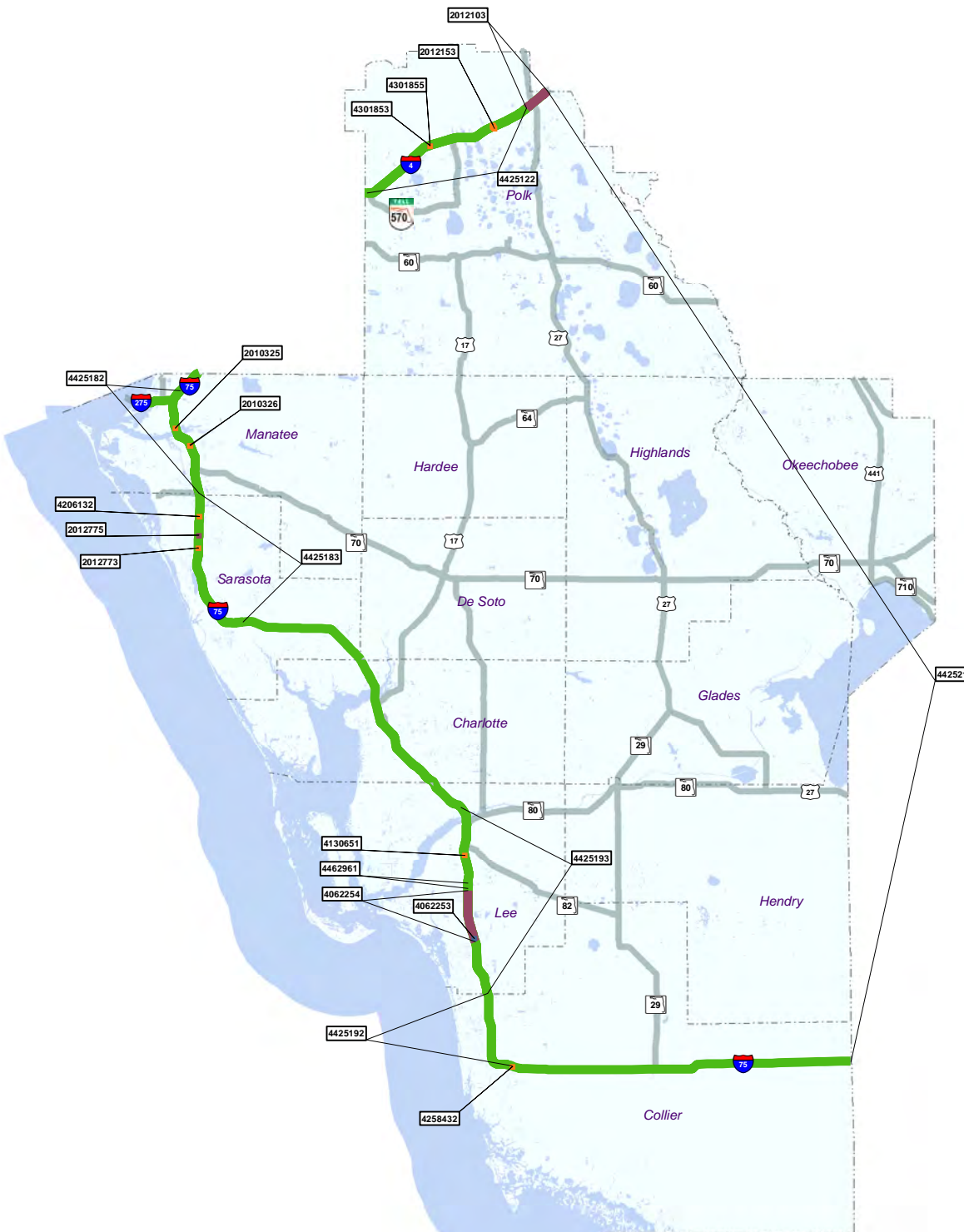
Projects color coded by highest project phase.

Some projects may overlap on map.

Project costs are subject to change.

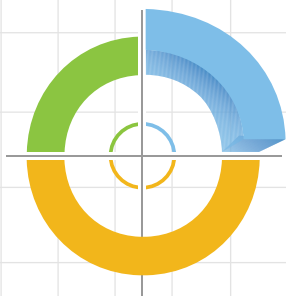


HIGHWAY





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

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The FDOT Systems Planning Office produces a document set known as the SIS Funding Strategy, which includes the 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 1st 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.

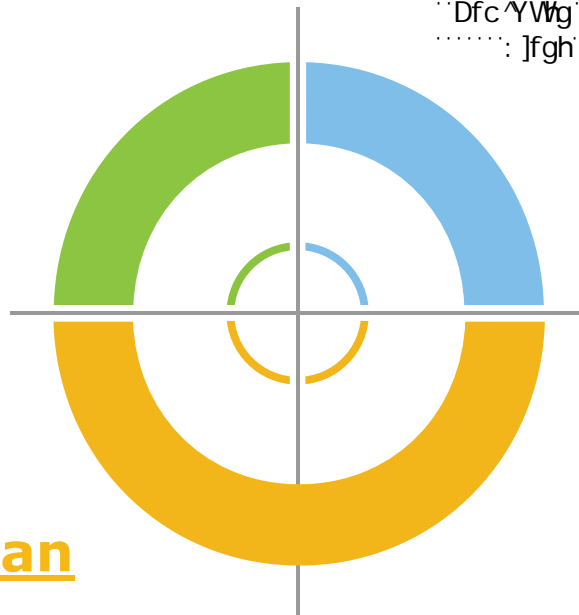


TABLE KEY:

10.A.2

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.

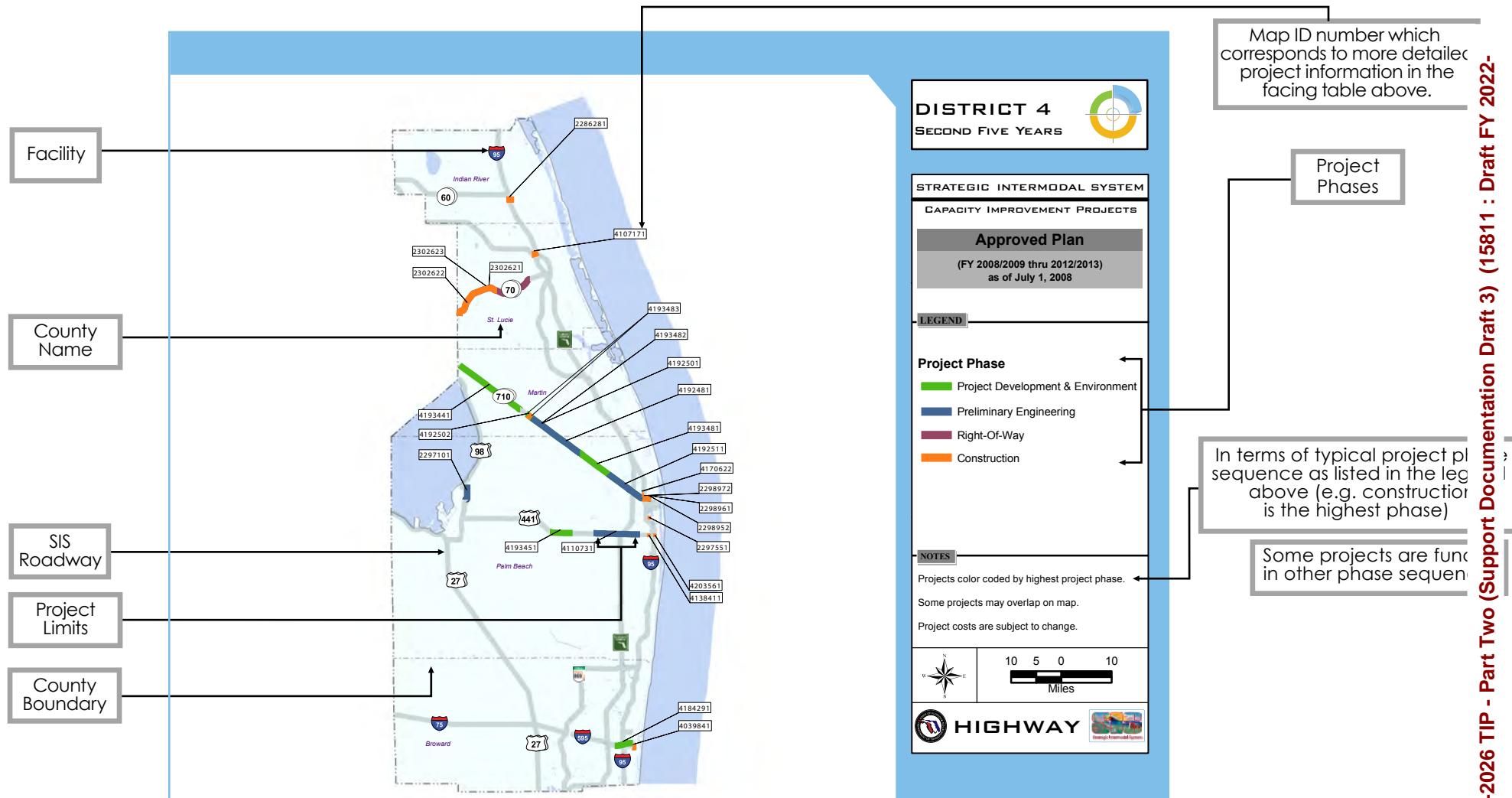
Costs are shown in thousands by year of programmed expenditure. Costs within a year could include multiple phases.

