



**AGENDA TAC**  
Technical Advisory Committee  
GMD Planning & Regulation  
Conf. Rm. 609/610  
2800 North Horseshoe Dr

**NOTE: THIS IS AN IN-PERSON MEETING**

**May 24, 2021**  
**9:30 am**

1. **Call to Order**
2. **Roll Call**
3. **Approval of the Agenda**
4. **Approval of April 26, 2021 Meeting Minutes**
5. **Open to Public for Comments on Items Not on the Agenda**
6. **Agency Updates**
  - A. FDOT
  - B. MPO Executive Director
7. **Committee Action**
  - A. Endorse Final Draft FY 2022-2026
8. **Transportation Improvement Program (TIP)**
  - B. Endorse Final Draft 2021 Project Priorities
  - C. Endorse Amendment to FY 2021-2025 TIP and Authorizing Resolution
8. **Reports and Presentations (May Require Committee Action)**
9. **Member Comments**
10. **Distribution Items**
11. **Next Meeting Date**

*August 30, 2021 (In-person meeting)*
12. **Adjournment**

**PLEASE NOTE:**

This meeting of the Technical Advisory Committee (TAC) to 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 14 days prior to the meeting date. Any person who decides to appeal a decision of this Committee 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 the Collier Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-5814. 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 and Title VI Specialist Ms. Anne McLaughlin (239) 252-5884 or by writing Ms. McLaughlin at 2885 South Horseshoe Dr., Naples, FL 34104.

**TECHNICAL ADVISORY COMMITTEE of the  
COLLIER METROPOLITAN PLANNING ORGANIZATION  
MEETING MINUTES  
April 26, 2021 9:30 a.m.**

**1. Call to Order**

**Ms. Lantz** called the meeting to order at 9:32 a.m.

**2. Roll Call**

**Ms. Otero** called the roll and confirmed a quorum was present.

**TAC Members Present**

Lorraine Lantz, Chair, County Transportation Planning  
Don Scott, Lee County MPO  
Daniel Smith, City of Marco Island  
Dan Hall, County Traffic Operations  
Andy Holland, City of Naples  
John Kasten, Collier County School District  
Michelle Arnold, County PTNE

**TAC Members Absent**

Andrew Bennett, Collier County Airport Authority  
Tim Pinter, Vice-Chair, City of Marco Island  
Margaret Wuerstle, Southwest Florida Regional Planning Council  
Tim Brock, Everglades City  
Gregg Strakaluse, City of Naples

**MPO Staff**

Brandy Otero, Principal Planner

**Others Present**

None

**3. Approval of the Agenda**

*Mr. Smith moved to approve the agenda. Mr. Scott seconded. Carried unanimously.*

**4. Approval of March 29, 2021 Meeting Minutes**

*Mr. Smith moved to approve the March 29, 2021 meeting minutes. Mr. Scott seconded. Carried unanimously.*

**5. Public Comments for Items not on the Agenda**

None.

**6. Agency Updates**



**A. FDOT**

None.

**B. MPO Executive Director**

None.

**7. Committee Action**

**A. Ratify Amended TAC Bylaws**

**Ms. Otero** – introduced item, requested the TAC ratify the bylaws as amended by the MPO Board at the March 12, 2021 Board meeting. The amendment reduced the in-person quorum to three members. **Ms. Lantz** – Will the meetings go back to virtual? **Ms. Otero** – No. Meetings will be in person from this point forward due to a shortage in staff. **Mr. Smith** – What will the quorum be when it reverts back to an in person meeting and the bylaws are revised? **Ms. Otero** – I believe it is 50% plus one, which is seven.

Ms. Arnold arrived at 9:36 a.m.

*Mr. Smith moved to ratify the amended bylaws. Mr. Scott seconded. Passed unanimously.*

**B. Review and Comment on Draft FY 2022-2026 Transportation Improvement Program (TIP)**

**Ms. Otero** – introduced item, requesting comments from the committee. Comments should be submitted to the MPO within the next few weeks to be included in the final document. **Ms. Lantz** – heard that the online version was difficult to see. **Ms. Otero** – will review the document. **Ms. Lantz** – The committee will provide comments to staff.

**C. Review and Comment on 2021 Project Priorities**

**Mr. Scott** – explained revised TRIP priorities, including swapping out Veterans Parkway for Alico Extension in FY 26, revising the Three Oaks Ext. project to include the bridge in the first segment and break the project into a total of two segments. The scoring was updated. **Ms. Lantz** – Discussed the Immokalee Road at Livingston intersection project.

The remaining priorities were not distributed with the agenda package and will be discussed at the next meeting.

**Ms. Lantz** – Attachment 1C (Highway Priorities) should refer to the 2045 LRTP, not 2040.

**Mr. Scott** – Downloaded the agenda package and was not able to review the priorities, only saw the TIP. **Ms. Lantz** – Suggested pulling up the agenda and items on the overhead at the next meeting. **Mr. Scott** – We still haven't spent all of the Congestion Management money? **Ms. Otero** – correct. **Mr. Scott** – Are we going after freight money? **Ms. Otero** – They have been submitted to the state for funding.

It was determined that the priorities were not distributed with the electronic agenda package and will be discussed at the next meeting.

Ute Vandersluis arrived at 9:53 a.m.

## **8. Reports and Presentation (May require Committee Action)**

None.

## **9. Member Comments**

**Mr. Smith** – Trolley was approved downtown Marco Island? **Ms. Arnold** – Salt Life Transportation is a private entity that is interested in starting a trolley service on Marco Island January 2022. Not sure what approval is required. If the service is started, CAT would not duplicate the service.

**Mr. Scott** - Reported that he reviewed costs and the Lee MPO spent \$659,000 on the last Long Range Transportation. Lee and Collier MPO spoke with a consultant about Origin and Destination study. Company has bought software only requiring analysis to be paid for as part of the study. We may be pursuing it in the future.

**Ms. Arnold** – Operational Analysis is underway. Want to start the conversation with LeeTran about regional fare system.

**Ms. Lantz** – Moving forward with Golden Gate Parkway Complete Streets study.

## **10. Distribution Items**

None

## **11. Next Meeting Date**

*May 24, 2021 – 9:30 a.m. – 2800 Horseshoe Drive North, Room 609/610.*

## **12. Adjournment**

**Ms. Lantz** adjourned the meeting at 9:58 a.m.

**EXECUTIVE SUMMARY**  
**COMMITTEE ACTION**  
**ITEM 7A**

**Endorse Final Draft FY 2022-2026 Transportation Improvement Program (TIP)**

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**OBJECTIVE:** For the Committee to endorse the Final Draft of the FY 2022-2026 Transportation Improvement Program (TIP).

**CONSIDERATIONS:** On March 25, 2021, the MPO posted the first Draft of the FY2022-2026 TIP on the website and announced its availability for review in the electronic newsletter distributed to the MPO's advisory committees and Adviser Network. The first draft was based on FDOT's Tentative Work Program released in early February. The MPO subsequently updated the project sheets to reflect the FDOT work program release dated 4/5/2021.

One public comment has been received to-date, and as a result, the map depicting the location of project number 4480691 Wiggins Pass Sidewalk from Vanderbilt Dr to US 41 has been corrected.

The Final Draft FY 2022 – 2026 TIP is provided in **Attachment 1**. Part One contains the narrative and project sheets; Part Two contains supporting documentation.

The MPO Board will receive a presentation on the Draft FY 2022-2026 TIP at their meeting on May 14, 2021. (**Attachment 2**) MPO staff will report on any changes resulting from the Board meeting at the Committee meeting on May 24, 2021. MPO staff will submit the Final Draft FY 2022-2026 TIP to the MPO Board for formal action at their June 11<sup>th</sup> Board meeting.

**STAFF RECOMMENDATION:** That the Committee endorse the Final Draft FY 2022-2026 TIP.

**Attachments:**

1. Final Draft FY 2022 – 2026 TIP
2. MPO Board Presentation on the Draft TIP 5-14-21

Prepared By: Anne McLaughlin, MPO Director



# COLLIER METROPOLITAN PLANNING ORGANIZATION

## TRANSPORTATION IMPROVEMENT PROGRAM

**FINAL DRAFT 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 1: BACKGROUND**



**MPO RESOLUTION #2021-07**  
**A RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION ADOPTING**  
**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 11<sup>th</sup> 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)**

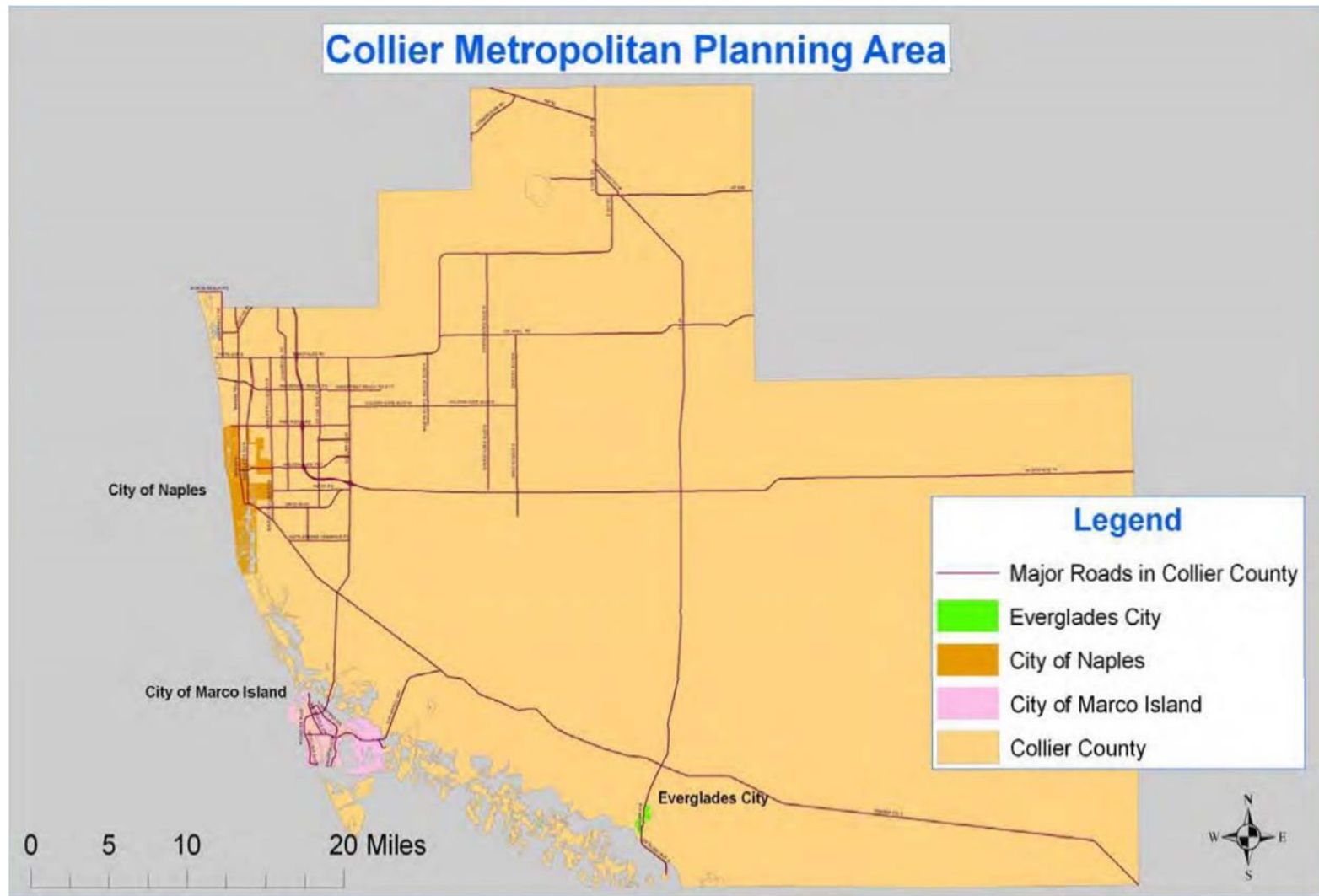
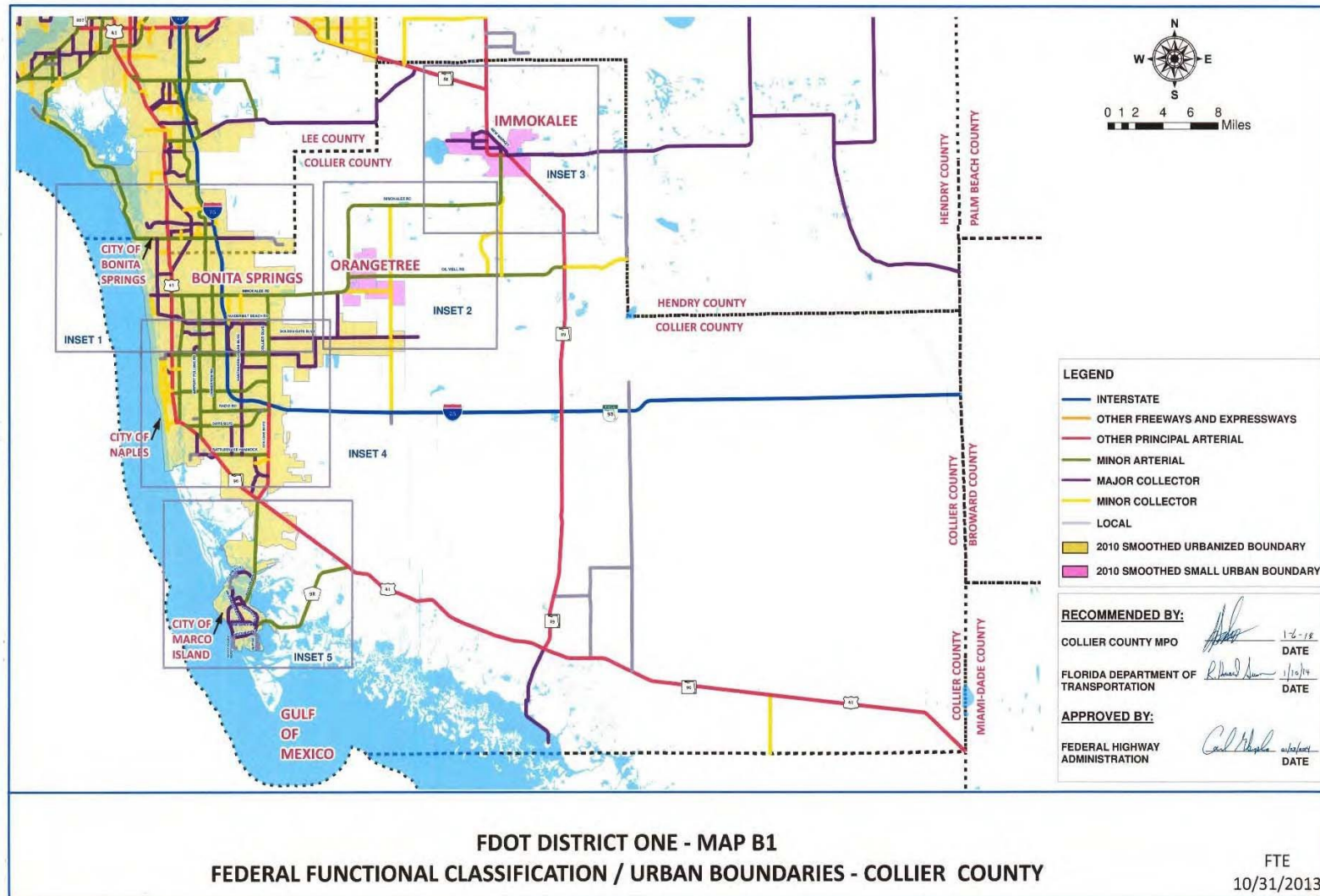


Figure 2 – Bonita Springs – Naples Urbanized Area Map



# NARRATIVE

## PURPOSE

The Collier Metropolitan Planning Organization (MPO) is required by Federal and State Statutes<sup>1</sup>; 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

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<sup>1</sup> 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.

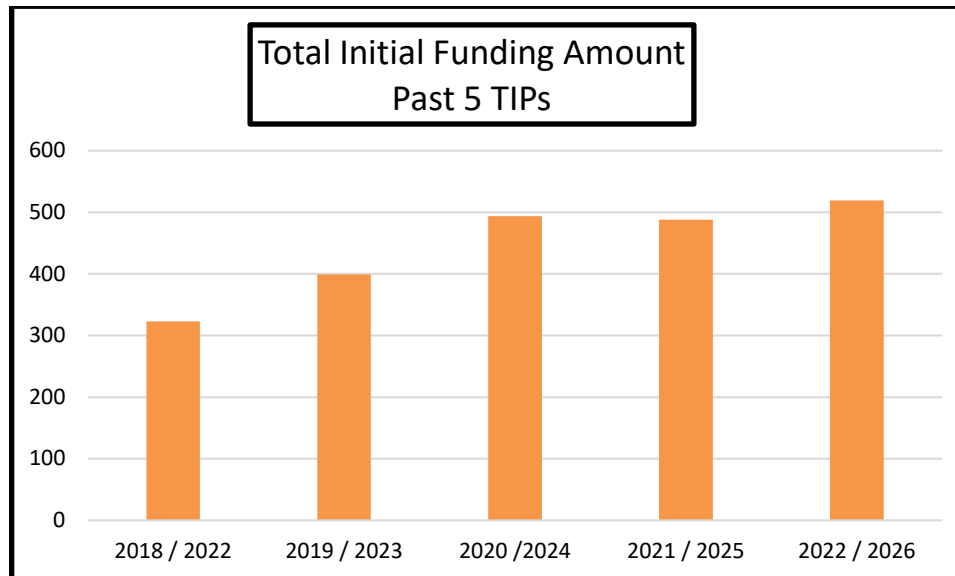
The TIP for the Collier MPO is fiscally constrained by year so that financial resources can be directed towards high priority transportation needs in the area. Consequently, the level of authorized funding (both current and projected) available to the state and the MPO is used as the basis for financial 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.