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:

10.A.2



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 project

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

Attachment: Draft FY 2022-2026 TIP - Part Two (Support Documentation Draft 3) (15811 : Draft FY 2022-



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)

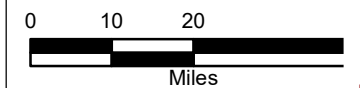
LEGEND

Project Phase

- Project Development & Environme
- 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



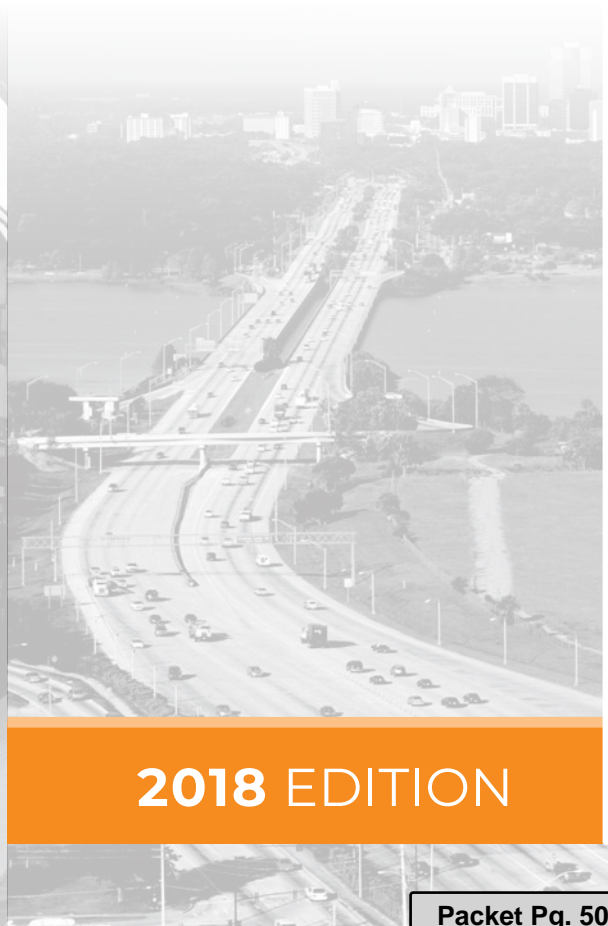
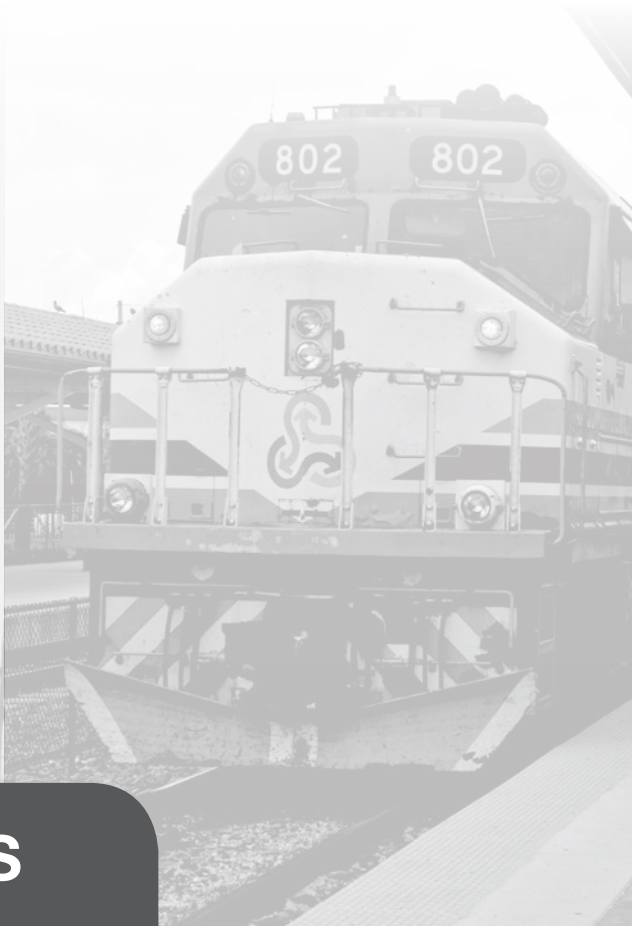


State of Florida Department of Transportation
Intermodal Systems Development
Systems Planning Office
<http://www.dot.state.fl.us/planning/systems/>



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.

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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

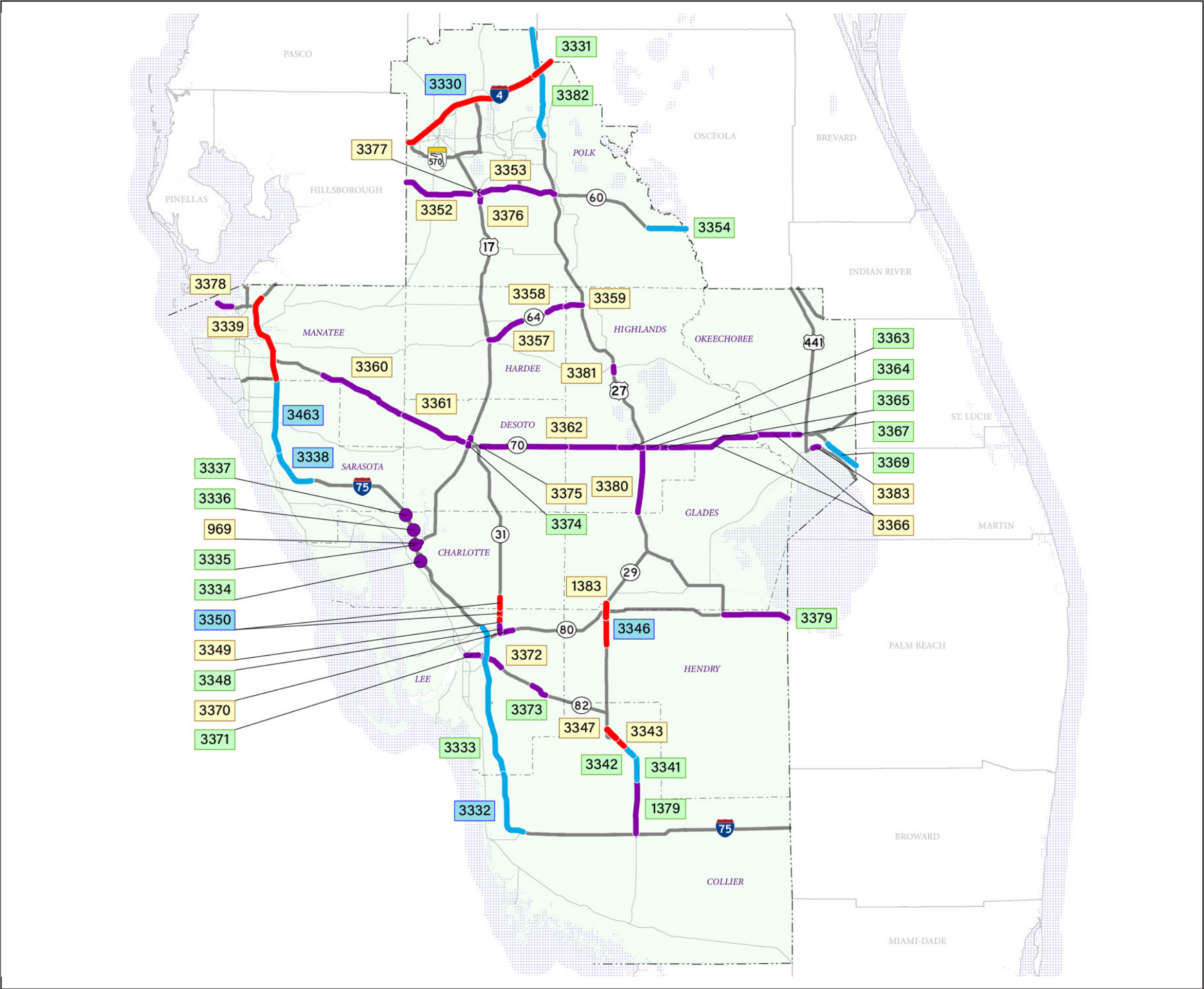
- (1) All values in thousands of Present Day Dollars (2017).
- (2) All phase costs shown as supplied by each District.
- (3) CON includes both Construction (CON52) and Construction Support (CEI).
- (4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
- (5) "P3 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



STRATEGIC INTERMODAL SYSTEM

Long Range
Cost Feasible Plan
FY 2029-2045

District 1

LEGEND

Bridge, Interchange, Intersection Improvements
(Project with highest phase funded)

- Construction & Mega Projects (CON)
- Right of Way (ROW)
- Preliminary Engineering (PE)
- Project Development and Environmental (PDE)

Add Lanes, New Roads, etc. Improvements
(Project with highest phase funded)

- Construction & Mega Projects (CON)
- Right of Way (ROW)
- Preliminary Engineering (PE)
- Project Development and Environmental (PDE)

1234 Green Band - FY 2028/2029 to FY 2034/2035

1234 Yellow Band - FY 2035/2036 to FY 2039/2040

1234 Blue Band - FY 2040/2041 to FY 2044/2045

1234 Mega Projects Phased Over Time

Interstate Highway

U.S. Highway

State Highway

Toll Roads

Existing Conditions for SIS Highways

- SIS Highways
- Other State roads
- Planned Add



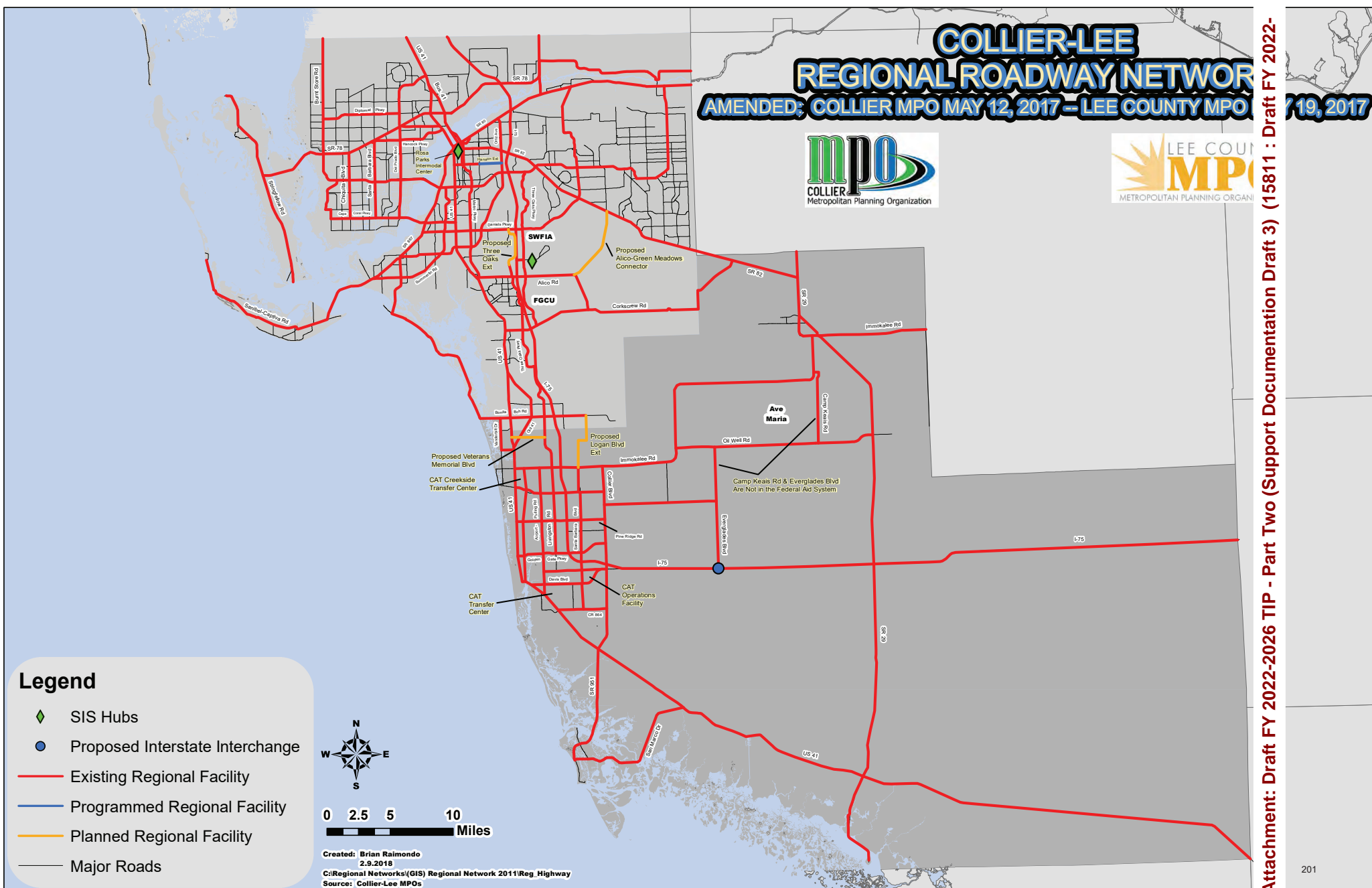
State of Florida Department of Transportation

Systems Implementation Office
605 Suwannee Street • Tallahassee, FL 32399

www.dot.state.fl.us

APPENDIX B: COLLIER-LEE REGIONAL HIGHWAY MAP

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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).

3/19/2021

AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

Page 1 of 2

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

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Design, Permit, Bid and Construct Apron

UPIN:	PFL0008820	FDOT Item No.:	2024	\$0	\$192,500	\$57,500	\$250,000
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Design, Permit, Construct T-Hangar

UPIN:	PFL0008311	FDOT Item No.:	2024	\$0	\$600,000	\$150,000	\$750,000
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Yearly Total	2024			\$0	\$792,500	\$207,500	\$1,000,000
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11/30/2020

AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

Page 1 of 2

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	Federal	Sponsor Requested Funding Breakdown		
								State	Local	
Construct Extension of Taxiway C										
UPIN:	PFL0003510	FDOT Item No.:	441783 1	3		2021	\$0	\$111,850	\$111,850	\$223,700
Rehabilitate Runway 18/36										
UPIN:	PFL0009405	FDOT Item No.:	438977 1			2021	\$0	\$5,280,000	\$1,320,000	\$6,600,000
Design, Permit & Bid Perimeter Road & Taxiway A Modifications										
UPIN:	PFL0012380	FDOT Item No.:	446359 1			2021	\$237,330	\$0	\$0	\$237,330
Wildlife Hazard Site Study										
UPIN:	PFL0013247	FDOT Item No.:				2021	\$0	\$20,000	\$5,000	\$25,000
Yearly Total	2021						\$237,330	\$5,411,850	\$1,436,850	\$7,086,180
Design, Permit, Construct Aircraft Storage Hangars										
UPIN:	PFL0008323	FDOT Item No.:				2022	\$0	\$1,200,000	\$300,000	\$1,500,000
Design, Permit & Bid Perimeter Road & Taxiway A Modifications										
UPIN:	PFL0012380	FDOT Item No.:	446359 1			2022	\$0	\$13,185	\$13,185	\$26,370
Construct Perimeter Road & Taxiway A Modifications										
UPIN:	PFL0012381	FDOT Item No.:	446359 1			2022	\$900,000	\$0	\$0	\$900,000
Yearly Total	2022						\$900,000	\$1,213,185	\$313,185	\$2,426,185
Design Airport Maintenance and Operations Building										
UPIN:	PFL0008318	FDOT Item No.:				2023	\$0	\$40,000	\$10,000	\$50,000
Construct Perimeter Road & Taxiway A Modifications										
UPIN:	PFL0012381	FDOT Item No.:	446359 1			2023	\$0	\$50,000	\$50,000	\$100,000
Environmental Assessment for Airpark Boulevard Extension										
UPIN:	PFL0013386	FDOT Item No.:				2023	\$150,000	\$0	\$0	\$150,000
Yearly Total	2023						\$150,000	\$90,000	\$60,000	\$300,000

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Construct Airport Maintenance and Operations Building

UPIN:	PFL0008320	FDOT Item No.:	2024	\$0	\$2,000,000	\$500,000	\$2,500,000
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Environmental Assessment for Airpark Boulevard Extension

UPIN:	PFL0013386	FDOT Item No.:	2024	\$0	\$8,350	\$8,350	\$16,700
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Yearly Total	2024			\$0	\$2,008,350	\$508,350	\$2,516,700
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11/30/2020

AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

Page 1 of 1

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	\$466,350
Yearly Total	2022						\$450,000	\$8,350	\$8,350	\$466,350
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

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3/3/2021

AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

Page 1 of 4

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

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Class 3 ARFF Vehicle

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UPIN: PFL0013320	FDOT Item No.:		2022	\$0	\$0	\$400,000	\$400,000
Airport Perimeter Fencing Improvements Design/Build							
UPIN: PFL0013285	FDOT Item No.:	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							
UPIN: PFL0013286	FDOT Item No.:	2	1	2022	\$159,300	\$8,850	\$177,150
Rehabilitate East Quad Fuel Tank to 100LL Self-Serve Facility							
UPIN: PFL0013290	FDOT Item No.:		2022	\$0	\$0	\$82,000	\$82,000
North Quadrant Site Preparation (regrade site and stormwater pond)							
UPIN: PFL0013288	FDOT Item No.:		2022	\$0	\$0	\$3,100,000	\$3,100,000
EA of Short Term Improvements							
UPIN: PFL0013033	FDOT Item No.:		2022	\$360,000	\$20,000	\$20,000	\$400,000
14 CFR Part 150 Study Update							
UPIN: PFL0012915	FDOT Item No.:	446899	1	2022	\$150,000	\$7,500	\$338,500
Taxiway B Extension and North Apron - Design and Construction							
UPIN: PFL0011418	FDOT Item No.:	4	3	2022	\$0	\$154,000	\$308,000
Yearly Total	2022				\$669,300	\$690,350	\$16,256,174
East Quadrant Apron Reconstruction							
UPIN: PFL0009409	FDOT Item No.:	446385	1	5	2023	\$157,000	\$174,000
Aircraft Storage Hangars Aviation Dr S - Design/Construct							
UPIN: PFL0013429	FDOT Item No.:		2023	\$0	\$282,500	\$282,500	\$565,000
East Quadrant Clearspan Hangars Phase I Design and Phase II Construction							
UPIN: PFL0013284	FDOT Item No.:		2023	\$0	\$0	\$3,309,446	\$3,309,446
Construct RW 5 Service Road, Relocate RW 23 Service Road, Relocate RW 32 Service Road							
UPIN: PFL0013286	FDOT Item No.:	2	1	2023	\$1,288,800	\$71,600	\$1,432,400
New General Aviation Terminal Landside Improvements - Design							
UPIN: PFL0013298	FDOT Item No.:		2023	\$0	\$0	\$216,000	\$216,000
Expand Airport Observation Deck							
UPIN: PFL0013297	FDOT Item No.:		2023	\$0	\$0	\$282,000	\$282,000

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Taxiways A and B Safety Improvements Design and Construction

10.A.2

UPIN: PFL0013032	FDOT Item No.:	3	2	2023	\$324,000	\$18,000	\$18,000	\$360,000
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Master Drainage Plan Update

UPIN: PFL0013291	FDOT Item No.:			2023	\$0	\$0	\$393,000	\$393,000
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Taxiway B Extension and North Apron - Design and Construction

UPIN: PFL0011418	FDOT Item No.:	4	3	2023	\$0	\$2,118,000	\$2,118,000	\$4,236,000
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New General Aviation Terminal - Design

UPIN: PFL0013296	FDOT Item No.:			2023	\$0	\$0	\$1,224,000	\$1,224,000
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Yearly Total 2023

\$1,769,800	\$2,498,900	\$7,923,346	\$12,192,000
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East Quadrant Apron Reconstruction

UPIN: PFL0009409	FDOT Item No.:	446385	1	5	2024	\$2,167,500	\$120,250	\$120,250	\$2,408,000
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Aircraft Storage Hangars Aviation Dr S - Design/Construct

UPIN: PFL0013429	FDOT Item No.:			2024	\$0	\$4,175,000	\$4,175,000	\$8,350,000
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Construct North Quad 100LL Self-Serve Fuel Tank Facility

UPIN: PFL0013293	FDOT Item No.:			2024	\$0	\$0	\$835,000	\$835,000
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Construct South Quadrant 100LL Self-Serve Fuel Tank Facility

UPIN: PFL0013294	FDOT Item No.:			2024	\$0	\$0	\$577,000	\$577,000
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Taxiways A and B Safety Improvements Design and Construction

UPIN: PFL0013032	FDOT Item No.:	3	2	2024	\$1,296,000	\$72,000	\$72,000	\$1,440,000
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Taxiway A-3 Relocation - Design and Construction

UPIN: PFL0013499	FDOT Item No.:			2024	\$67,500	\$3,750	\$3,750	\$75,000
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New General Aviation Terminal Construction

UPIN: PFL0008813	FDOT Item No.:		4	2024	\$0	\$800,000	\$800,000	\$1,600,000
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Yearly Total 2024

\$3,531,000	\$5,171,000	\$6,583,000	\$15,285,000
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Commercial Terminal Apron Rehabilitation and Expansion- Design and Construction

UPIN: PFL0012395	FDOT Item No.:		5	2025	\$0	\$160,000	\$160,000	\$320,000
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Taxiway A-3 Relocation - Design and Construction

UPIN: PFL0013499	FDOT Item No.:			2025	\$450,000	\$25,000	\$25,000	\$500,000
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New General Aviation Terminal Construction

UPIN: PFL0008813	FDOT Item No.:		4	2025	\$0	\$2,500,000	\$11,400,000	\$13,900,000
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Yearly Total 2025

\$450,000

\$2,685,000

\$11,585,000

10.A.2

Commercial Terminal Apron Rehabilitation and Expansion- Design and Construction

UPIN: PFL0012395	FDOT Item No.:	5	2026	\$0	\$2,797,500	\$2,797,500	\$5,595,1
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Expand Commercial Airline Terminal Apron Phase 2

UPIN: PFL0013295	FDOT Item No.:		2026	\$0	\$80,000	\$80,000	\$160,1
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Rehabilitate Primary Runway 5-23 with LED MILs and Blastpads - Design/Build

UPIN: PFL0013299	FDOT Item No.:		2026	\$0	\$2,596,500	\$2,596,500	\$5,193,1
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New General Aviation Terminal Construction