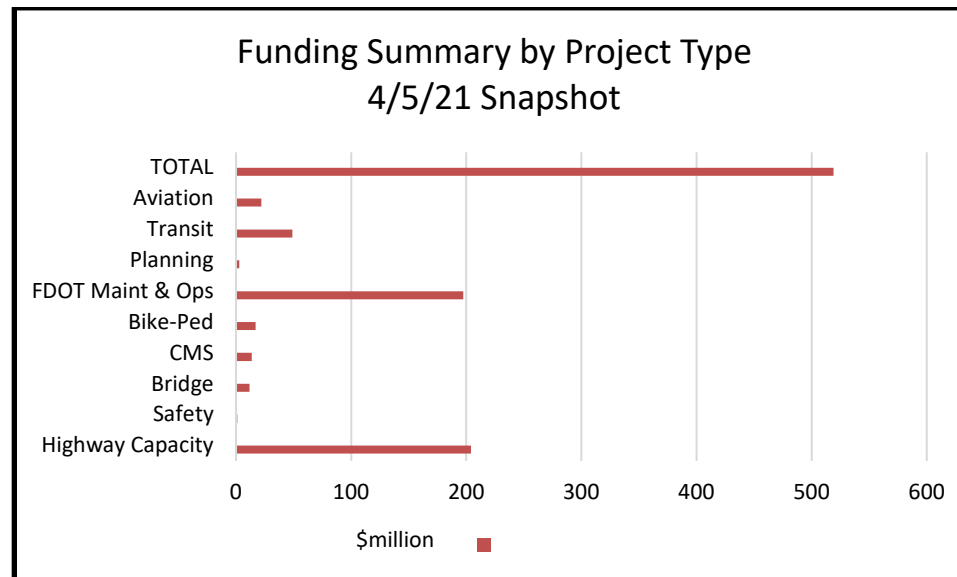
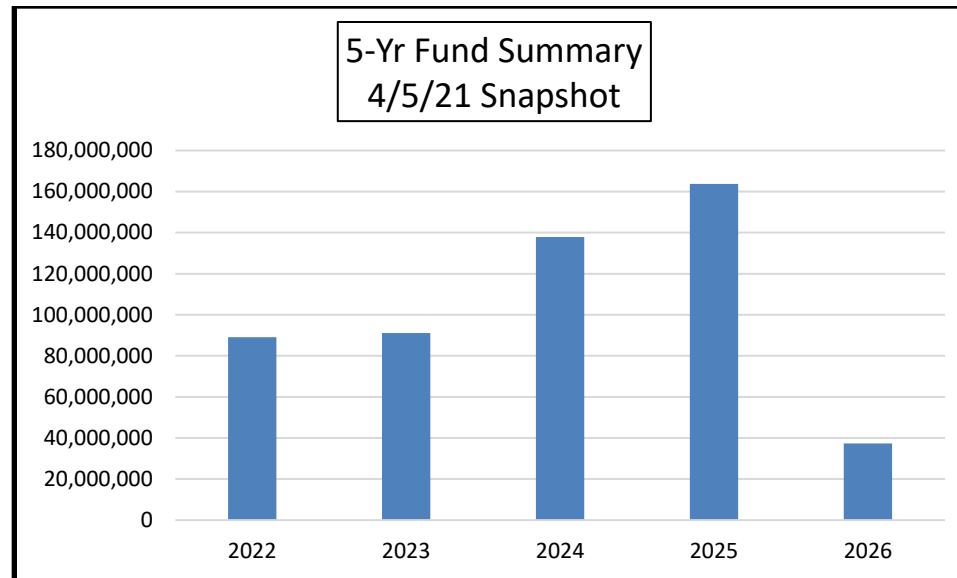
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for the motorized and 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 SUMMARY

The projects identified in this TIP are funded with Federal, State, and local revenues. The FDOT Fiscal Year (FY) 2022-2026 Work Program (April 5, 2021 Snapshot). The tables and charts below compare funding amounts from year to year and by project type. 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. The two largest categories of funding Maintenance and Operations and Highway Capacity Improvements.

Total funding for the current TIP, updated to reflect the April 5, 2021 FDOT Work Program Snapshot, is \$519 million, an increase of \$21 million in comparison with the FY2021 - FY2025 TIP. The total includes \$128 million in resurfacing on I-75 and \$97.5 million for interchange improvements and I-75 and SR 951 (Collier Blvd). Appendix H details the TIP's fiscal constraint.





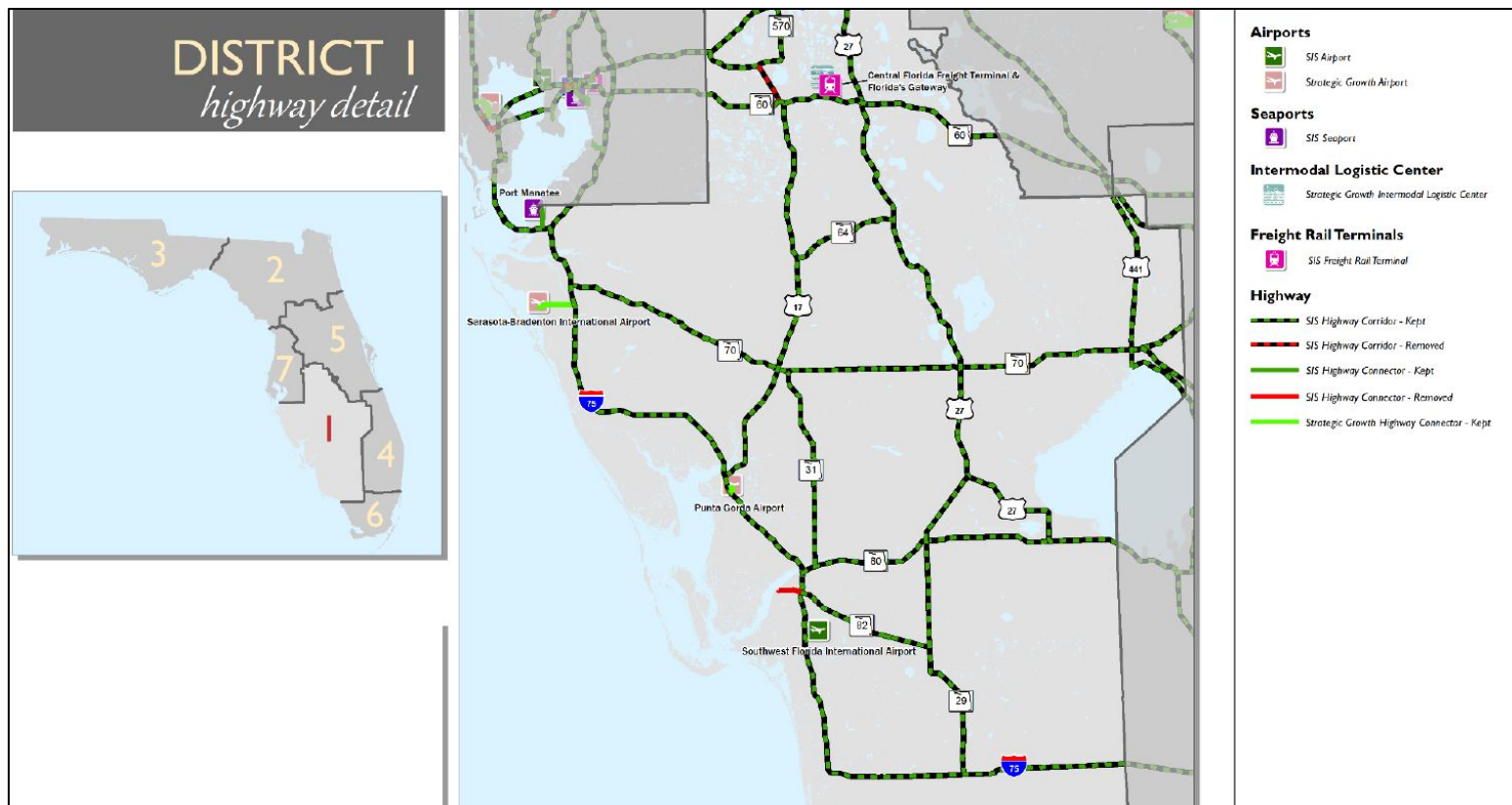
## HIGHWAY FUNDING SOURCES

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 apply for 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:

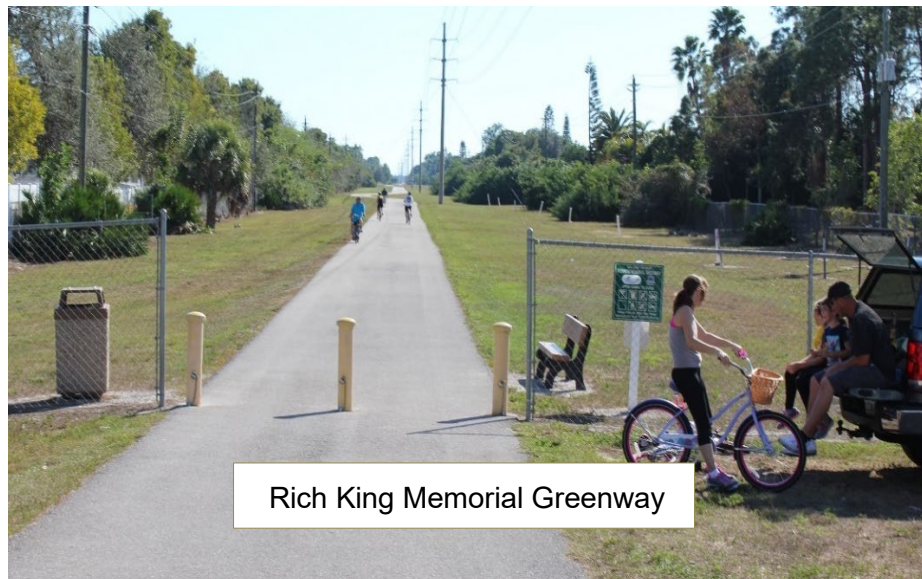
1. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) and MAP-21 §1103:

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.



- 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 Americans 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

local approved 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.<br>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 LRTP  
and MPO Priority Safety Projects

HIGHWAY PRIORITIES 2020 (updated status of 2019 List, added new 5-yr in 2040 CFP)

| LRTP Priority Ranking | Facility   | Limit From                      | Limit To                        | Final Proposed Improvement - 2040 LRTP                       | 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 |   |              |                  |             |                   |              |
|                       |  |                                 |                                 |  |               |                          |                         | Phase  | Source | YOE Cost        | YOE                    | FPN   | Phase        | Source           | FY          | Amount            |              |
| 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        |  |                                 |                                 |  |               |                          |                         |  |        |                 |                        |   |              |                  |             |                   |              |
| LRTP                  | 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       |              |
| LRTP Priority Ranking | Facility   | Limit From                      | Limit To                        | Final Proposed Improvement - 2040 LRTP                       | Link in Miles | Total Project Cost (PDC) | Construction Time Frame | 5-Year Window in which CST is Funded by Source |        |                 |                        |   |              |                  |             |                   |              |
|                       |  |                                 |                                 |  |               |                          |                         | 2026-2030                                      |        |                 |                        |   |              |                  |             |                   |              |
|                       |  |                                 |                                 |  |               |                          |                         | Phase  | Source | YOE Cost        | YOE                    | FPN   | Phase        | Source           | FY          | Amount            |              |
| 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<br>Priority | 2017<br>Priority | Project                          | From                      | To                        | Improvement<br>Type | Next<br>Phase | Volume  | Capacity | v/c  |
|------------------|------------------|----------------------------------|---------------------------|---------------------------|---------------------|---------------|---------|----------|------|
| 20               | 1 <sup>1</sup>   | SR 82                            | Hendry County Line        | Gator Slough              | 2 - 4L              | CST           | 12,000  | 16,400   | 0.73 |
| 10               | 2 <sup>2</sup>   | 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 <sup>3</sup>   | 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><br/> Short Term - Current to 2025<br/> Mid Term - 2025-2035<br/> Long Term - 2035-2045<br/> Minor Interchange Improvement - Add additional turn lanes, operational improvements<br/> 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 Collier MPO Bicycle Pedestrian Priorities as Ranked by the BPAC on Nov. 19, 2019<br>updated 1/12/21 based on FDOT DRAFT TENTATIVE WORK PROGRAM |       |                           |  |                         |                     |                      |                      | Draft Tent.<br>Work Prog.<br>FY22-26                         | Phases           | FY     |
|---|-------|---------------------------|--|-------------------------|---------------------|----------------------|----------------------|--|------------------|--------|
| Rank  | Score | Location/<br>Jurisdiction | Project  | Project Type            | PE, Feas.<br>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" Hibiscus, 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 |
| <b>TOTALS</b>   |       |                           |  |                         | <b>\$ 2,889,350</b> | <b>\$ 10,501,712</b> | <b>\$ 13,391,062</b> |  |                  |        |

## **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 on the MPO's website. 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 funds<sup>2</sup> 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.



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<sup>2</sup> 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<br>updated 1/12/21 based on FDOT DRAFT TENTATIVE WORK PROGRAM |       |                           |   |                         |                     |                      |                      | Draft Tent.<br>Work Prog.<br>FY22-26                         | Phases           | FY     |
|---|-------|---------------------------|---|-------------------------|---------------------|----------------------|----------------------|--|------------------|--------|
| Rank  | Score | Location/<br>Jurisdiction | Project   | Project Type            | PE, Feas.<br>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" Hibiscus, 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 |
|   |       |                           |   | <b>TOTALS</b>           | <b>\$ 2,889,350</b> | <b>\$ 10,501,712</b> | <b>\$ 13,391,062</b> |  |                  |        |

## 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 |                             |                             |                    |                      |                 |              |                      |                      |                     |             |
|--|-----------------------------|-----------------------------|--------------------|----------------------|-----------------|--------------|----------------------|----------------------|---------------------|-------------|
| 2020   | 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 \$132.5 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 \$22 million.
- SR 82, FPN 4308481 – Add lanes and reconstruction from Hendry County Line to Gator Slough Lane; estimated total project cost at \$44.5 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 \$12.9 million.
- 16<sup>th</sup> St Bridge NE from Golden Gate Boulevard to Randall Boulevard – FPN 4318953 New bridge construction programmed in FY22 for \$12 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 began the new TIP development and current TIP amendment process using email and website outreach to interested parties instead of holding advisory committee meetings, then transitioned to holding hybrid remote and in-person advisory committee and MPO Board meetings. The final advisory committee meetings held in May 2021 were in-person only. The MPO Board hybrid remote/in-person meetings continued through the end of June 2021. Public comments on 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 30<sup>th</sup> but were added to the FDOT Work Program between July 1<sup>st</sup> and September 30<sup>th</sup>. 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 and the MPO Board on May 14, 2021.

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 site visit 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 FY2022 – FY2026 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



**Figure 5 – Project Sheet Example**

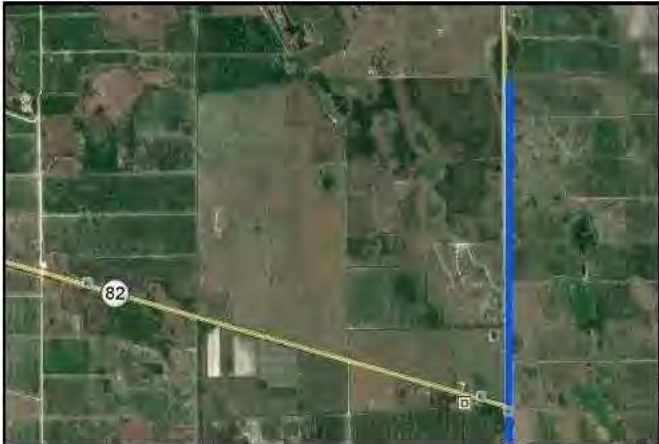
|          |                             |  |                                       |  |  |  |          |                |                    |                                |
|----------|-----------------------------|--|---------------------------------------|--|--|--|----------|----------------|--------------------|--------------------------------|
| <b>A</b> | <b>4178784</b>              | <b>B</b>   | <b>SR 29 FROM SR 82 TO HENDRY C/L</b> |  |  |  |          | <b>C</b>       | <b>SIS</b>         |                                |
| <b>D</b> | <b>Project Description:</b> | WIDEN FROM 2-4 LANES (one segment of larger project) |                                       |  |  |  |          |                | Prior Years Cost:  | 1,898,484                      |
|          |                             |  |                                       |  |  |  |          |                | Future Years Cost: | 0                              |
| <b>F</b> | <b>Work Summary:</b>        | ADD LANES & RECONSTRUCT                              |                                       |  |  |  |          |                | <b>E</b>           | Total Project Cost: 14,492,538 |
|          |                             |  |                                       |  |  |  |          |                | LRTP Ref:          | SIS PLAN APPENDIX A            |
| <b>G</b> | <b>Lead Agency:</b>         | FDOT   |                                       |  |  |  | <b>H</b> | <b>Length:</b> | 1.869              |                                |

| Phase        | Fund | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23    | Total      |
|--------------|------|---------|---------|---------|---------|------------|------------|
| CST          | ACNP | 0       | 0       | 0       | 0       | 11,270,219 | 11,270,219 |
| CST          | D1   | 0       | 0       | 0       | 0       | 171,150    | 171,150    |
| <b>I</b>     | ENV  | D1      | 0       | 0       | 15,000  | 0          | 15,000     |
|              | ENV  | ACNP    | 0       | 400,000 | 0       | 50,000     | 450,000    |
|              | INC  | DDR     | 0       | 0       | 0       | 0          | 0          |
|              | ROW  | ACNP    | 0       | 0       | 687,685 | 0          | 687,685    |
|              |      |         |         |         |         |            | 0          |
| <b>Total</b> |      | 0       | 400,000 | 702,685 | 0       | 11,491,369 | 12,594,054 |

**J**



**PROJECT COST DISCLAIMER:**  
The “Total Project Cost” amount displayed for of the federal and state funded projects in the TIP represents data provided by FDOT in the Tentative Work Program FY 2022-2026. For a more comprehensive view of a specific project’s estimated total budget cost for all phases; refer to the LRTP.

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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**

**4175402****SR 29 FROM OIL WELL ROAD TO SUNNILAND NURSERY ROAD****SIS****Project Description:** Widen from 2 lanes to 4, segment of larger project

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 7,440,000

**Work Summary:** ADD LANES & RECONSTRUCT

2045 LRTP: p6-2, Table 6-1

**Lead Agency:** FDOT**Length:** 4.762

| Phase        | Fund | 2021/22 | 2022/23 | 2023/24   | 2024/25 | 2025/26 | Total     |
|--------------|------|---------|---------|-----------|---------|---------|-----------|
| PE           | ACNP | 0       | 0       | 1,300,000 | 0       | 0       | 1,300,000 |
| PE           | DI   | 0       | 0       | 6,140,000 | 0       | 0       | 6,140,000 |
|              |      |         |         |           |         |         | 0         |
|              |      |         |         |           |         |         | 0         |
|              |      |         |         |           |         |         | 0         |
|              |      |         |         |           |         |         | 0         |
|              |      |         |         |           |         |         | 0         |
|              |      |         |         |           |         |         | 0         |
|              |      |         |         |           |         |         | 0         |
| <b>Total</b> |      | 0       | 0       | 7,440,000 | 0       | 0       | 7,440,000 |



**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:

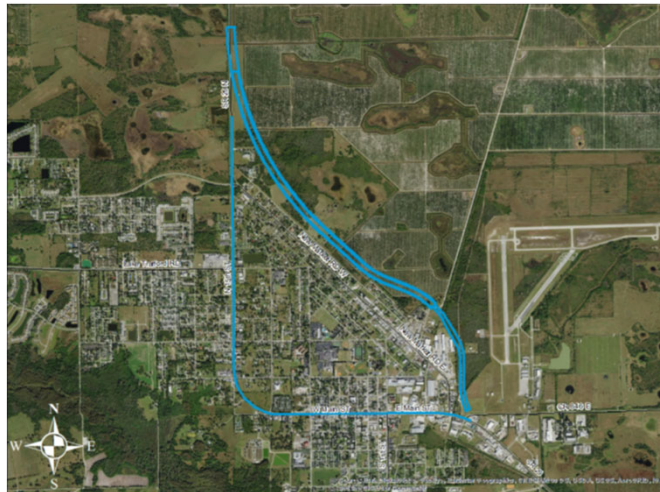
Total Project Cost: 13,037,192

**Work Summary:** NEW ROAD CONSTRUCTION

2045 LRTP: p6-2, Table 6-1

**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         |
| <b>Total</b> |      | 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**

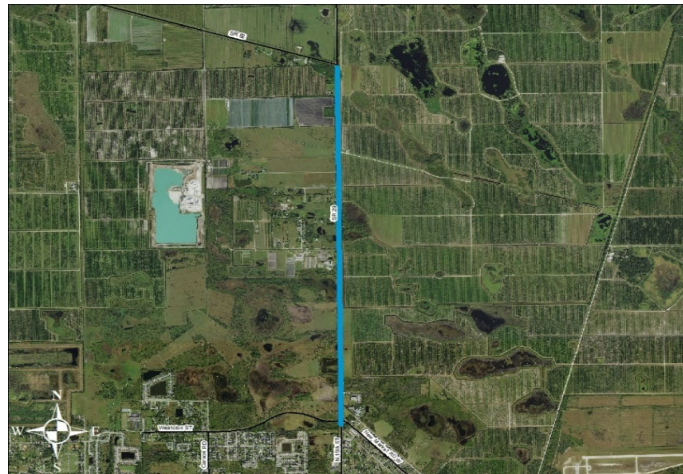
**Project Description:** Widen from 2 to 4 lanes (one segment of larger project)  
Freight priority

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         |
| <b>Total</b> |      | 0       | 380,000 | 1,061,703 | 0       | 0       | 1,441,703 |





**4178784****SR 29 FROM SR 82 TO HENDRY C/L****SIS****Project Description:** Widen from 2 to 4 lanes (segment of larger project)

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 50,000

**Work Summary:** ADD LANES & RECONSTRUCT

2045 LRTP: p6-2, Table 6-1

**Lead Agency:** FDOT**Length:** 1.869

| Phase        | Fund | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | Total  |
|--------------|------|---------|---------|---------|---------|---------|--------|
| ENV          | ACNP | 0       | 50,000  | 0       | 0       | 0       | 50,000 |
|              |      |         |         |         |         |         | 0      |
|              |      |         |         |         |         |         | 0      |
|              |      |         |         |         |         |         | 0      |
|              |      |         |         |         |         |         | 0      |
|              |      |         |         |         |         |         | 0      |
|              |      |         |         |         |         |         | 0      |
|              |      |         |         |         |         |         | 0      |
|              |      |         |         |         |         |         | 0      |
| <b>Total</b> |      | 0       | 50,000  | 0       | 0       | 0       | 50,000 |



**4258432****I-75 (SR 93) AT SR 951****SIS****Project Description:** Ultimate Interchange Improvement

Prior Years Cost: 35,011,255

Future Years Cost:

Total Project Cost: 132,459,025

**Work Summary:** INTERCHANGE IMPROVEMENT

2045 LRTP: P6-2, Table 6-1

**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

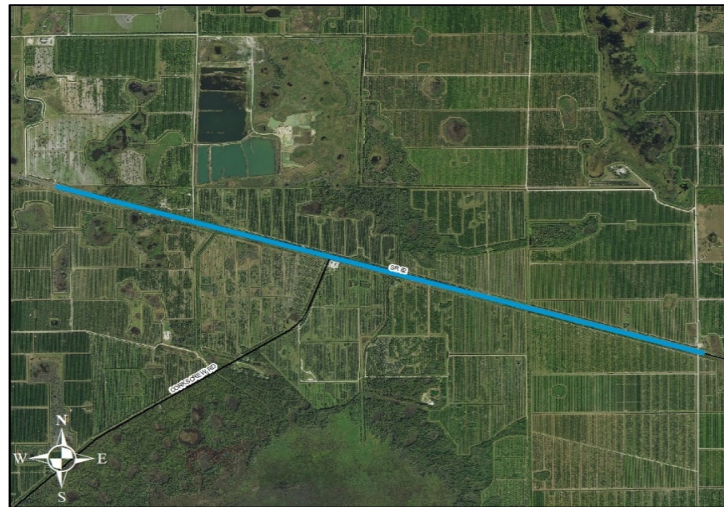
Total Project Cost: 44,484,094

**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          |
| <b>Total</b> |      | 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 &amp; 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          |
| <b>Total</b> |      | 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

**Work Summary:**

ADD THRU LANE(S)

2045 LRTP: P6-2, Table 6-1

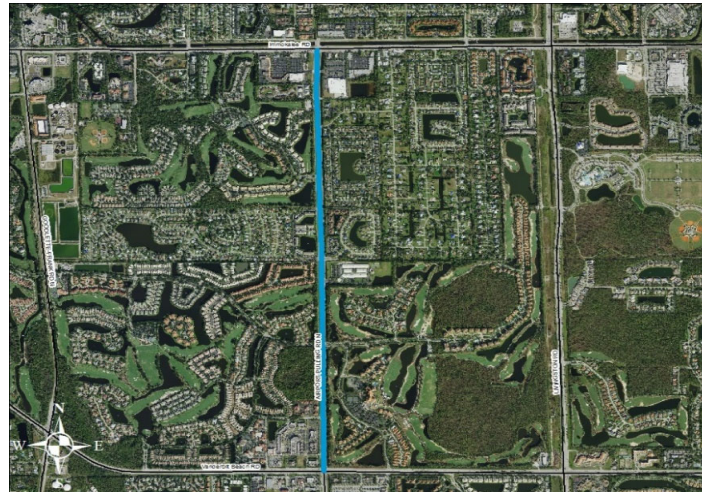
**Lead Agency:**

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                 |
| <b>Total</b> |      | <b>3,000,000</b> | <b>9,856,200</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>12,856,200</b> |



**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

**Work Summary:** ADD LEFT TURN LANE(S)

2045 LRTP: P6-2, Table 6-1

**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         |
| <b>Total</b> |      | 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

**Work Summary:**

ADD LANES &amp; RECONSTRUCT

2045 LRTP: P6-2, Table 6-1

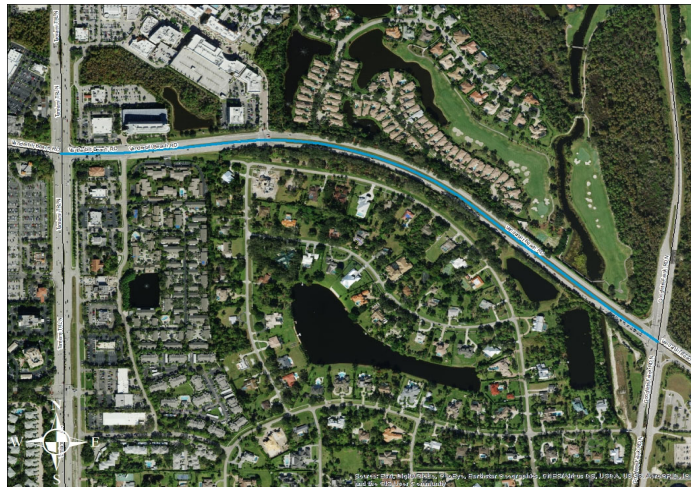
**Lead Agency:**

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         |
| <b>Total</b> |      | 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

**Work Summary:**

ADD LANES &amp; RECONSTRUCT

2045 LRTP: P6-2, Table 6-1

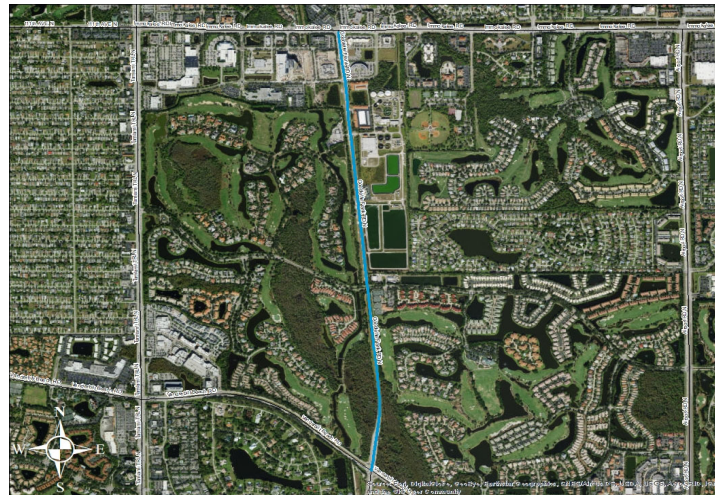
**Lead Agency:**

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         |
| <b>Total</b> |      | 0       | 0       | 5,500,000 | 0       | 0       | 5,500,000 |



**4464121****CR 951 (COLLIER BLVD) FROM GOLDEN GATE CANAL TO GREEN BLVD****Project Description:**

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 3,200,000

**Work Summary:**

WIDEN/RESURFACE EXIST LANES

2045 LRTP: P6-2, Table 6-1

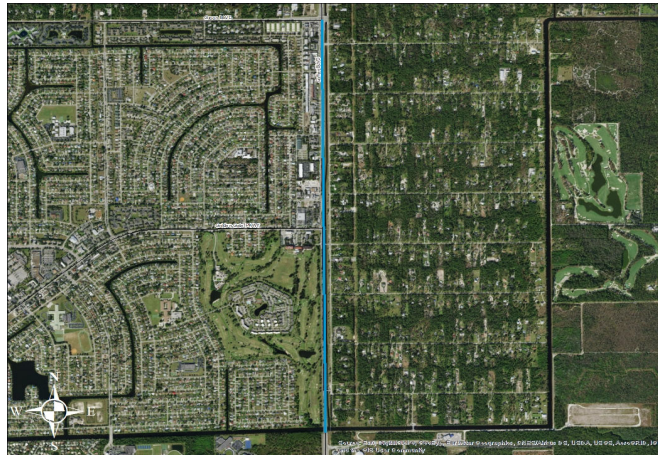
**Lead Agency:**

COLLIER COUNTY

**Length:**

2.091

| Phase        | Fund | 2021/22 | 2022/23 | 2023/24   | 2024/25 | 2025/26 | Total     |
|--------------|------|---------|---------|-----------|---------|---------|-----------|
| PE           | CIGP | 0       | 0       | 1,600,000 | 0       | 0       | 1,600,000 |
| PE           | LF   | 0       | 0       | 1,600,000 | 0       | 0       | 1,600,000 |
|              |      |         |         |           |         |         | 0         |
|              |      |         |         |           |         |         | 0         |
|              |      |         |         |           |         |         | 0         |
|              |      |         |         |           |         |         | 0         |
|              |      |         |         |           |         |         | 0         |
|              |      |         |         |           |         |         | 0         |
|              |      |         |         |           |         |         | 0         |
| <b>Total</b> |      | 0       | 0       | 3,200,000 | 0       | 0       | 3,200,000 |



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## **SECTION B: SAFETY PROJECTS**

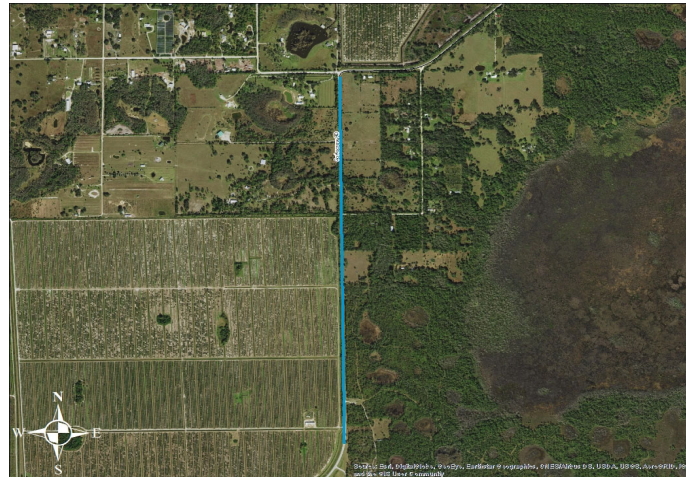
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**4463232****CORKSCREW RD SOUTH FROM LEE COUNTY CURVE TO COLLIER COUNTY CURVE**

**Project Description:** MPO Safety Priority 2019; cross reference phase one #4453231 FY21-25 TIP      Prior Years Cost: 1,478,586  
Future Years Cost: 0  
**Work Summary:** WIDEN/RESURFACE EXIST LANES      Total Project Cost: 2,799,586  
2045 LRTP: P6-2, Table 6-1

**Lead Agency:** COLLIER COUNTY      **Length:** 1.005

| Phase        | Fund | 2021/22 | 2022/23 | 2023/24   | 2024/25 | 2025/26 | Total     |
|--------------|------|---------|---------|-----------|---------|---------|-----------|
| CST          | SU   | 0       | 0       | 1,321,000 | 0       | 0       | 1,321,000 |
|              |      |         |         |           |         |         | 0         |
|              |      |         |         |           |         |         | 0         |
|              |      |         |         |           |         |         | 0         |
|              |      |         |         |           |         |         | 0         |
|              |      |         |         |           |         |         | 0         |
|              |      |         |         |           |         |         | 0         |
|              |      |         |         |           |         |         | 0         |
|              |      |         |         |           |         |         | 0         |
| <b>Total</b> |      | 0       | 0       | 1,321,000 | 0       | 0       | 1,321,000 |



## **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

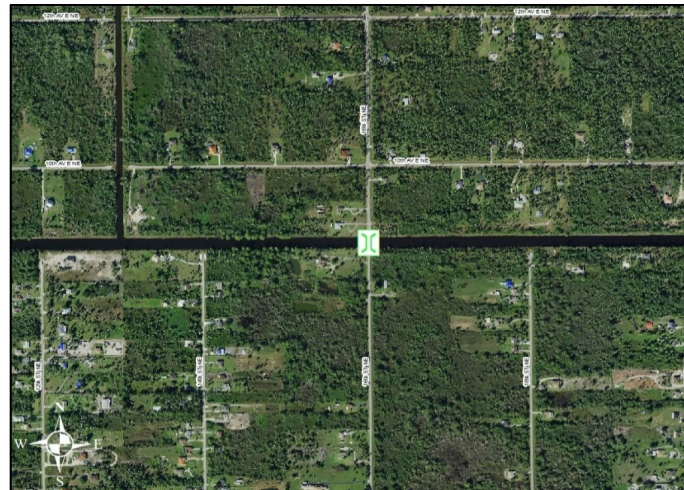
Future Years Cost: 0

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                |
| <b>Total</b> |      | <b>4,933,943</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>4,933,943</b> |



**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

**Work Summary:** BRIDGE-REPAIR/REHABILITATION

2045 LRTP: P6-16

**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         |
| <b>Total</b> |      | 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

**Work Summary:** BRIDGE REPLACEMENT

2045 LRTP: P6-2, Table 6-1

**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         |
| <b>Total</b> |      | 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