UPIN: PFL0008813	FDOT Item No.:	4	2026	\$0	\$2,500,000	\$0	\$2,500,1
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Yearly Total 2026

\$0

\$7,974,000

\$5,474,000

\$13,448,1

Expand Commercial Airline Terminal Apron Phase 2

UPIN: PFL0013295	FDOT Item No.:		2027	\$0	\$1,239,700	\$1,239,700	\$2,479,1
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Yearly Total 2027

\$0

\$1,239,700

\$1,239,700

\$2,479,1

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APPENDIX D: ACRONYMS AND FUNDING AND PHASE CODES

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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	LRTP	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 ADMINISTRATN	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

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Table 6-1. 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																	
PDC	Present Day Cost																	
ROW	Right-of-Way																	
CST	Construction																	

Table 6-2. Collier MPO 2045 LRTP 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 \$)	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 SIS 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	Everglades Blvd	Vanderbilt Bch Rd Ext.	Randall Blvd	Widen from 2-Lanes to 4-Lanes	\$32.80				\$5.59	\$2.38	\$35.31							\$43.27		\$43.27				Cour
23	I-75 (SR-93) Interchange (new)	Golden Gate Pkwy		Interchange Improvement	\$9.59				\$0.58		\$12.24							\$12.81			\$0.58	\$12.24		OA
25	I-75 (SR-93)	ImmokaLee Rd		Interchange Improvement (DDI proposed)	\$9.59				\$0.58		\$12.24							\$12.81			\$0.58	\$12.24		OA
37	Oil Well Road / CR 858 [60144]	Everglades Blvd	Oil Well Grade Rd	Widen from 2-Lanes to 6-Lanes	\$36.78	\$1.81	\$0.91		\$6.73		\$42.11							\$48.83		\$48.83				Cour
57	US 41 (SR 90) (Tamiami Trail E)	Goodlette-Frank Rd		Major Intersection Improvement	\$13.00				\$0.63	\$2.97	\$13.41							\$17.01			\$0.63	\$16.38		OA
58	US 41 (SR 90) (Tamiami Trail E)	Greenway Rd	6 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						\$26.82							\$26.82		\$26.82				Cour
78	Golden Gate Pkwy (Intersection)	Livingston Rd		Major Intersection Improvement	\$24.50				\$5.63		\$26.82							\$32.45		\$32.45				Cour
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					\$30.06			\$35.61			\$3.85	\$31.76		OA
42	Randall Blvd	8th St NE	Everglades Blvd	Widen from 2-Lanes to 6-Lanes	\$51.57				\$7.29	\$5.35					\$65.04			\$77.67		\$77.67				Cour
59	US 41	Collier Blvd		Major Intersection Improvement	\$17.25				\$2.81						\$23.66			\$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&O 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	\$25.00				\$31.51		\$31.51				Cour

PRE-ENG includes PD&E and Design

Present Day Cost

Right-of-Way

Construction

YOE Year of Expenditure

Table 6-2. Collier MPO 2045 LRTP 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 (PDC 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 SIS 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	Randall Blvd	South of Oil Well Rd	Widen from 2-Lanes to 4-Lanes	\$16.42								\$3.00	\$1.53				\$24.65	\$29.18		\$29.18				County
22	I-75 (SR-93) Interchange (new)	Vicinity of Everglades Blvd		New Interchange	\$42.26					\$3.76			\$5.30	\$8.32				\$55.65	\$73.03			\$9.07	\$63.97		OA
31	Immokalee Rd (CR 846)	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				\$3.16				\$32.31	\$38.87		\$38.87				County
63	Westclox 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	Keane 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		\$9.28	\$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	\$17.57					\$0.44			\$2.80	\$1.62				\$26.29	\$31.14			\$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				\$120.02	\$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 6-3. 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 \$)	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 SIS 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	Benfield Rd (New) [60129]	The Lords Way	City Gate Blvd N	New 2-Lane Road (Expandable to 4-	\$37.31	\$11.00	\$0.00	\$4.00	\$7.00		\$4.00			\$5.00				\$9.00		\$9.00				Cour
5	Big Cypress Pkwy	Vanderbilt Beach Rd Ext.	Oil Well Rd	New 2-Lane Road (Expandable to 4-	\$37.31										\$7.70	\$4.04		\$11.74		\$11.74				Cour
30	Immokalee Rd (CR 846)	Camp Keiss Rd	Eustis Ave	Further Study Required (Immokalee Rd Planning Study)	\$2.00					\$2.00								\$2.00		\$2.00				Cour
33	Little League Rd Ext.	SR 82	Westclox St.	New 2-Lane Road	\$40.99										\$8.48	\$7.33		\$15.81		\$15.81				Cour
41A	Randall Blvd (flyover) [60147]	Immokalee Rd		Ultimate Intersection Improvement: Overpass	\$35.66	\$9.75	\$0.95		\$8.80						\$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				Cour
69	Everglades Blvd	Oil Well Rd / CR 858	Immokalee Rd	Widen 2 to 4 Lanes	\$72.75					\$3.12	\$5.00							\$8.12		\$8.12				Cour
74	Immokalee Rd (CR 846) 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										\$2.26	\$0.48		\$2.74		\$2.74				Cour
94	Rural Village Blvd	Immokalee Rd	Immokalee Rd	New 4-Lane Road	\$23.41										\$5.84	\$2.96		\$8.80		\$8.80				Cour
98	Vanderbilt Beach Rd	Livingston Rd		Minor Intersection Improvement	\$21.50										\$2.40			\$2.40		\$2.40				Cour
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)
OPERATING					
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
CAPITAL					
<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 ^a	\$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

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

Table 5-3. Airport Capital Revenue Projections

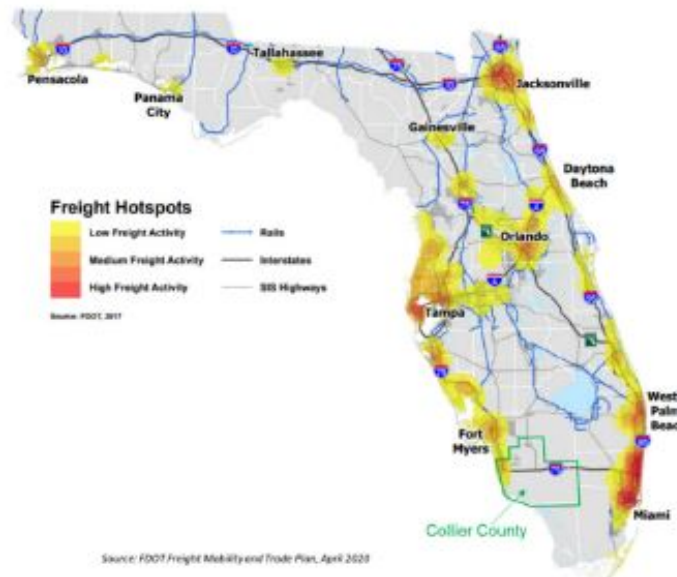
Airport	Funding Source	2020-2024	2026-2030	2031-2035	2036-2045	TOTAL
Collier County Airport Authority						
Immokalee Regional Airport	FAA, FDOT, Local		\$8,400,000	\$15,000,000	\$38,800,000	\$62,200,000
Everglades Airpark	FAA, FDOT, Local		\$2,000,000	\$3,000,000	\$5,100,000	\$10,100,000
Marco Island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

Federal Highway Administration
Eastern Federal Lands Highway Division

Last d: 12/22/2020

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	Title 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

Attachment: Draft FY 2022-2026 TIP - Part Two (Support Documentation Draft 3) (15811 : Draft FY 2022-

APPENDIX G: SUMMARY OF PUBLIC COMMENTS

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APPENDIX H: FISCAL CONSTRAINT

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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	-
CIGP	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 GROWTH MANAGEMENT	3,628,723	4,324,206	5,077,455	5,495,630	5,666,403
GMIR	FOR SIS	-	-	-	-	-
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) REPURPOSED FEDERAL EARMARKS	548,485	547,684	547,684	547,684	547,684
REPE	STP, ANY AREA	-	-	3,336,146	-	-
SA	STP, ANY AREA	-	-	-	-	-
SR2T	SAFE ROUTES - TRANSFER 2012 SB1998 STRATEGIC ECON COR	663,333	90,943	-	771,516	-
STED	STP, URBAN AREAS > 200K TRANSPORTATION ALTS-ANY AREA	-	-	-	-	-
SU	STP, URBAN AREAS > 200K TRANSPORTATION ALTS-ANY AREA	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-ANY AREA	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

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

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.