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

**Work Summary:** TRAFFIC OPS IMPROVEMENT

2045 LRTP: P6-15

**Lead Agency:** COLLIER COUNTY**Length:**

| 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         |
| <b>Total</b> |      | 2,075,588 | 131,225 | 0       | 643,054 | 2,190,891 | 5,040,758 |



**4126661 COLLIERCOUNTY TRAFFIC SIGNALS REIMBURSEMENT**

### Project Description:

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

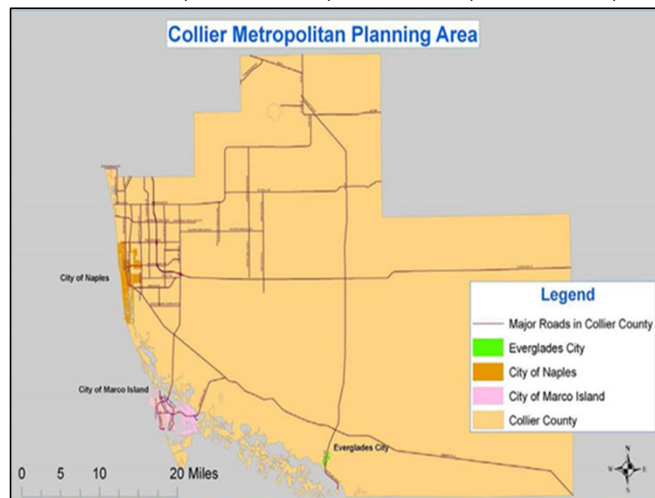
2045 LRTP: P6-16

**Work Summary:** TRAFFIC SIGNALS

**Lead Agency:** COLLIER COUNTY

**Length:** N/A

| <b>Phase</b> | <b>Fund</b> | <b>2021/22</b> | <b>2022/23</b> | <b>2023/24</b> | <b>2024/25</b> | <b>2025/26</b> | <b>Total</b> |
|--------------|-------------|----------------|----------------|----------------|----------------|----------------|--------------|
| OPS          | DDR         | 334,373        | 349,712        | 360,203        | 371,009        | 389,559        | 1,804,856    |
|              |             |                |                |                |                |                | 0            |
|              |             |                |                |                |                |                | 0            |
|              |             |                |                |                |                |                | 0            |
|              |             |                |                |                |                |                | 0            |
|              |             |                |                |                |                |                | 0            |
|              |             |                |                |                |                |                | 0            |
|              |             |                |                |                |                |                | 0            |
|              |             |                |                |                |                |                | 0            |
| <b>Total</b> |             | 334,373        | 349,712        | 360,203        | 371,009        | 389,559        | 1,804,856    |



**4136271 NAPLES TRAFFIC SIGNALS REIMBURSEMENT****Project Description:**

Prior Years Cost: N/A

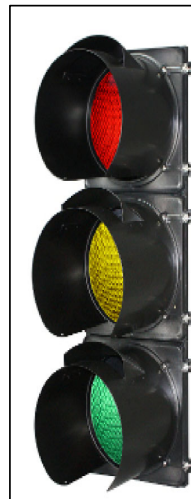
Future Years Cost: N/A

Total Project Cost: N/A

2045 LRTP: P6-16

**Work Summary:** TRAFFIC SIGNALS**Lead Agency:** NAPLES**Length:** N/A

| Phase        | Fund | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | Total   |
|--------------|------|---------|---------|---------|---------|---------|---------|
| OPS          | DDR  | 129,650 | 138,848 | 143,013 | 147,303 | 154,668 | 713,482 |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
| <b>Total</b> |      | 129,650 | 138,848 | 143,013 | 147,303 | 154,668 | 713,482 |





**4371031 COLLIER TMC OPS FUND COUNTY WIDE****Project Description:**

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

**Work Summary:** OTHER ITS

2045 LRTP: P6-16

**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       |
|              |      |         |         |         |         |         | 0       |
| <b>Total</b> |      | 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

**Work Summary:** OTHER ITS

2045 LRTP: P6-16

**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       |
| <b>Total</b> |      | 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

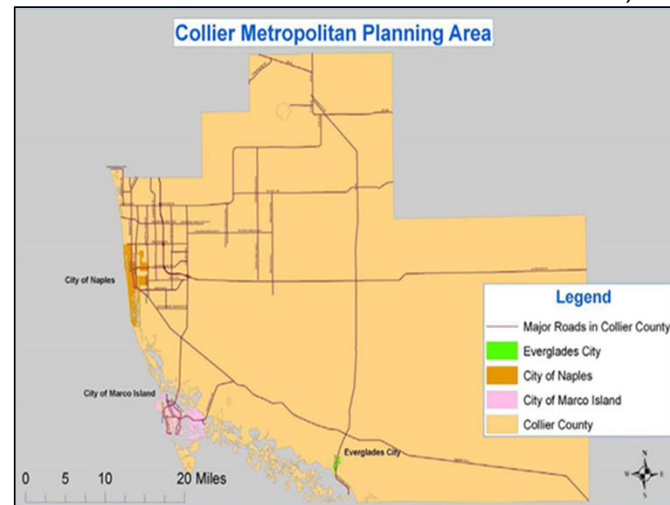
Total Project Cost: 441,450

**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       |
| <b>Total</b> |      | 441,450 | 0       | 0       | 0       | 0       | 441,450 |



**4379251 SIGNAL TIMING COUNTY ROADS AT VARIOUS LOCATIONS****Project Description:** CMC Priority 2015-03

Prior Years Cost: 0

Future Years Cost: 0

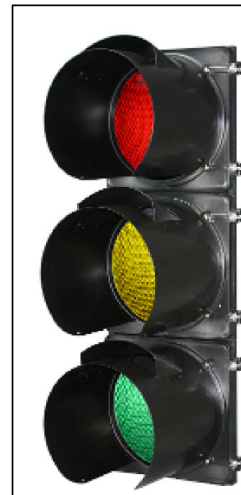
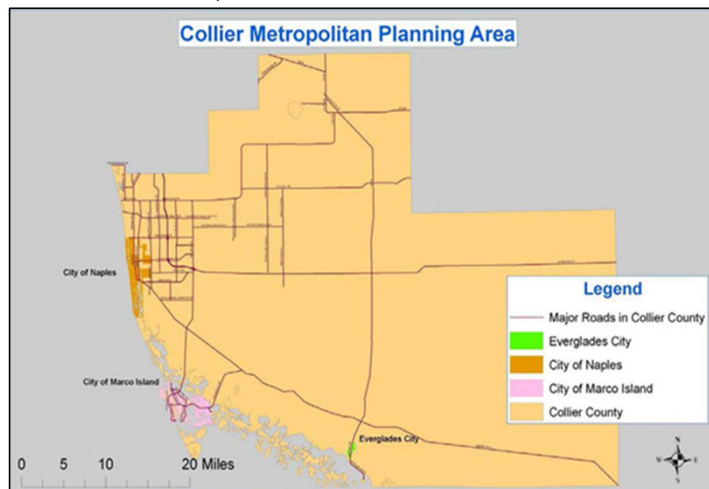
Total Project Cost: 452,561

**Work Summary:** TRAFFIC SIGNAL UPDATE

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   |
|--------------|------|---------|---------|---------|---------|---------|---------|
|              | 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       |
| <b>Total</b> |      | 452,561 | 0       | 0       | 0       | 0       | 452,561 |



**4404351 COLLER COUNTY TRAFFIC SIGNAL TIMING OPTIMIZATION AT VARIOUS LOCATIONS****Project Description:** CMC Priority 2016-02

Prior Years Cost: N/A

Future Years Cost: N/A

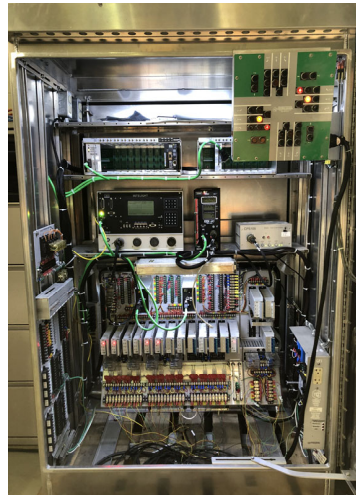
**Work Summary:** TRAFFIC SIGNAL UPDATE

Total Project Cost: N/A

2045 LRTP: P6-2

**Lead Agency:** COLLIER COUNTY**Length:** N/A

| Phase        | Fund | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | Total   |
|--------------|------|---------|---------|---------|---------|---------|---------|
| CST          | SU   | 0       | 50,000  | 0       | 0       | 0       | 50,000  |
| PE           | SU   | 351,000 | 0       | 0       | 0       | 0       | 351,000 |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
| <b>Total</b> |      | 351,000 | 50,000  | 0       | 0       | 0       | 401,000 |



**4462501 FIBER OPTIC & FPL****Project Description:** CMC 2019 Priority No. 2

Prior Years Cost: 0

Future Years Cost: 0

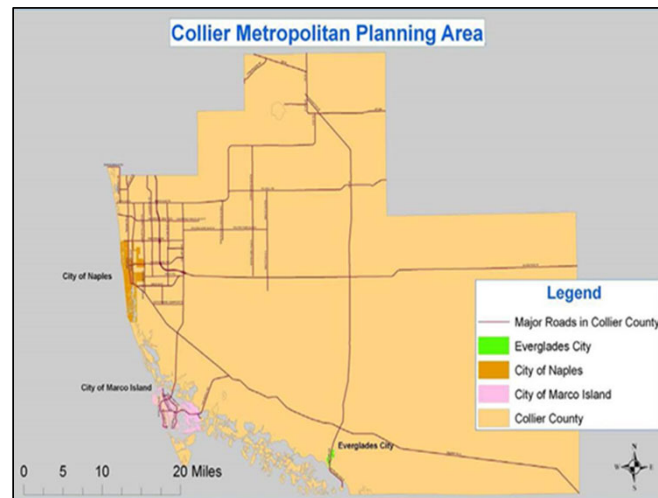
Total Project Cost: 273,725

**Work Summary:** ITS COMMUNICATION SYSTEM

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          | SU   | 0       | 0       | 0       | 273,725 | 0       | 273,725 |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
| <b>Total</b> |      | 0       | 0       | 0       | 273,725 | 0       | 273,725 |



**4462511 TRAVEL TIME DATA COLLIER COUNTY ITS****Project Description:** CMC 2019 Priority No. 3

Prior Years Cost: 0

Future Years Cost: 0

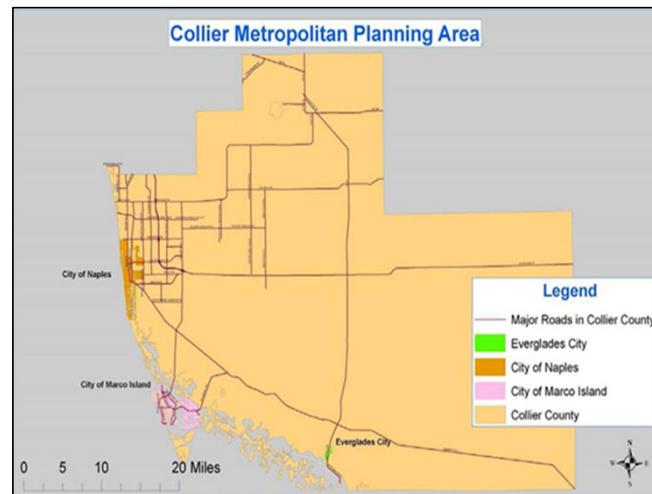
Total Project Cost: 701,000

**Work Summary:** ITS COMMUNICATION SYSTEM

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          | SU   | 0       | 0       | 0       | 701,000 | 0       | 701,000 |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
| <b>Total</b> |      | 0       | 0       | 0       | 701,000 | 0       | 701,000 |



**4462521 SCHOOL FLASHER COLLIER COUNTY ITS****Project Description:** CMC 2019 Priority No. 6

Prior Years Cost: 0

Future Years Cost: 0

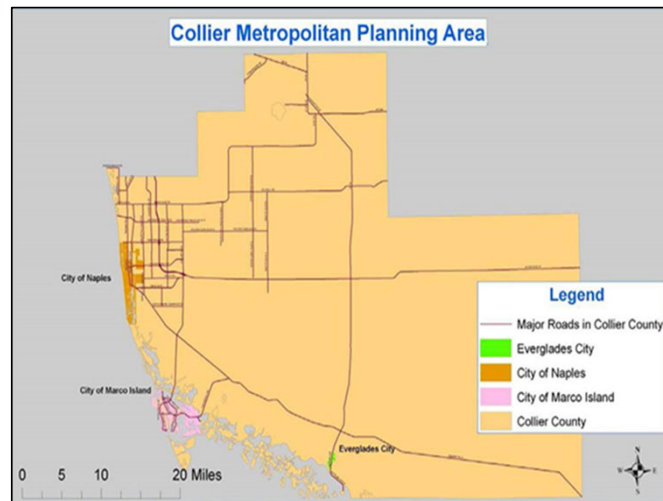
Total Project Cost: 354,250

**Work Summary:** ITS SURVEILLANCE SYSTEM

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          | SU   | 0       | 354,250 | 0       | 0       | 0       | 354,250 |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
| <b>Total</b> |      | 0       | 354,250 | 0       | 0       | 0       | 354,250 |





## 4462531 BICYCLE DETECTION CITY OF NAPLES ITS

**Project Description:** CMC Priority 2019-08

Prior Years Cost: 0

Future Years Cost:

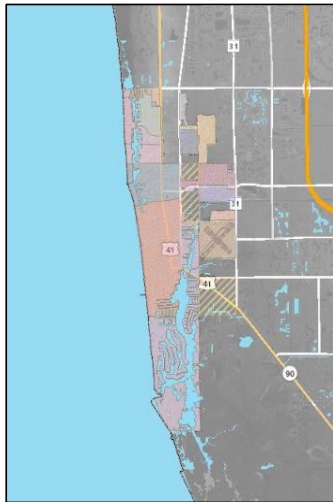
Total Project Cost: 67,429

2045 LRTP: P6-12, Table 6-4

**Work Summary:** ITS SURVEILLANCE SYSTEM

**Lead Agency:** NAPLES

**Length:** N/A

[illegible]

**4462541 VEHICLE COUNT STATION COLLIER COUNTY ITS**

**Project Description:** CMC 2019 Priority No. 7

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 312,562

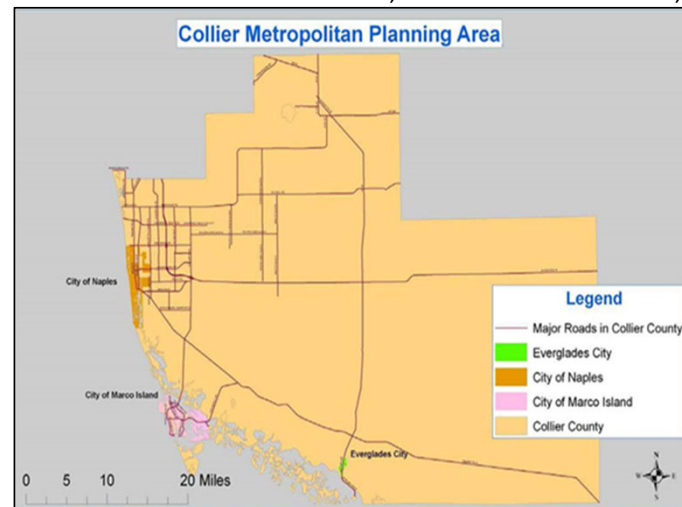
2045 LRTP: P6-2, Table 6-1

**Work Summary:** TRAFFIC CONTROL DEVICES/SYSTEM

**Lead Agency:** COLLIER COUNTY

**Length:** N/A

| Phase        | Fund | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | Total   |
|--------------|------|---------|---------|---------|---------|---------|---------|
| CST          | SU   | 0       | 0       | 0       | 312,562 | 0       | 312,562 |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
| <b>Total</b> |      | 0       | 0       | 0       | 312,562 | 0       | 312,562 |



**4463171 HARBOUR ROUNDABOUT FROM CRAYTON RD TO HARBOUR DR****Project Description:** CMC 2019 Priority No. 1

Prior Years Cost: 0

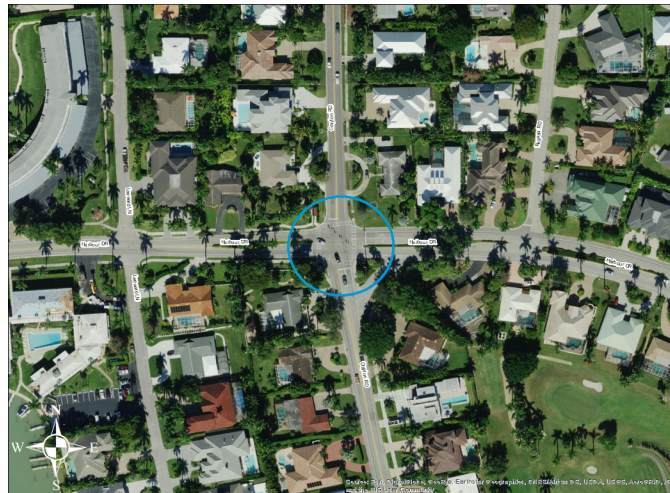
Future Years Cost: 0

Total Project Cost: 892,211

2045 LRTP: P6-2, Table 6-1

**Work Summary:** ROUNDABOUT**Lead Agency:** NAPLES**Length:** N/A

| Phase        | Fund | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | Total   |
|--------------|------|---------|---------|---------|---------|---------|---------|
| CST          | SU   | 0       | 0       | 892,211 | 0       | 0       | 892,211 |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
| <b>Total</b> |      | 0       | 0       | 892,211 | 0       | 0       | 892,211 |



**4463172 MOORING ROUNDABOUT FROM CRATON RD TO MOORING LINE DR****Project Description:** CMC 2019 Priority No. 4

Prior Years Cost:

Future Years Cost:

Total Project Cost: 126,000

2045 LRTP: P6-2, Table 6-1

**Work Summary:** ROUNDABOUT**Lead Agency:** NAPLES**Length:** N/A

| Phase        | Fund | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | Total   |
|--------------|------|---------|---------|---------|---------|---------|---------|
| PE           | SU   | 0       | 0       | 0       | 126,000 | 0       | 126,000 |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
| <b>Total</b> |      | 0       | 0       | 0       | 126,000 | 0       | 126,000 |



**4463421 TRAFFIC CONTROL COLLIER COUNTY ITS****Project Description:** CMC 2019 Priority No. 9

Prior Years Cost: 0

Future Years Cost: 0

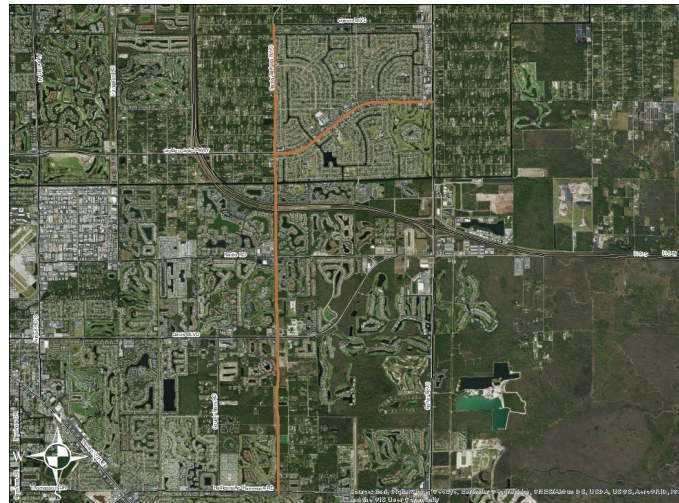
Total Project Cost: 894,000

**Work Summary:** TRAFFIC CONTROL DEVICES/SYSTEM

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          | SU   | 0       | 0       | 0       | 778,000 | 0       | 778,000 |
| PE           | SU   | 0       | 0       | 116,000 | 0       | 0       | 116,000 |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
| <b>Total</b> |      | 0       | 0       | 116,000 | 778,000 | 0       | 894,000 |





**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

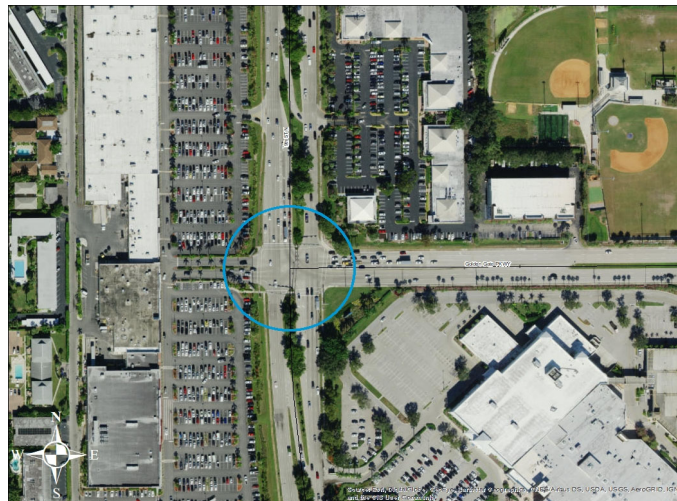
Total Project Cost: 492,757

**Work Summary:** INTERSECTION IMPROVEMENT

2045 LRTP: P6-2, Table 6-1

**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       |
| <b>Total</b> |      | 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

**Work Summary:** OTHER ITS

2045 LRTP: P6-16

**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              |
| <b>Total</b> |      | <b>771,642</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>771,642</b> |



## **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

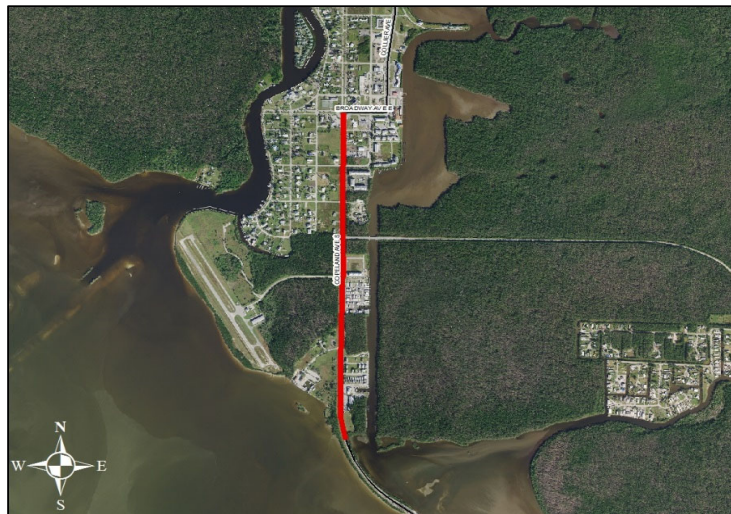
**Lead Agency:**

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              |
| <b>Total</b> |      | <b>594,349</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>594,349</b> |



**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

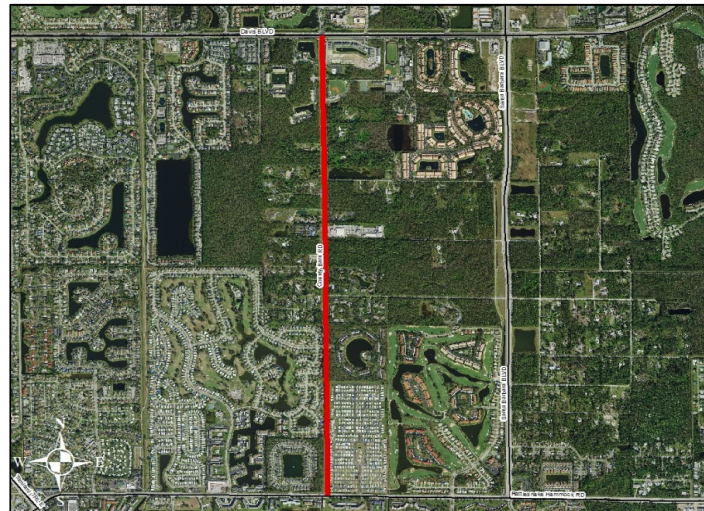
Total Project Cost: 2,055,376

**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         |
|              |      |         |           |         |         |         | 0         |
| <b>Total</b> |      | 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:** BPAC Priority 2017-02, 2016-02, 2015-02, 2014-02

Prior Years Cost: 151,000

Future Years Cost: 0

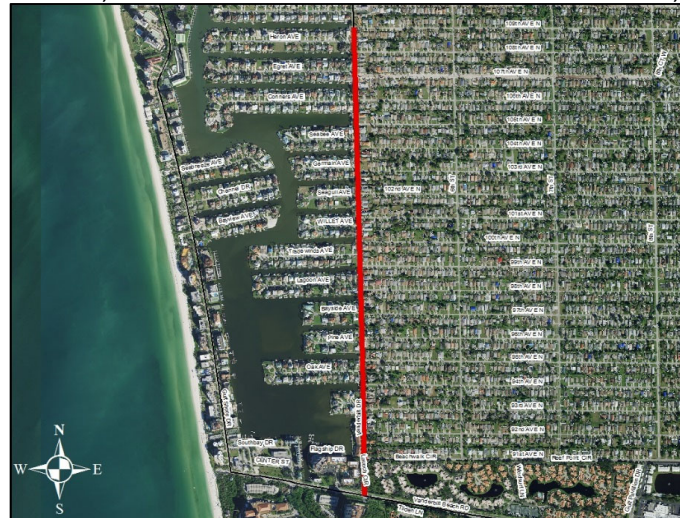
Total Project Cost: 860,075

**Work Summary:** SIDEWALK

2045 LRTP: P6-2, Table 6-1

**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       |
| <b>Total</b> |      | 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

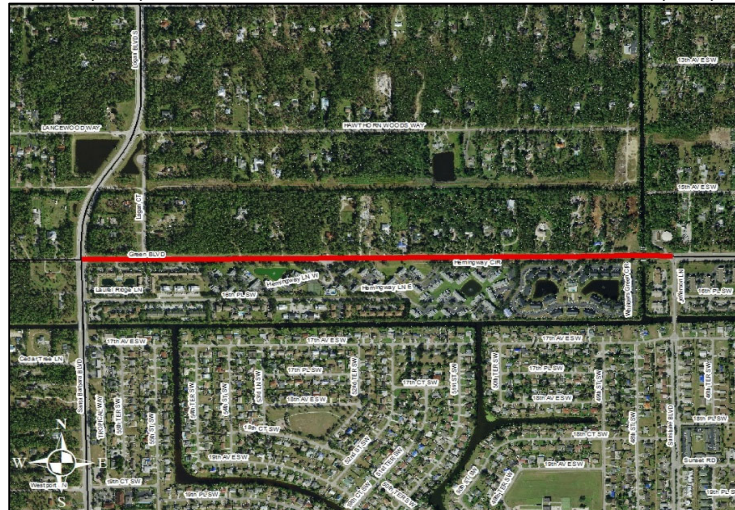
**Work Summary:** BIKE LANE/SIDEWALK

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         |
| <b>Total</b> |      | 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

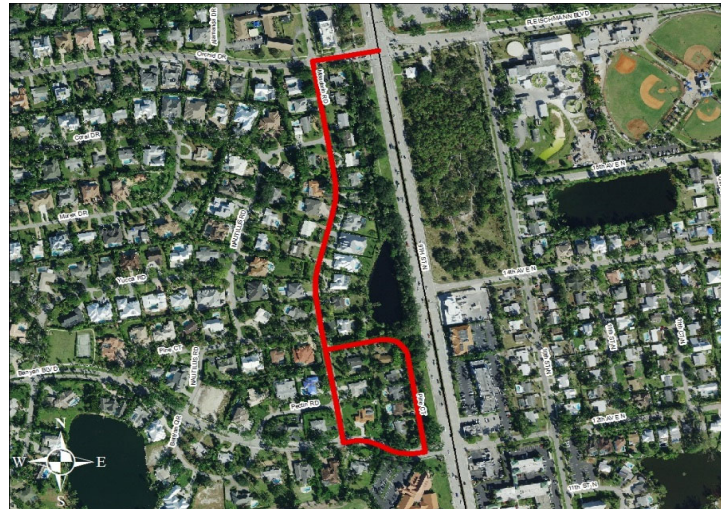
**Work Summary:** BIKE LANE/SIDEWALK

2045 LRTP: P6-2, Table 6-1

**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              |
|              |      |                |          |          |          |          | 0              |
| <b>Total</b> |      | <b>349,407</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>349,407</b> |



**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

**Work Summary:** BIKE LANE/SIDEWALK

2045 LRTP: P6-2, Table 6-1

**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         |
| <b>Total</b> |      | 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

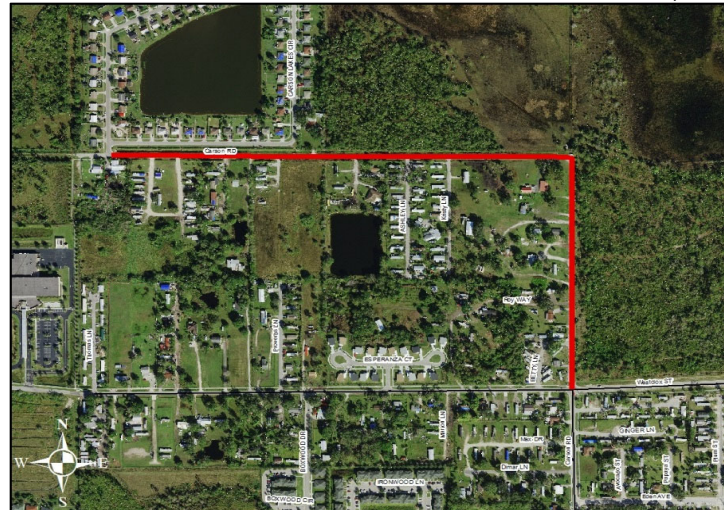
Total Project Cost: 719,071

**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       |
| <b>Total</b> |      | 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

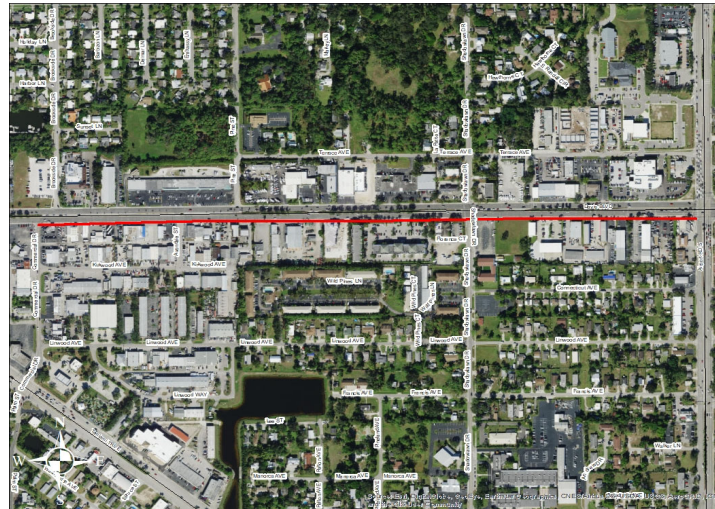
Total Project Cost: 862,459

**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       |
| <b>Total</b> |      | 0       | 0       | 90,943  | 0       | 771,516 | 862,459 |



**4475141 LIVINGSTON FPL TRAIL EXT FROM RADIO RD TO COLLIER COUNTY LINE****Project Description:** Joint Collier County/MPO SUNTrail Application 2019

Prior Years Cost: 0

Future Years Cost: 0

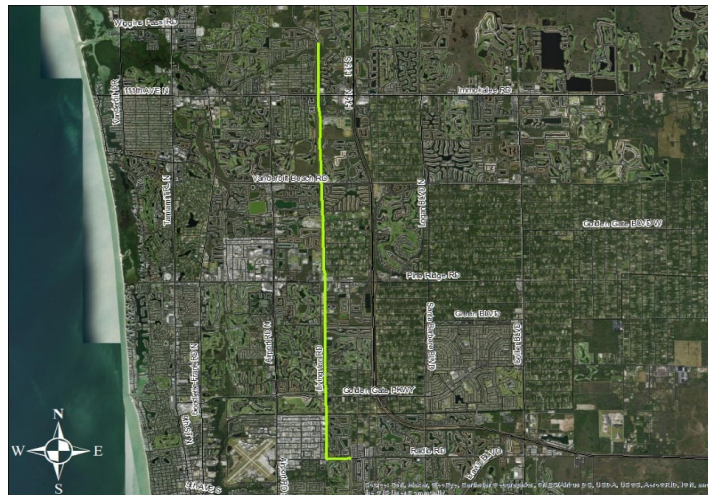
Total Project Cost: 1,100,000

**Work Summary:** BIKE/PATH TRAIL

2045 LRTP: P4-45

**Lead Agency:** FDOT**Length:**

| Phase        | Fund | 2021/22  | 2022/23  | 2023/24  | 2024/25  | 2025/26          | Total            |
|--------------|------|----------|----------|----------|----------|------------------|------------------|
| PD&E         | TLWR | 0.00     | 0.00     | 0.00     | 0.00     | 1,100,000        | 1,100,000        |
|              |      |          |          |          |          |                  | 0                |
|              |      |          |          |          |          |                  | 0                |
|              |      |          |          |          |          |                  | 0                |
|              |      |          |          |          |          |                  | 0                |
|              |      |          |          |          |          |                  | 0                |
|              |      |          |          |          |          |                  | 0                |
|              |      |          |          |          |          |                  | 0                |
|              |      |          |          |          |          |                  | 0                |
| <b>Total</b> |      | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1,100,000</b> | <b>1,100,000</b> |



**4480281 MARCO LOOP TRAIL STUDY**

**Project Description:** BPAC 2020 Priority Rank 3

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 300,000

**Work Summary:** BIKE/PED

2045 LRTP: P4-45

**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       |
| <b>Total</b> |      | 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         |
|              |      |         |         |         |           |         | 0         |
| <b>Total</b> |      | 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:

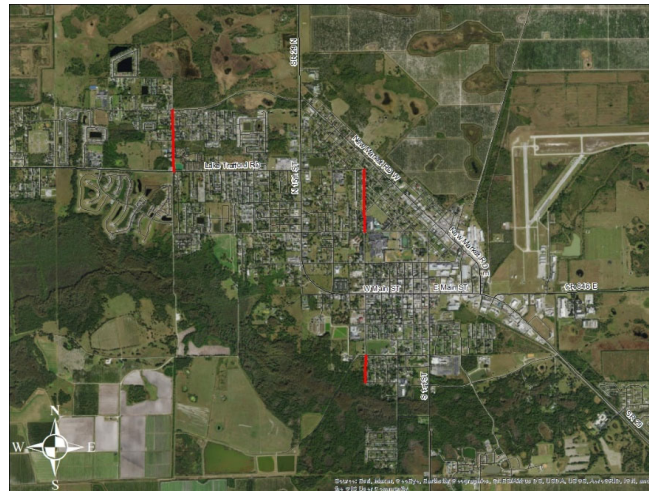
Total Project Cost: 880,143

**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       |
| <b>Total</b> |      | 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:

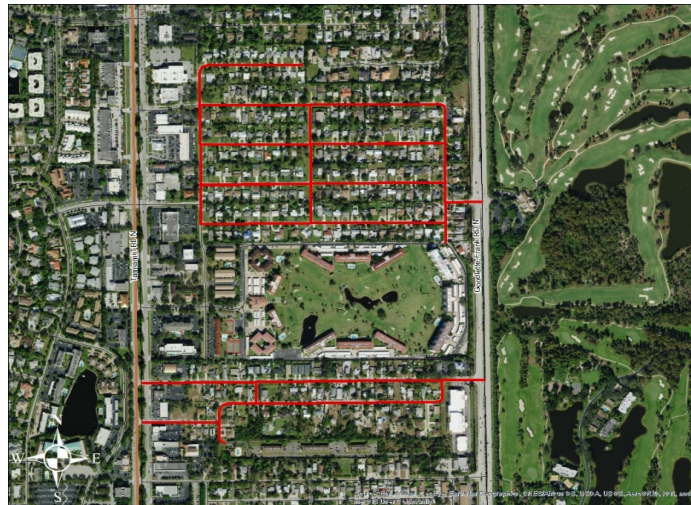
Total Project Cost: 652,006

**Work Summary:** SIDEWALK

2045 LRTP: P6-15, Table 6-7

**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       |
|              |      |         |         |         |         |         | 0       |
| <b>Total</b> |      | 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         |
| <b>Total</b> |      | 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

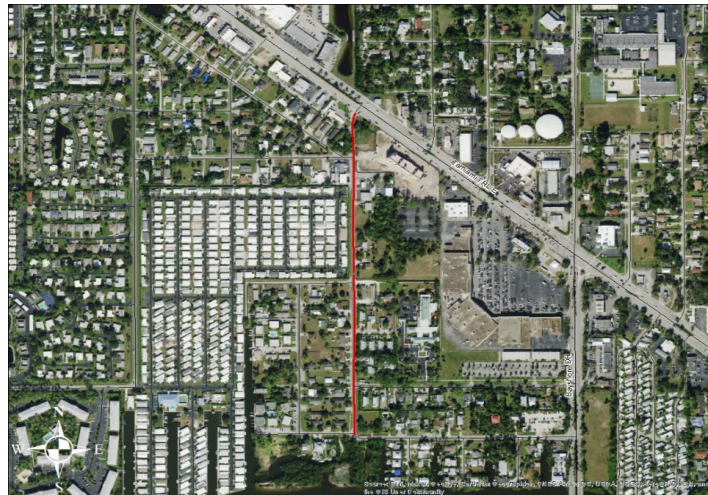
Total Project Cost: 329,230

**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       | 270,511 | 0       | 270,511 |
| PE           | SU   | 0       | 58,719  | 0       | 0       | 0       | 58,719  |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
| <b>Total</b> |      | 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         |
|              |      |         |         |         |         |           | 0         |
| <b>Total</b> |      | 0       | 0       | 300,264 | 0       | 1,363,214 | 1,663,478 |



**4481301                      GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS****Project Description:**      BPAC 2020 Priority Rank 2

Prior Years Cost:                      0

Future Years Cost:                      0

Total Project Cost:                      267,511

**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   |
|--------------|------|---------|---------|---------|---------|---------|---------|
| PE           | SU   | 0       | 0       | 0       | 0       | 267,511 | 267,511 |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
| <b>Total</b> |      | 0       | 0       | 0       | 0       | 267,511 | 267,511 |



**4481311****NAPLES SIDEWALKS ON 26TH AVE****Project Description:** BPAC 2020 Priority Rank 5

Prior Years Cost: 0

Future Years Cost: 0

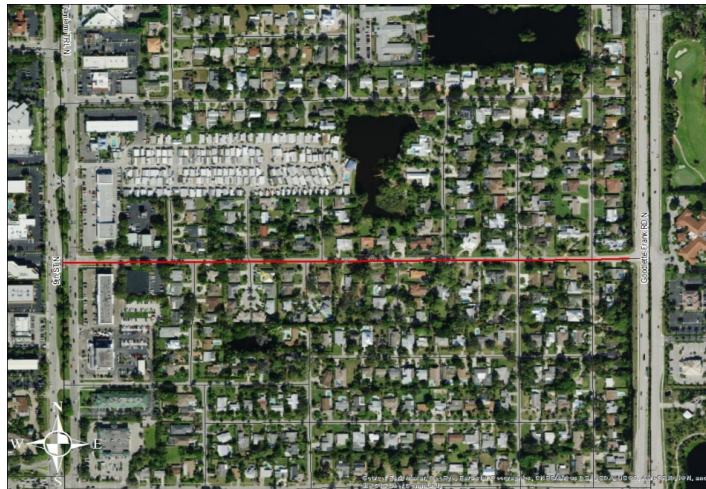
Total Project Cost: 733,588

**Work Summary:** SIDEWALK

2045 LRTP: P6-15, Table 6-7

**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       |
| <b>Total</b> |      | 0       | 0       | 55,000  | 0       | 678,588 | 733,588 |



**4482651****PHASE 3 EVERGLADES CITY BIKE/PED MASTERPLAN****Project Description:** BPAC 2020 Priority Rank 3 (Hibiscus, Broadway)

Prior Years Cost: 0

Future Years Cost: 0

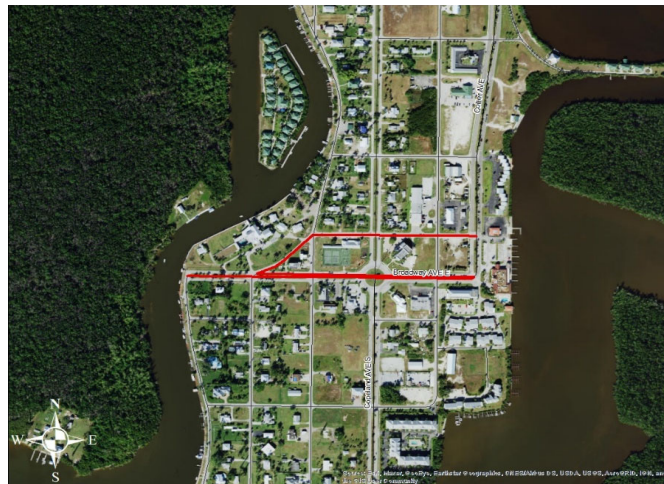
Total Project Cost: 430,000

**Work Summary:** SIDEWALK

2045 LRTP: P6-15, Table 6-7

**Lead Agency:** FDOT**Length:**

| Phase        | Fund | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | Total   |
|--------------|------|---------|---------|---------|---------|---------|---------|
| PE           | SU   | 0       | 0       | 0       | 0       | 57,105  | 57,105  |
| PE           | TALU | 0       | 0       | 0       | 0       | 372,895 | 372,895 |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
| <b>Total</b> |      | 0       | 0       | 0       | 0       | 430,000 | 430,000 |



## **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          |
| <b>Total</b> |      | 5,375,000 | 5,385,000 | 5,385,000 | 5,325,000 | 4,385,000 | 25,855,000 |



**4082611**

## COLLIER CO ROADWAY & BRIDGE MAINT INTERSTATE SYSTEM

**SIS**

### Project Description:

Prior Years Cost:

Future Years Cost: 0

Total Project Cost: 105,000

2045 LRTP: P6-16

### Work Summary:

ROUTINE MAINTENANCE

**Lead Agency:**

FDOT

**Length:**

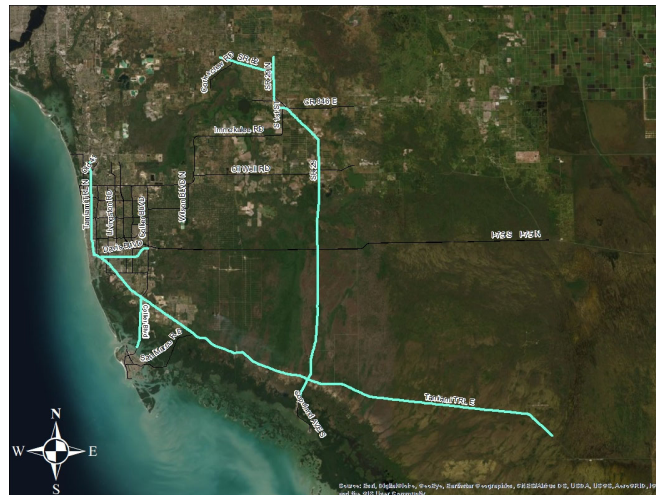
| Phase        | Fund | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | Total   |
|--------------|------|---------|---------|---------|---------|---------|---------|
| MNT          | D    | 35,000  | 35,000  | 35,000  | 0       | 0       | 105,000 |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
| <b>Total</b> |      | 35,000  | 35,000  | 35,000  | 0       | 0       | 105,000 |





|                     |       |
|---------------------|-------|
| Prior Years Cost:   | N/A   |
| Future Years Cost:  | N/A   |
| Total Project Cost: | N/A   |
| 2045 LRTP:          | P6-16 |

**Lead Agency:** FDOT

[illegible]

**4125741 COLLIER COUNTY HIGHWAY LIGHTING****Project Description:** Highway Lighting

Prior Years Cost: N/A

Future Years Cost: N/A

**Work Summary:** ROUTINE MAINTENANCE

Total Project Cost: N/A

2045 LRTP: P6-16

**Lead Agency:** FDOT**Length:**

| Phase | Fund | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | Total     |
|-------|------|---------|---------|---------|---------|---------|-----------|
| MNT   | D    | 440,268 | 375,645 | 386,913 | 0       | 0       | 1,202,826 |

0

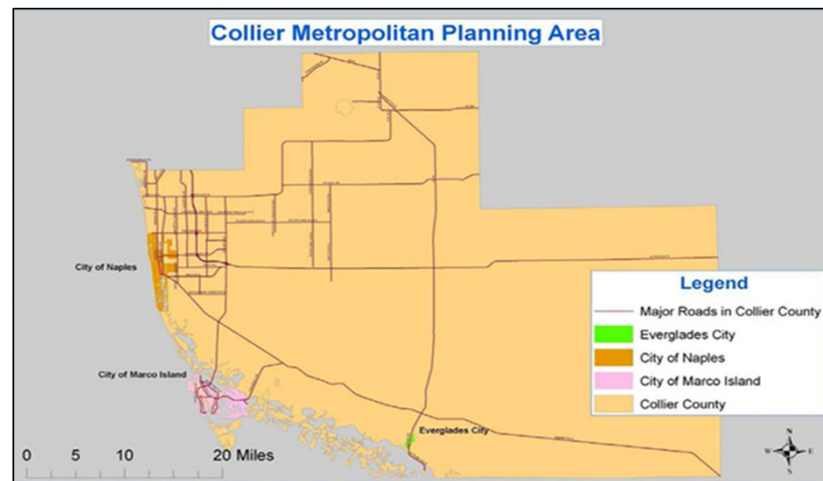
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|              |         |         |         |   |   |           |
|--------------|---------|---------|---------|---|---|-----------|
| <b>Total</b> | 440,268 | 375,645 | 386,913 | 0 | 0 | 1,202,826 |
|--------------|---------|---------|---------|---|---|-----------|



**4129182 COLLIER COUNTY ASSET MAINTENANCE****Project Description:** Asset Management

Prior Years Cost: N/A

Future Years Cost: N/A

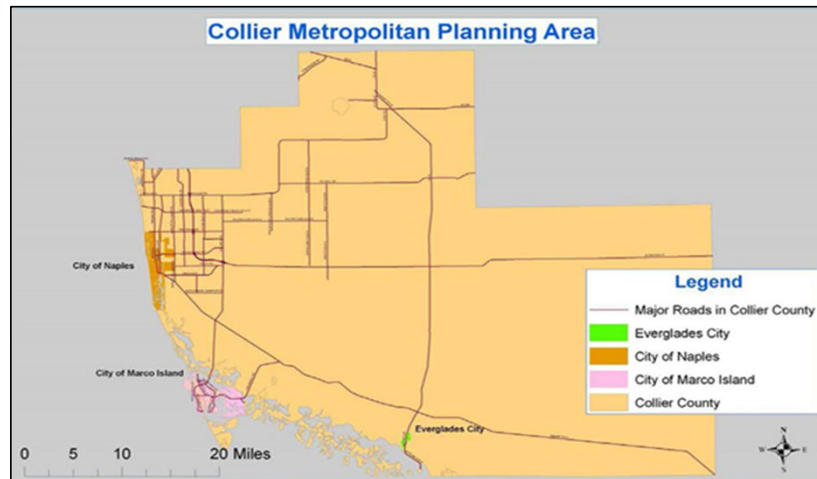
**Work Summary:** ROUTINE MAINTENANCE

Total Project Cost: N/A

2045 LRTP: P6-16

**Lead Agency:** FDOT**Length:**

| Phase        | Fund | 2021/22   | 2022/23   | 2023/24   | 2024/25   | 2025/26   | Total      |
|--------------|------|-----------|-----------|-----------|-----------|-----------|------------|
| MNT          | D    | 2,128,898 | 2,128,898 | 2,128,898 | 2,113,898 | 2,283,010 | 10,783,602 |
|              |      |           |           |           |           |           | 0          |
|              |      |           |           |           |           |           | 0          |
|              |      |           |           |           |           |           | 0          |
|              |      |           |           |           |           |           | 0          |
|              |      |           |           |           |           |           | 0          |
|              |      |           |           |           |           |           | 0          |
|              |      |           |           |           |           |           | 0          |
|              |      |           |           |           |           |           | 0          |
|              |      |           |           |           |           |           | 0          |
| <b>Total</b> |      | 2,128,898 | 2,128,898 | 2,128,898 | 2,113,898 | 2,283,010 | 10,783,602 |



**4135371 NAPLES HIGHWAY LIGHTING DDR FUNDING****Project Description:** Naples Highway Lighting

Prior Years Cost: N/A

Future Years Cost: N/A

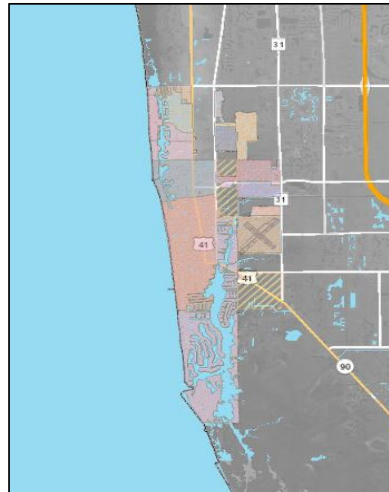
Total Project Cost: N/A

**Work Summary:** ROUTINE MAINTENANCE

2045 LRTP: P6-16

**Lead Agency:** CITY OF NAPLES**Length:** 23.895

| Phase        | Fund | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | Total   |
|--------------|------|---------|---------|---------|---------|---------|---------|
| MNT          | D    | 164,735 | 160,746 | 165,567 | 0       | 0       | 491,048 |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
| <b>Total</b> |      | 164,735 | 160,746 | 165,567 | 0       | 0       | 491,048 |



**4353891****ALLIGATOR ALLEY FIRE STATION @ MM63****SIS****Project Description:** Emergency Services, Fire Station

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

**Work Summary:** MISCELLANEOUS STRUCTURE

2045 LRTP: P6-16

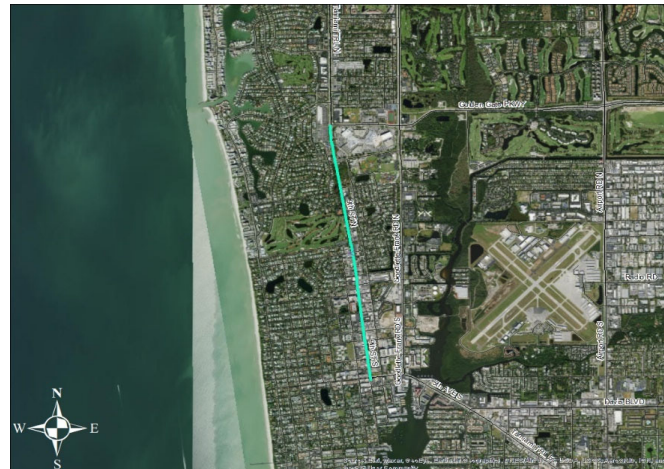
**Lead Agency:** FDOT**Length:** 4.735

| Phase        | Fund | 2021/22   | 2022/23   | 2023/24   | 2024/25   | 2025/26   | Total     |
|--------------|------|-----------|-----------|-----------|-----------|-----------|-----------|
| CAP          | DSB2 | 1,400,000 | 1,400,000 | 1,400,000 | 1,400,000 | 1,400,000 | 7,000,000 |
|              |      |           |           |           |           |           | 0         |
|              |      |           |           |           |           |           | 0         |
|              |      |           |           |           |           |           | 0         |
|              |      |           |           |           |           |           | 0         |
|              |      |           |           |           |           |           | 0         |
|              |      |           |           |           |           |           | 0         |
|              |      |           |           |           |           |           | 0         |
|              |      |           |           |           |           |           | 0         |
| <b>Total</b> |      | 1,400,000 | 1,400,000 | 1,400,000 | 1,400,000 | 1,400,000 | 7,000,000 |



|                     |         |
|---------------------|---------|
| Prior Years Cost:   |         |
| Future Years Cost:  | 0       |
| Total Project Cost: | 110,000 |
| 2045 LRTP:          | P6-16   |

| Phase        | Fund | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | Total   |
|--------------|------|---------|---------|---------|---------|---------|---------|
| PE           | DDR  | 0       | 110,000 | 0       | 0       | 0       | 110,000 |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
| <b>Total</b> |      | 0       | 110,000 | 0       | 0       | 0       | 110,000 |