Question/Criteria	LRTP Goal
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

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

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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 21st 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 injuries 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: information 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 fatalities, 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. In August of each calendar year, FDOT reports the following year's targets in the HSIP Annual Report. Each 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's State Safety Office works closely with FDOT districts and regional and local traffic safety partners to update the HSIP annually. Historic, risk-based, and predictive safety analyses are conducted to identify appropriate proven countermeasures to reduce fatalities and serious injuries associated with Florida's SHSP emphasis areas, resulting in a list of projects that reflect the greatest needs and are anticipated to achieve the highest benefit. 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 serious crash risks or safety problems identified through a data-driven process. Florida continues to allocate all available HSIP funding to safety projects. FDOT's HSIP Guidelines provide detailed information on this data-driven process and funding eligibility.

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 and projects** 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 (**see Section E: Bike/Ped Project Sheets**), installing roundabouts (**example currently under construction at SR 82/ SR 29 intersection**), innovative intersection improvements, constructing a truck bypass on a state road to limit heavy commercial through traffic on an historic Main Street in a community with a large minority and immigrant population and high number of crashes involving pedestrian and cyclists (**FPN 4175405 SR 29 from CR 846 to N of New Market Road W**), lane repurposing projects

(County has approved lane repurposing on CR 29 in Everglades City to add bike lanes in both directions as part of repaving project) , 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 **(FPN 4462531)**

- Behavioral safety examples: Safe Routes to Schools education/enforcement activities, pedestrian/bicycle safety education **(Funded with PL funds in MPO's UPWP: Local Roads Safety Plan scheduled for approval by MPO Board in May 2021)**
- Emergency services – **FPN 4353891** funds operations at fire station 3 on I-75 which enhances emergency response time.

None of these projects use HSIP funds.

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

Performance Measure	2-year Statewide Target (2019)	4-year Statewide Target (2021)
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_x, VOC, CO, PM₁₀, and PM_{2.5}) 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 (80th percentile) to a normal travel time (50th 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 95th percentile truck travel time by a normal travel time (50th 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 reliable¹; 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 ⁷	≥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.

¹ 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

Asset Category	Performance Measure
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 ¹
2	Baker County Transit Big Bend Transit ² Levy County Transit Nassau County Transit Ride Solution Suwannee River Economic Council Suwannee Valley Transit Authority
3	Big Bend Transit ² 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>

¹no longer in service

²provider 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				
Fleet Size	Veh Type	ULB	% Exceeds ULB	Performance Targets
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			
Facility Type	Component	Condition Rating - *Pre-Assessment	Performance Targets
Administration		4	4
	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
Maintenance		3	4
	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
Fuel Station		5	4
	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
Bus Wash		5	4
	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.²

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.

² 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.**

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APPENDIX L: AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

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EXECUTIVE SUMMARY

Draft 2021 Project Priorities

OBJECTIVE: For the Board to receive a presentation on the draft 2021 Project Priorities.

CONSIDERATIONS: The Florida Department of Transportation (FDOT) requests submittal of transportation project priorities by July 1st of each year in order to coordinate with MPOs on the development of the next Tentative Five-Year Work Program (FY 2023-2027).

The Board's long-standing policy on allocating its Transportation Management Area (TMA) Surface Transportation Block Grant - Urban (SU) funds was incorporated in the 2045 Long Range Transportation Plan (LRTP) and expanded to include Planning and Safety projects.

The Draft 2021 Project Priorities, shown in **Attachment 1**, include:

- Congestion Management Priorities - are scheduled to receive the majority of the MPO's allocation of SU funds - roughly \$5 million - in the new 5th year of the new FDOT Work Program. The MPO issued a Call for Projects in calendar year 2020. The Congestion Management Committee (CMC) vetted the project applications.
- Planning Priorities - SU funds set aside to hire a consultant team to develop the next LRTP update.
- Highway Priorities - roadway capacity enhancement projects identified in the 2045 LRTP Cost Feasible Plan (Table 6-2, p6-4) for programming with Other Arterial (OA) funds set aside for capacity improvements (construction, ROW) on State Highway System (SHS) roadways that are not designated as part of the Strategic Intermodal System (SIS). OA includes local assistance programs such as Transportation Regional Incentive Program (TRIP) and the County Incentive Grant Program (CIGP).
- TRIP Priorities - developed jointly with Lee County MPO, submitted by technical staff, vetted by Lee/Collier CAC and TAC.
- Transit Priorities - submitted by Collier County - Public Transit and Neighborhood Enhancement Division consistent with the 2045 LRTP Cost Feasible Plan/Transit Development Plan (incorporated by reference).

The MPO has received one public comment to-date - a Letter of Support from the Naples Park Area Association for the Congestion Management Project #1 Sidewalk on 91st Ave N., requesting that the project be expedited. (**Attachment 2**) County Transportation Planning Section staff is investigating that possibility at this time.

The Technical and Citizens Advisory Committees received a briefing on the Draft Project Priorities at their March meetings. MPO staff distributed updates to committee members in April and will request endorsement when they meet again on May 24th. The Board will be asked to approve the 2021 Project Priorities at the June 11th meeting.

STAFF RECOMMENDATION: That the Board receive a presentation on the draft 2021 Project Priorities.

Prepared By: Anne McLaughlin, MPO Director

05/14/2021

ATTACHMENT(S)

1. Draft 2021 Project Priorities (PDF)
2. Naples Park Area Association Letter of Support for Sidewalk on 91st Ave N (PDF)

05/14/2021

COLLIER COUNTY
Metropolitan Planning Organization

Item Number: 10.B**Doc ID:** 15812**Item Summary:** Draft 2021 Project Priorities**Meeting Date:** 05/14/2021

Prepared by:

Title: Planner, Senior – Metropolitan Planning Organization

Name: Brandy Otero

05/06/2021 11:06 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

05/06/2021 11:06 AM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	05/06/2021 11:06 AM
Metropolitan Planning Organization	Anne McLaughlin	MPO Executive Director Review	Completed	05/06/2021 2:34 PM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		05/14/2021 9:00 AM

2021 CONGESTION MANAGEMENT PROJECT PRIORITIES Endorsed by CMC 1/20/21

Project ID #	Project Name	Submitting Agency/ Jurisdiction	Total Estimated Project Cost (rounded to nearest \$100)	Phases	Target FY for Programming	Notes
1	91st Ave N (Construction of a 5' wide sidewalk along the south side of the road)	Collier County TransPlan	\$ 640,500	PE, CST, CEI	2027	County TransPlan is investigating possibility of expediting project in response to public comment (NPAA Letter of Support)
2	Vanderbilt Beach Road Corridor Study (Airport Rd to Livingston Rd)	Collier County TransPlan	\$ 300,000	PLN STUDY	2027	Study to begin after Vanderbilt Beach RD Extension in-place to assess traffic iimpact
3	ITS Fiber Optic and FPL Power Infrastructure - 18 locations	Collier County Traffic Ops	\$ 830,000	PE, CST	2023-2027	Phased approach by Traffic Ops to bore in County ROW, run conduits and fiber cables, 18 corridors
4	ITS Vehicle Detection Update/Installation at 73 Signalized Intersections in Collier County	Collier County Traffic Ops	\$ 991,000	CST	2023-2027	Equipment purchase, in-house installation; phased approach includes QA/QC and fine tuning functionality and stability of systems
5	ITS ATMS Retiming of Arterials	Collier County Traffic Ops	\$ 881,900	PE	2023-2027	RFP for Professional Services; phased approach by Traffic Ops
		TOTAL	\$ 3,643,400			

Attachment: Draft 2021 Project Priorities (15812 : Draft 2021 Project Priorities)