**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

**Work Summary:**

RESURFACING

2045 LRTP: P6-16

**Lead Agency:**

FDOT

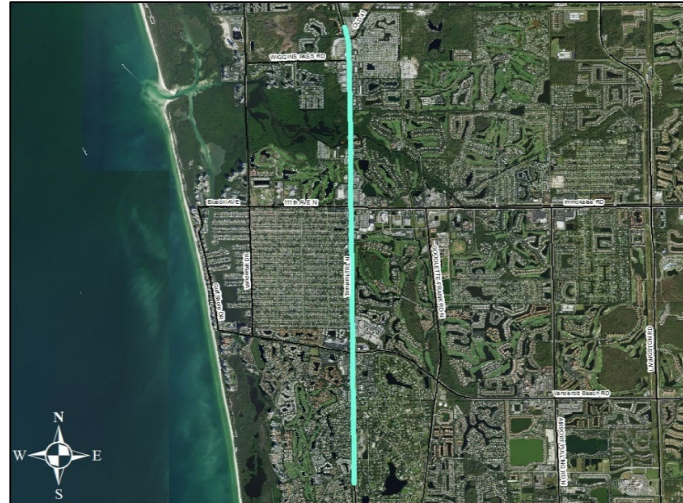
**Length:**

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

|              |   |   |            |   |   |            |
|--------------|---|---|------------|---|---|------------|
| <b>Total</b> | 0 | 0 | 15,112,015 | 0 | 0 | 15,112,015 |
|--------------|---|---|------------|---|---|------------|





**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         |
| <b>Total</b> |      | 75,000  | 3,333,857 | 0       | 0       | 0       | 3,408,857 |





**4440082****I-75 (SR 93) FROM BROWARD COUNTY LINE TO W  
OF BRIDGE NOS.030243/030244****SIS****Project Description:**

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 44,430,519

2045 LRTP: P6-16

**Work Summary:**

RESURFACING

**Lead Agency:**

FDOT

**Length:**

25.144

| Phase        | Fund | 2021/22    | 2022/23 | 2023/24 | 2024/25 | 2025/26 | Total      |
|--------------|------|------------|---------|---------|---------|---------|------------|
| CST          | DS   | 12,657     | 0       | 0       | 0       | 0       | 12,657     |
| CST          | DSB2 | 44,417,862 | 0       | 0       | 0       | 0       | 44,417,862 |
|              |      |            |         |         |         |         | 0          |
|              |      |            |         |         |         |         | 0          |
|              |      |            |         |         |         |         | 0          |
|              |      |            |         |         |         |         | 0          |
|              |      |            |         |         |         |         | 0          |
|              |      |            |         |         |         |         | 0          |
|              |      |            |         |         |         |         | 0          |
| <b>Total</b> |      | 44,430,519 | 0       | 0       | 0       | 0       | 44,430,519 |



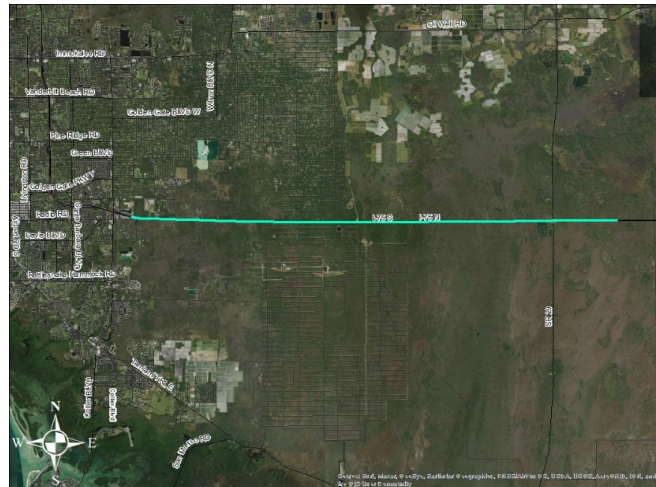
**SIS**

|                     |            |
|---------------------|------------|
| Prior Years Cost:   | 0          |
| Future Years Cost:  | 0          |
| Total Project Cost: | 45,676,928 |
| 2045 LRTP:          | P6-16      |

2045 LRTP: P6-16

**Length:** 23.895

|              |   |            |   |   |   |            |
|--------------|---|------------|---|---|---|------------|
| <b>Total</b> | 0 | 45,676,928 | 0 | 0 | 0 | 45,676,928 |
|--------------|---|------------|---|---|---|------------|



**4475561****I-75 (SR 93) FROM SR 951 TO LEE COUNTY LINE****SIS****Project Description:**

Prior Years Cost: 0

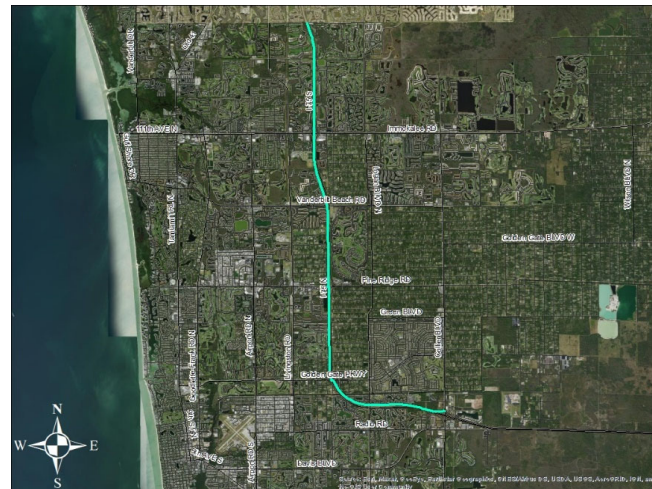
Future Years Cost: 0

Total Project Cost: 37,828,620

2045 LRTP: P6-16

**Work Summary:** RESURFACING**Lead Agency:** FDOT**Length:** 13.035

| Phase        | Fund | 2021/22 | 2022/23 | 2023/24    | 2024/25 | 2025/26 | Total      |
|--------------|------|---------|---------|------------|---------|---------|------------|
| CST          | ACNP | 0       | 0       | 37,828,620 | 0       | 0       | 37,828,620 |
|              |      |         |         |            |         |         | 0          |
|              |      |         |         |            |         |         | 0          |
|              |      |         |         |            |         |         | 0          |
|              |      |         |         |            |         |         | 0          |
|              |      |         |         |            |         |         | 0          |
|              |      |         |         |            |         |         | 0          |
|              |      |         |         |            |         |         | 0          |
|              |      |         |         |            |         |         | 0          |
|              |      |         |         |            |         |         | 0          |
| <b>Total</b> |      | 0       | 0       | 37,828,620 | 0       | 0       | 37,828,620 |



## **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       |
| <b>Total</b> |      | 548,485 | 0       | 0       | 0       | 0       | 548,485 |



**4393144****COLLIER COUNTY MPO FY 2022/2023-2023/2024 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   | 0       | 547,684 | 547,684 | 0       | 0       | 1,095,368 |
|              |      |         |         |         |         |         | 0         |
|              |      |         |         |         |         |         | 0         |
|              |      |         |         |         |         |         | 0         |
|              |      |         |         |         |         |         | 0         |
|              |      |         |         |         |         |         | 0         |
|              |      |         |         |         |         |         | 0         |
|              |      |         |         |         |         |         | 0         |
|              |      |         |         |         |         |         | 0         |
| <b>Total</b> |      | 0       | 547,684 | 547,684 | 0       | 0       | 1,095,368 |





4393145

**COLLIER COUNTY MPO FY 2024/2025-2025/2026 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   | 0       | 0       | 0       | 547,684 | 547,684 | 1,095,368 |
|              |      |         |         |         |         |         | 0         |
|              |      |         |         |         |         |         | 0         |
|              |      |         |         |         |         |         | 0         |
|              |      |         |         |         |         |         | 0         |
|              |      |         |         |         |         |         | 0         |
|              |      |         |         |         |         |         | 0         |
|              |      |         |         |         |         |         | 0         |
|              |      |         |         |         |         |         | 0         |
|              |      |         |         |         |         |         | 0         |
| <b>Total</b> |      | 0       | 0       | 0       | 547,684 | 547,684 | 1,095,368 |



## **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

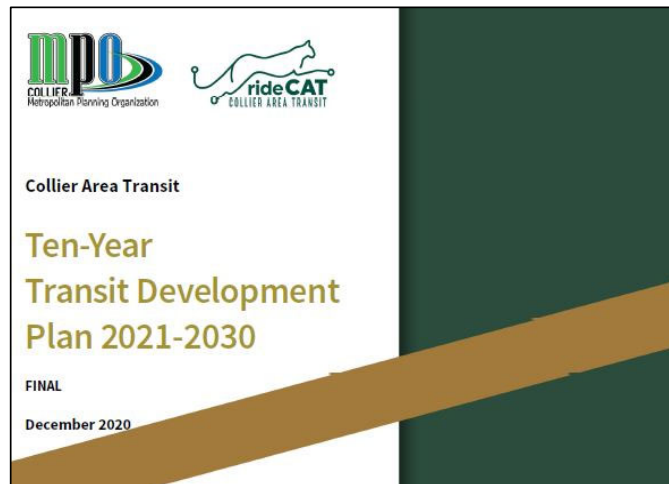
Total Project Cost: N/A

**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       |
| <b>Total</b> |      | 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         |
| <b>Total</b> |      | 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

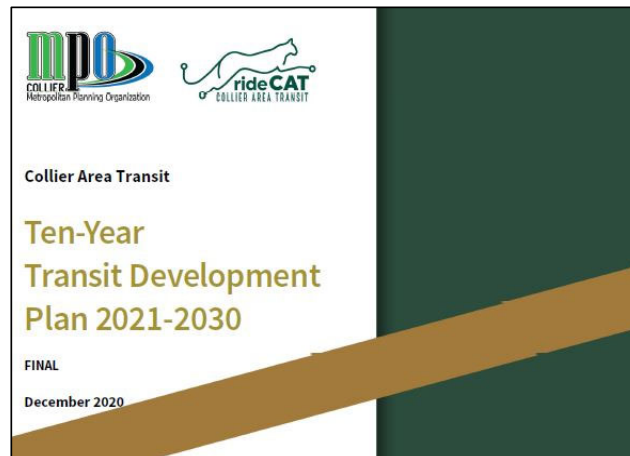
Total Project Cost: N/A

**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          |
| <b>Total</b> |      | 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                 |
| <b>Total</b> |      | <b>3,884,733</b> | <b>4,273,206</b> | <b>4,700,526</b> | <b>5,170,579</b> | <b>5,687,636</b> | <b>23,716,680</b> |





**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         |
|              |      |         |         |           |           |           | 0         |
| <b>Total</b> |      | 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         |
| <b>Total</b> |      | 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 \$27,906. 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 \$782,309. 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

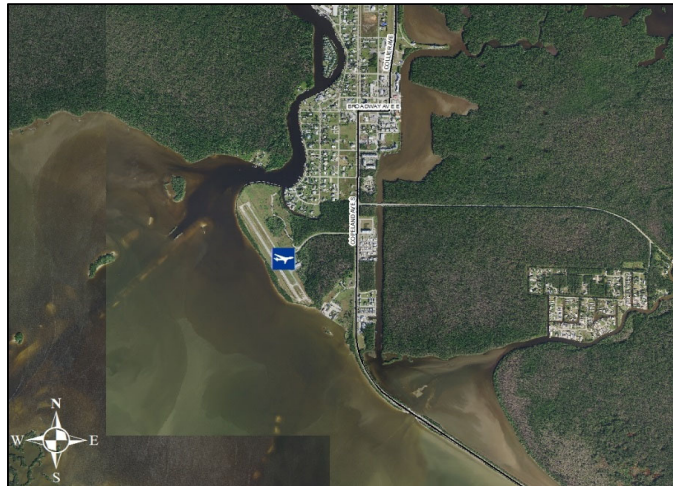
2045 LRTP: p5-7, Table 5-3

**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         |
| <b>Total</b> |      | 2,225,000 | 0       | 0       | 0       | 0       | 2,225,000 |





**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

**Work Summary:**

AVIATION PRESERVATION PROJECT

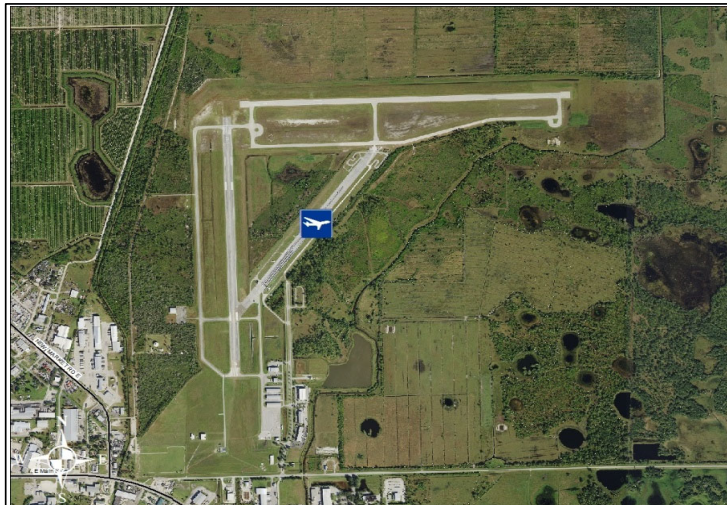
2045 LRTP: p5-7, Table 5-3

**Lead Agency:**

COLLIER COUNTY

**Length:** N/A

| Phase        | Fund | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | Total   |
|--------------|------|---------|---------|---------|---------|---------|---------|
| CAP          | DDR  | 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       |
| <b>Total</b> |      | 500,000 | 0       | 0       | 0       | 0       | 500,000 |



**4417841****IMMOKALEE ARPT ENVIRONMENTAL STUDY FOR RUNWAY 9/27 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       | 0       | 0       | 10,000  | 10,000  |
| CAP          | FAA  | 0       | 0       | 0       | 0       | 180,000 | 180,000 |
| CAP          | LF   | 0       | 0       | 0       | 0       | 10,000  | 10,000  |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
| <b>Total</b> |      | 0       | 0       | 0       | 0       | 200,000 | 200,000 |



**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

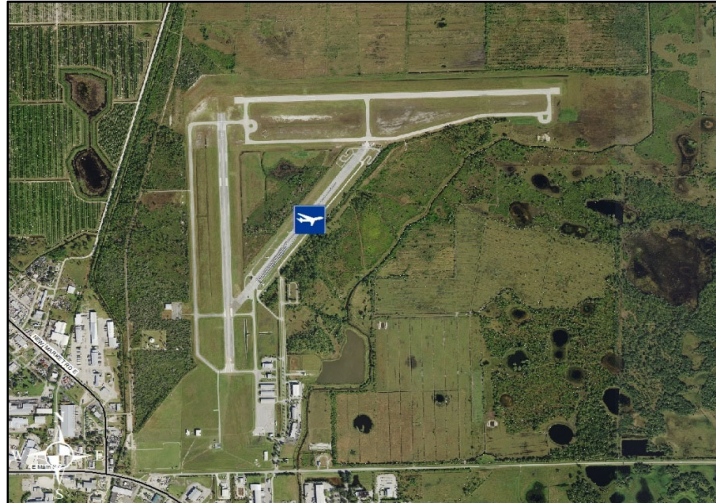
2045 LRTP: p5-7, Table 5-3

**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       |
| <b>Total</b> |      | 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

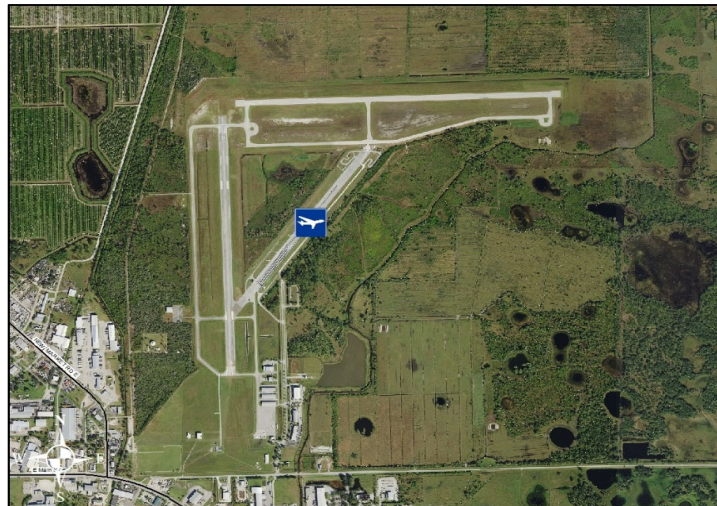
2045 LRTP: p5-7, Table 5-3

**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         |
| <b>Total</b> |      | 263,700 | 1,000,000 | 0       | 0       | 0       | 1,263,700 |





**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

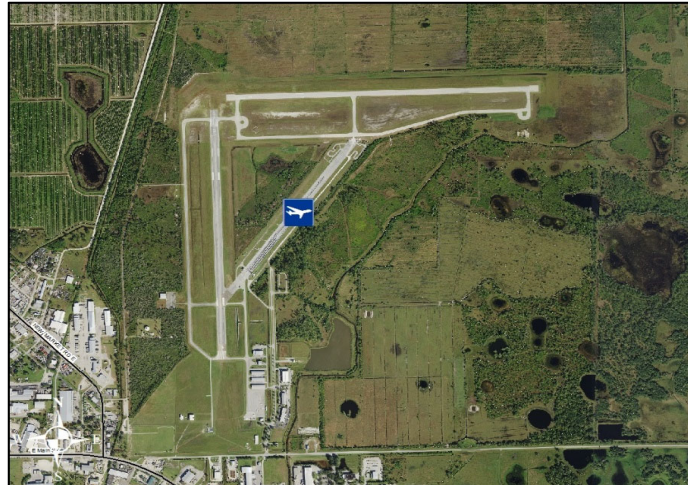
2045 LRTP: p5-7, Table 5-3

**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       |
| <b>Total</b> |      | 0       | 0       | 166,700 | 0       | 0       | 166,700 |