2021 Planning Study Priorities - SU BOX FUNDS

Priority	Fiscal Year	Project Cost	Plan or Study
1	2022	\$ 300,000	2050 LRTP
	2023	\$ 300,000	
	2024	\$ 300,000	
	TOTAL	\$ 900,000	

2021 Highway & Freight Priorities

10.B.1

HIGHWAY PRIORITIES - 2045 LRTP- Cost Feasible Plan

LRTP MAP ID	Facility	Limit From	Limit To	Final Proposed Improvement - 2045 LRTP	Total Project Cost (PDC)	Construction Time Frame	5-Year Window in which CST is Funded by Source				PROJECT STATUS Including Projects Funded in Draft FY2022-26 TIP					
							2026-2030 PLAN PERIOD 2			Projects Funded in CFP						
							Phase	Source	YOE Cost	YOE	FPN	Phase	Source	FY	Amount	
50	SR 29	New Market Rd N	N of SR 82	Widen from 2 lanes to 4-lanes (with center turn lane)	\$31,801,703	2026-30	CST	SIS	\$30,360,000	\$30,360,000	4175406	ENV ROW	SIS SIS	2023 2024	\$380,000 \$1,061,703	
23	I-75 (SR93) Interchange	Golden Gate Pkwy		Interchange Improvement	\$9,590,000	2026-30	PE CST	OA OA	\$580,000 \$12,240,000	\$12,820,000						
25	I-75 (SR93) Interchange	Immokalee Rd		Interchange Improvement (DDI Proposed)	\$9,590,000	2026-30	PE CST	OA OA	\$580,000 \$12,240,000	\$12,820,000						
57	US41 (SR90)(Tamiami Trail E)	Goodlette-Frank Rd		Major Intersection Improvement	\$13,000,000	2026-30	PE ROW CST	OA OA OA	\$630,000 \$2,970,000 \$13,410,000	\$17,010,000						
58	US41 (SR90)(Tamiami Trail E)	Greenway Rd	6 L Farm Rd	Widen from 2-lane to 4-lanes	\$31,880,000	2026-30	PE ROW CST	OA OA OA	\$ 3,910,000 \$ 4,460,000 \$ 33,530,000	\$41,900,000						
111	US41 (SR90) (Tamiami Trail)	Immokalee Rd		Intersection Innovation / Improvements	\$17,500,000	2026-30	PE CST	OA OA	\$ 3,130,000 \$ 20,120,000	\$23,250,000						
	\$113,361,703														Subtotal	\$1,441,703
Plan Period 3 & 4 Construction Funded Projects - Initiated in Plan Period 2							2026-2030			CFP	Project Status in Draft FY2022-26 TIP					
MAP ID	Facility	Limit From	Limit To	Project Description	Total Project Cost (PDC)	CST Time Frame	Phase	Source	Funding Request	2026-2030 TOTAL	FPN	Phase	Source	FY	Amount	
39	Old US41	US41	Lee/Collier County Line	Widen from 2 lanes to 4-lanes	\$22,590,000	2031-2035	PE ROW	OA OA	\$3,850,000 \$170,000	\$4,020,000						
59	US 41 (SR90) (Tamiami Trail)	Collier Blvd		Major Intersection Improvement	\$17,250,000	2031-2035	PE	OA	\$2,810,000	\$2,810,000						
60	US41 (SR90)(Tamiami Trail)	Immokalee Rd	Old US 41	Complete Streets Study for TSM&O Improvements	\$17,250,000	2031-2035	PE	OA	\$460,000	\$460,000						
22	I-75 (SR93) New Interchange	Vicinity of Everglades Blvd		New Interchange	\$42,260,000	2036-2045	PE	OA	\$3,760,000	\$3,760,000						
C1	Connector Roadway from New I-75 Interchange	Golden Gate Blvd	Vanderbilt Beach Rd	4-lane Connector Roadway from New Interchange (Specific Location TBD during Interchange PD&E	\$17,570,000	2036-2045	PE	OA	\$440,000	\$440,000						
C2	Connector Roadway from New I-75 Interchange	I-75 (SR93)	Golden Gate Blvd	4-lane Connector Roadway from New Interchange (Specific Location TBD during Interchange PD&E	\$80,590,000	2036-2045	PE	OA	\$2,000,000	\$2,000,000						
Subtotal					\$197,510,000				\$13,490,000							
HIGHWAYS - Freight Priorities Submitted to MPOAC																
MAP ID	Facility	Limit From	Limit To	Project Description	Total Project Cost (PDC)	CST Time Frame	Phase	Source	Funding Request	YOE	FPN	Phase	Source	FY	Amount	
50	SR 29	New Market Rd N	N of SR 82	Widen from 2 lanes to 4-lanes (with center turn lane)	\$31,801,703	2026-30	CST	SIS	\$30,360,000	\$30,360,000	4175406	ENV ROW	SIS SIS	2023 2024	\$380,000 \$1,061,703	
51	SR 29	Immokalee Rd (CR 846)	New Market Rd N	New 4-lane Rd (aka The Immokalee Bypass)	\$33,103,090	unfunded in 2045 LRTP; would require amendment	CST	SIS	\$32,793,090	TBD	4175405	ENV ROW	SIS SIS	2024 & 25 2024 & 25	\$310,000 \$6,676,616	
Subtotal					\$64,904,793				\$63,153,090						\$1,751,703	

Attachment: Draft 2021 Project Priorities (15812 : Draft 2021 Project Priorities)

Joint TRIP Priorities for Lee and Collier for 2021

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Staff Priority Order	State Funding Level	Fiscal Year	(1) Utilizing or relieving an SIS Facility	(2) SIS Connectivity	(3) County Enterprise Zones, Rural Area	(4) Corridor Management Techniques	(5) Production Readiness	(6) TRIP Funding Not Received	(7) Job Access and Economic	(8) Performance on Previous TRIP Projects	(9) Overmatch	(10) Public Private Partnerships	Total Points
2021/2022																					
Lee County	Corkscrew Road	E.of Ben Hill Griffin	Bella Terra	2L to 4L	CST	\$23,590,800	\$6,975,000	Funded	\$ 2,651,966	FY 21/22	3	3	0	3	5	0	4	2	3	0	23
Lee County	Ortiz	Colonial Blvd	SR 82	2L to 4L	CST	\$20,025,000	\$5,000,000				3	0	2	3	5	0	4	2	3	0	22
2022/2023																					
Collier County	Collier Blvd	Golden Gate Main Canal	Golden Gate Pkwy	4L to 6L	Des/Build	\$38,664,000	\$5,000,000				3	3	0	3	5	0	4	2	3	0	23
Lee County	Corkscrew Road	Bella Terra	Alico Road	2L to 4L	CST	\$17,795,300	\$4,500,000				3	3	0	3	5	0	4	2	1	0	21
Lee County	Three Oaks Ext.	Fiddlesticks Canal Crossing	Pony Drive	New 4L	CST	\$41,830,000	\$5,000,000				3	0	0	3	5	0	4	2	3	0	20
Collier County	Veterans Memorial Boulevard	High School Entrance	US 41	New 4L/6L	CST	\$14,800,000	\$6,000,000				3	0	0	3	5	0	4	2	1	0	18
2023/2024																					
Lee County	Three Oaks Ext.	Pony Drive	Daniels Parkway	New 4L	CST	\$31,720,000	\$7,500,000				3	0	0	3	5	0	4	2	3	0	20
Collier County	Goodlette Road	Vanderbilt Beach Road	Immokalee Road	2L to 4L	CST	\$5,500,000	\$2,750,000	Funded	\$ 2,750,000	FY 23/24	3	0	0	3	5	0	4	2	1	0	18
Lee County	Burnt Store Rd	Van Buren Pkwy	Charlotte Co/L	2L to 4L	PE	\$8,320,000	\$4,100,000				3	3	0	3	1	0	4	2	1	0	17
2024/2025																					
Collier County	Vanderbilt Beach Rd	16th Street	Everglades Blvd	New 2L	CST	\$19,050,000	\$4,125,000				3	0	3	3	5	0	4	2	3	0	23
Lee County	Ortiz Avenue	SR 82	Luckett Road	2L to 4L	CST	\$28,500,000	\$5,000,000				3	0	2	3	5	0	4	2	3	0	22
Collier County	Santa Barbara/Logan Blvd.	Painted Leaf Lane	Pine Ridge Road	Operational Imp.	CST	\$8,000,000	\$4,000,000				3	0	0	3	5	0	4	2	1	0	18
Collier County	Vanderbilt Beach Rd	US 41	E. of Goodlette	4L to 6L	CST	\$8,428,875	\$4,214,438	Funded	\$ 4,214,438	FY 24/25	3	0	0	3	5	0	4	2	1	0	18
2025/2026																					
Lee County	Alico Extension	Alico Road	SR 82	New 4L	CST	\$105,000,000	\$8,000,000				3	3	0	5	5	0	4	2	5	0	27
Collier County	Oil Well Road	Everglades	Oil Well Grade Rd.	2L to 6L	CST	\$54,000,000	\$6,000,000				3	3	3	3	5	0	4	2	3	0	26
Lee County	Ortiz Avenue	Luckett Road	SR 80	2L to 4L	CST	\$20,800,000	\$3,750,000				3	0	2	3	5	0	4	2	3	0	22
Collier County	Immokalee Road	At Livingston Road		Major Intersect.	PE	\$4,500,000	\$1,000,000				3	3	0	3	1	0	4	2	3	0	19

Attachment: Draft 2021 Project Priorities (15812 : Draft 2021 Project Priorities)

2021 Transit Priorities							
Improvement	Category	Ranking	Implementation Year	Annual Cost	3-Year Operating Cost	10-Year Operating Cost	Capital Cost
Route 15 from 90 to 45 minutes	Increase Frequency	1	2022	\$163,238	\$489,715	\$1,632,384	\$503,771
Route 11 from 30 to 20 minutes	Increase Frequency	2	2022	\$652,954	\$1,958,861	\$6,529,536	\$503,771
Route 12 from 90 to 45 minutes	Increase Frequency	3	2022	\$282,947	\$848,840	\$2,829,466	\$503,771
Administration/Passenger Station Roof Replacement	Transit Asset Management (TAM)	4	2022	\$ -	\$ -	\$ -	\$357,000
Route 16 from 90 to 45 minutes	Increase Frequency	5	2023	\$156,105	\$468,316	\$1,561,054	\$503,771
Route 14 from 60 to 30 minutes	Increase Frequency	6	2023	\$243,915	\$731,744	\$2,439,146	\$512,698
Site SL-15 Creekside	Park and Ride	7	2023	\$ -	\$ -	\$ -	\$564,940
Beach Lot Vanderbilt Beach Rd	Park and Ride	8	2023	\$ -	\$ -	\$ -	\$2,318,200
Route 17/18 from 90 to 45 minutes	Increase Frequency	9	2023	\$258,550	\$775,649	\$2,585,495	\$503,771
Route 13 from 40 to 30 minutes	Increase Frequency	10	2023	\$83,712	\$251,135	\$837,115	\$512,698
New Island Trolley	New Service	11	2024	\$551,082	\$1,653,246	\$5,510,821	\$864,368
Study: Mobility on Demand	Other Improvements	12	2024	\$ -	\$ -	\$ -	\$50,000
Study: Fares	Other Improvements	13	2024	\$ -	\$ -	\$ -	\$50,000
Support Vehicle - Truck	Transit Asset Management (TAM)	14	2024	\$ -	\$ -	\$ -	\$30,000
New Bayshore Shuttle	New Service	15	2025	\$201,000	\$602,999	\$2,009,995	\$531,029
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	16	2025	\$ -	\$ -	\$ -	\$500,000
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	17	2025	\$ -	\$ -	\$ -	\$500,000
Support Vehicle - Replacement	Transit Asset Management (TAM)	18	2025	\$ -	\$ -	\$ -	\$30,000
Support Vehicle - Replacement	Transit Asset Management (TAM)	19	2025	\$ -	\$ -	\$ -	\$30,000
Radio Rd Transfer Station Lot	Park and Ride	20	2026	\$ -	\$ -	\$ -	\$479,961
Beach Lot Pine Ridge Rd	Park and Ride	21	2026	\$ -	\$ -	\$ -	\$2,587,310
Immokalee Rd - Split Route 27 creating EW Route	Route Network Modifications	22	2027	\$189,885	\$569,654	\$1,898,846	\$550,016
Collier Blvd - Split Route 27 creating NS Route	Route Network Modifications	23	2027	\$189,885	\$569,654	\$1,898,846	\$550,016
New Route 19/28 - Extend Hours to 10:00 PM	Service Expansion	24	2027	\$29,288	\$87,863	\$292,876	\$0
Route 24 - Extend Hours to 10:00 PM	Service Expansion	25	2027	\$30,298	\$90,893	\$302,976	\$0
Goodlette Frank Rd - Split Route 25 creating NS Route	Route Network Modifications	26	2027	\$183,805	\$551,416	\$1,838,052	\$550,016
MOD – North Naples	New Service	27	2029	\$81,723	\$245,169	\$817,230	\$81,961
New Autonomous Circulator	New Service	28	2029	\$52,411	\$157,232	\$524,105	\$569,681
MOD – Marco Island	New Service	29	2029	\$108,912	\$326,736	\$1,089,119	\$81,961
MOD – Golden Gate Estates	New Service	30	2029	\$163,446	\$490,338	\$1,634,460	\$81,961
New Naples Pier Electric Shuttle	New Service	31	2029	\$82,213	\$246,638	\$822,125	\$569,681
MOD – Naples	New Service	32	2029	\$193,889	\$581,666	\$1,938,887	\$81,961

654 104th Ave N
 PO Box 770484
 Naples, FL 34107
 April 19, 2021

Collier Metropolitan Planning Organization Board
 Collier County Growth Management Department
 2885 South Horseshoe Drive
 Naples, FL 34104

Dear Board Members,

Naples Park Area Association strongly supports funding for building a sidewalk on the south side of 91st Ave N in Naples Park.

Like all the avenues in Naples Park, 91st Avenue is a fairly narrow road. Vehicular traffic shares the narrow road with pedestrians and bicyclists. In addition to standard neighborhood traffic, 91st Avenue N receives non-neighborhood traffic on a regular basis as drivers seek to avoid Vanderbilt Beach Road between US 41 and Vanderbilt Drive. This excess traffic is quite heavy during the Winter Season, and especially during local and northern state school holidays as Vanderbilt Beach is an attractive destination. This excess traffic poses a special and increased hazard to the many bicyclists and pedestrians who use 91st Avenue N compared with other avenues. Unfortunately, we have had tragic fatal consequences as a result of this situation. We expect this excess traffic to increase and be a very regular situation as the OneNaples project is built and populated.

Building a sidewalk on the south side of 91st Avenue N can mitigate this street safety issue without interfering with any residential parking or yards on this avenue.

Recent discussions with the Public Utilities Renewal program suggest that the sidewalk will be on the opposite side of the avenue from storm sewer renewal work so there is limited, if any, reason to tie building the sidewalk to the PUR project on 91st Avenue N.

Therefore, we strongly support building this sidewalk and urge doing so as soon as possible. We look forward to improved safety on this avenue for vehicular, pedestrian, and bicyclist traffic as a result of building this sidewalk.

Sincerely,



Marsha Oenick,
 President of Naples Park Area Association on behalf of the Naples Park Area Association Membership

05/14/2021

COLLIER COUNTY
Metropolitan Planning Organization

Item Number: 13.A

Item Summary: Next Meeting Date - June 11, 2021 - 9:00 a.m. Board of County Commissioners
 Chambers, 3299 Tamiami Trail East, Naples, FL 34112

Meeting Date: 05/14/2021

Prepared by:

Title: Planner, Senior – Metropolitan Planning Organization

Name: Brandy Otero

05/06/2021 11:13 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

05/06/2021 11:13 AM

Approved By:

Review:

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	05/06/2021 11:13 AM
Metropolitan Planning Organization	Anne McLaughlin	MPO Executive Director Review	Completed	05/06/2021 2:35 PM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		05/14/2021 9:00 AM