**4463601****MARCO ISLAND EXED ARPT MAINTENANCE FACILITY****Project Description:**

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

**Work Summary:**

AVIATION REVENUE/OPERATIONAL

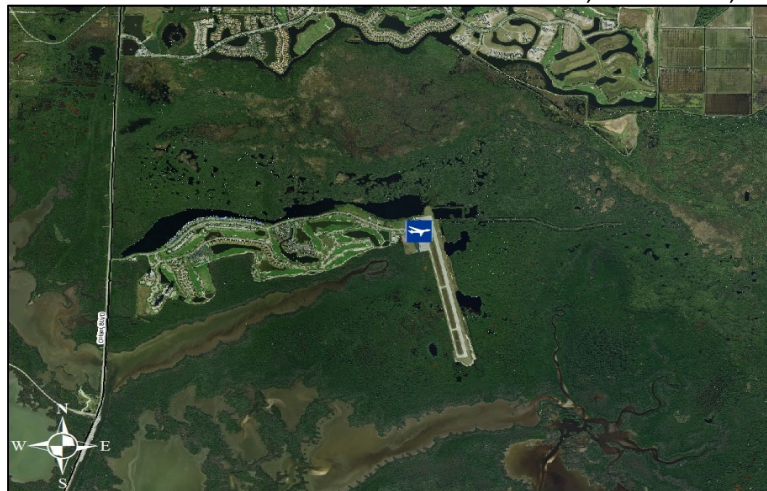
2045 LRTP: p5-7, Table 5-3

**Lead Agency:**

COLLIER COUNTY

**Length:** N/A

| Phase        | Fund | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | Total   |
|--------------|------|---------|---------|---------|---------|---------|---------|
| CAP          | DPTO | 0       | 0       | 0       | 0       | 600,000 | 600,000 |
| CAP          | LF   | 0       | 0       | 0       | 0       | 150,000 | 150,000 |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
| <b>Total</b> |      | 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

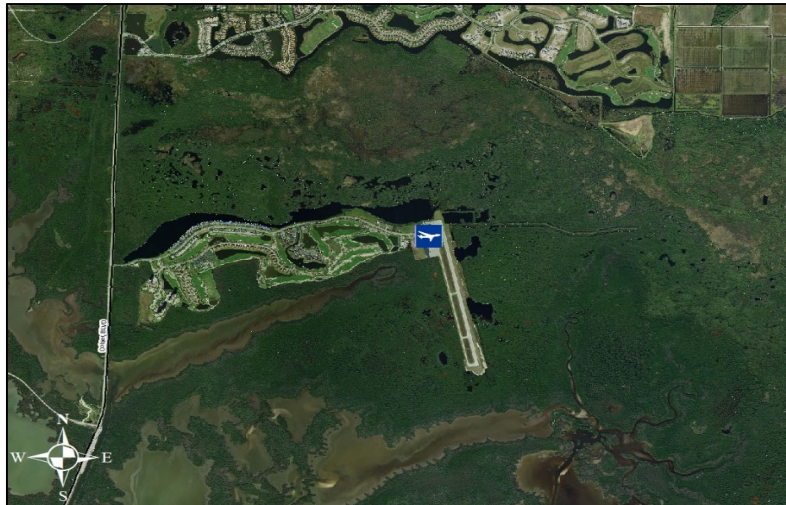
2045 LRTP: p5-7, Table 5-3

**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       |
|              |      |         |         |         |         |         | 0       |
| <b>Total</b> |      | 0       | 0       | 375,000 | 0       | 0       | 375,000 |



**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

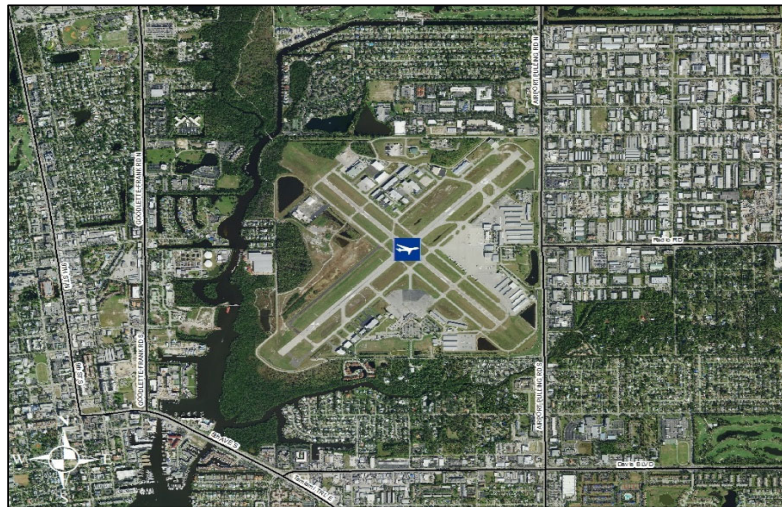
2045 LRTP: p5-7, Table 5-3

**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          |
| <b>Total</b> |      | 0       | 0       | 1,600,000 | 5,000,000 | 5,000,000 | 11,600,000 |





**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

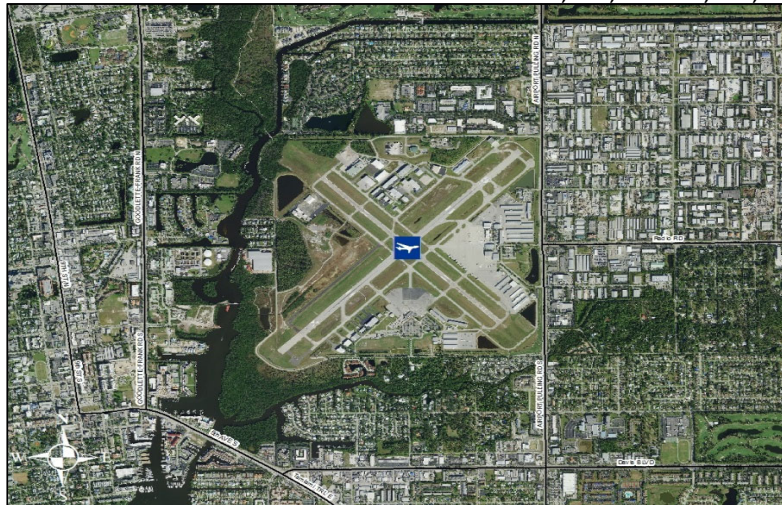
2045 LRTP: p5-7, Table 5-3

**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         |
| <b>Total</b> |      | 0       | 0       | 0       | 0       | 4,300,000 | 4,300,000 |



## **PART II: REQUIRED DOCUMENTATION**

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

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

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

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

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

| Project #           | Project Name                                     | FY21    | FY22  | FY23    | FY24    | FY25    | FY 21-25 |         |
|---------------------|--|---------|-------|---------|---------|---------|----------|---------|
| SUMMARY OF PROJECTS |  |         |       |         |         |         |          |         |
| 60168               | Vanderbilt Beach Rd/Collier Blvd-16th            | 600     | R     | 94,700  | C       | 42,500  | D/C/M    | 95,300  |
| 60201               | Pine Ridge Rd (Livingston to 7th)                | 1,500   | D     |         |         |         |          | 44,000  |
| 60086               | 11 Bridge Replacements                           | 33,100  | D/C/M |         |         |         |          | 33,100  |
| 60147               | Randall/Immokalee Road Intersection              | 2,500   | R     | 12,600  | C/M     |         |          | PR      |
| 60190               | Alport Rd/Vanderbilt Bch Rd to Immokalee Rd      | 3,100   | D/R   |         |         |         |          | 15,100  |
| 60215               | Triangle Blvd/Picnic St                          | 6,800   | R/C   | 14,800  | C/M     |         |          | 17,900  |
| 60212               | New Golden Gate Bridges (10)                     |         |       | 15,500  | D/C     | 6,100   | D/C      | 6,800   |
| 60241               | 16th Street NE Bridge                            | 11,800  | D/C/M |         |         | 27,000  | D/C      | 57,200  |
| 60228               | Subwaters  | 1,416   | D/C   | 2,281   | D/C     | 1,251   | C        | 14,800  |
| 60198               | Veterans Memorial PH 1 and PH 2                  | 7,000   | D/C/A |         |         | 4,895   | C        | 9,643   |
| 60198               | Veterans Memorial PH HS to US41                  | 1,000   | R     | 2,700   | R/D     |         |          | 7,000   |
| 60199               | Vanderbilt Beach Rd (US41 to E of Goodlette)     |         |       |         |         | 13,400  | C/M      | 17,100  |
| 60219               | Whippoorwill                                     | 700     | C     |         |         |         |          | 13,500  |
| 60129               | Wilson Barnfield Ext (Lord's Way to City Gate N) | 5,000   | R/A   | 1,000   | R/A     |         |          | 700     |
| TBD                 | Santa Barbara/Logan Turnables                    | R/A     |       |         |         | 1,000   | R/A      | 9,000   |
| 60144               | Oil Well (Everglades to Oil Well Grade)          | 2,000   | A     | 300     | A       | 879     | D        | 8,758   |
| 33563               | Tiger Grant                                      | 13,000  | C     | 300     | A       | 300     | A        | 3,200   |
| 70167               | Business Center (City Gate)                      | 10,250  | A     | 7,400   | C       |         |          | 300     |
| 60066               | Collier Blvd (Green to GG Main Canal)            |         |       |         |         | 9,500   | C        | 27,150  |
| 60065               | Randall Blvd/link to Oil Well 8th to Everglades  | 250     | R     |         |         | 38,200  | R/D/C    | 38,200  |
| TBD                 | Goodlette Rd (VBR to Immokalee Rd)               |         |       | 2,309   | D       | 3,000   | D        | 3,250   |
| TBD                 | Green Blvd (Santa Barbara Blvd to Sunshine)      |         |       | 500     | S       | 634     | A        | 9,586   |
| 60229               | Wilson Blvd (GG Blvd to Immokalee)               | 7,100   | D/R   |         |         | 20,500  | C        | A       |
| TBD                 | Vanderbilt Bch Rd (16th to Everglades)           |         |       | 2,800   | D/R/C/M | 11,250  | R/A      | 500     |
| TBD                 | Poinciana Professional Park                      |         |       | 300     | C       |         |          | 19,050  |
| TBD                 | Immokalee Rd (Livingston to Logan)               |         |       |         |         | 300     |          | 300     |
| 60016               | Intersections Improvements Shoulder Widening     | 217     |       | 300     |         | 1,000   | S/A      | 1,000   |
| 60226               | 16th Ave (13th St SW to 23rd St SW) Shoulders    |         |       |         |         | 550     |          | 1,767   |
| 60227               | Conkscrew Rd (Lae County Line) Shoulders         |         |       | 1,350   | C       |         |          | 1,350   |
| TBD                 | Randall Blvd (Immok Rd to Deason Blvd)Shoulder   |         |       |         |         | 1,200   | C        | 1,200   |
| 60233               | Conkscrew Rd (Lae City Line to SR82 Curve)       | 1,400   | D/C   |         |         | 100     | D        | 1,200   |
| 60242               | Randall Blvd at Everglades Blvd                  | 625     | C     | 350     | C       |         |          | 1,450   |
| TBD                 | Immok Rd at Northropco Dr/Tarpon Bay Blvd        |         |       | 1,000   | DC      |         |          | C       |
| 60237               | Everglades Blvd (OI Well to Immok Rd)Shoulder    |         |       |         |         |         |          | 975     |
| 60073               | Davis Myrick DCA Rainb                           | 500     |       |         |         |         |          | 1,000   |
| Contingency         |  |         |       |         |         |         |          | 1,600   |
| Total               |  | 109,889 |       | 444,481 |         | 137,310 |          | 42,545  |
|                     |  |         |       |         |         | 75,708  |          | 504,002 |

# COLLIER COUNTY 2021 5 YEAR WORK PROGRAM

|       |  |         |          |         |         |        |          |
|-------|--|---------|----------|---------|---------|--------|----------|
|       |  | FY21    | FY22     | FY23    | FY24    | FY25   | FY 21-25 |
| 60956 | Bldg Repairs/Improvements                  | 2,500   | 6,000    | 6,500   | 6,500   | 2,500  | 24,000   |
| 60930 | Multifamily Repairs                        | 456     | 250      | 250     | 250     | -      | 1,406    |
| 60131 | Road Resurfacing 1117101                   | 10,000  | 6,000    | 8,000   | 8,000   | 8,000  | 40,000   |
| 60128 | Limerock Road Conversion 111               |         |          |         |         |        | -        |
| 60077 | Striping and Marking                       | 800     | 800      | 800     | 800     | 800    | 4,000    |
| 60172 | Traffic Ops Upgrades/Enhancements          | 732     | 725      | 725     | 725     | 25     | 2,932    |
| 60189 | LED Replacement Program                    |         |          |         |         |        | -        |
| 60118 | Countywide Pathways/Sidewalks Non P/L /LAP | 565     | 300      | 750     | 750     | 750    | 3,115    |
| 63061 | Pathways/Sidewalks Bike Lanes Main/Ethan   |         |          |         |         |        | -        |
| 63037 | Asset Mgmt                                 | 251     | 100      | 100     | 100     | 100    | 651      |
| 63037 | ASAC Allocation Fund 310                   |         |          |         |         |        | -        |
| 63037 | RM Allocation Fund 310                     | 500     | 500      | 500     | 500     | 500    | 2,500    |
| 63037 | District 1,2,3,4,5,6 Sidewalk P/L          |         |          |         |         |        | -        |
| 60191 | Lap Design Phase                           |         |          |         |         |        | -        |
|       | Subtotal Operations Improvements/Programs  | 15,804  | 14,675   | 17,625  | 17,625  | 12,925 | 78,654   |
| 60086 | Competition Mgmt Fare                      |         |          |         |         |        | -        |
| 60240 | Traffic Calming                            | 50      | 50       | 50      | 50      | 50     | 250      |
| 60240 | TRIS Review                                | 250     | 250      | 250     | 250     | 250    | 1,250    |
| 60089 | Parking Monitoring                         | S       | S        | S       | S       | S      | -        |
| 60089 | Public Works Consulting                    | 500     | 500      | 500     | 500     | 500    | 2,500    |
| 60163 | Traffic Studies                            | 300     | 300      | 300     | 300     | 300    | 1,500    |
| 60171 | Multi Project                              |         |          |         |         |        | -        |
|       | Transfer to Fund 326 STO                   | 11,318  |          |         |         |        | 11,318   |
|       | AdvanceRepay to 325 STW                    |         | 250      | 250     |         |        | 500      |
|       | Impact Fee Refunds                         | 13,317  | 13,131   | 13,135  | 13,576  | 250    | 53,169   |
|       | Debt Service Payments                      |         |          |         |         |        | -        |
|       | Total Funding Request All Funds            | 151,397 | 173,637  | 163,421 | 108,259 | 56,920 | 653,654  |
|       |  |         |          |         |         |        |          |
|       | REVENUES                                   | FY21    | FY22     | FY23    | FY24    | FY25   | FY 21-25 |
|       | Sales Tax                                  | 48,762  | 95,781   | 32,385  | 13,695  | -      | 190,643  |
|       | Impact Fees Revenue                        | 15,482  | 15,500   | 15,500  | 15,500  | -      | 62,482   |
|       | Gas Tax Revenue                            | 22,052  | 23,500   | 23,750  | 24,000  | -      | 118,652  |
|       | DCA  | 534     |          |         |         |        | 534      |
|       | Grants/Reimbursements*                     | 19,434  | 4,928    | 9,800   | -       | 6,006  | 40,968   |
|       | Grant from 711 60200                       |         |          |         |         |        | -        |
|       | Transfer 001 to 310                        | 9,067   | 9,389    | 9,389   | 9,389   | 3,989  | 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   | -      | 5,245    |
|       | Carry Forward 315-310-Impact Fees          | 59,834  |          |         |         |        | 59,834   |
|       | Potential Debt Funding/Unfunded Needs      |         |          |         |         |        | -        |
|       | Expected FEMA Reimbursement                | (1,982) | 8,500    | 56,637  | 43,500  | -      | 106,137  |
|       | Revenue Reserve 5%                         |         | (2,025)  | (2,025) | (2,025) | -      | (6,080)  |
|       | Total Revenues                             | 173,446 | 193,573  | 146,428 | 108,259 | 56,920 | 653,654  |
|       | Cross Surplus Shortfall                    | 28,049  | (13,985) | -       | -       | -      | -        |
|       | Cumulative Surplus/Shortfall               |         |          |         |         |        | -        |
|       |  |         |          |         |         |        |          |
|       | Project                                    | FY21    | FY22     | FY23    | FY24    | FY25   |          |
|       | 16th St Bridge                             | 4,934   |          |         |         | 2,892  |          |
|       | 11 Bridge Imnk-CR846                       |         |          |         |         |        |          |
|       | Vigier Grant                               | 13,000  |          |         |         | 4,214  |          |
|       | Village Green                              |         |          |         |         |        |          |
|       | Goulds Blvd CG to Green                    |         |          | 1,600   |         |        |          |
|       | Goulds VBR to Imm                          |         |          | 2,750   |         |        |          |
|       | Pine Ridge Livingston                      | 1,500   | 4,928    | 5,450   |         |        |          |
|       | Airport VBR to Imnk                        |         |          |         |         |        |          |
|       | Total                                      | 19,434  | 4,928    | 9,800   | -       | 6,006  |          |

**Key:**

A = Adv Construction / S = Study / D = Design  
M = Mitigation / C = Construction / R = ROW  
L = Landscape / L = Litigation / I = Inspection  
AM = Access Mgmt / LP = SIB Loan Repayment  
@ = See separate supplemental maps  
\*The 5-cent Local Option Fuel Tax is earmarked

**\*\*The 5-cent Local Option Fuel Tax is earmarked towards debt service, bridges, and intersection improvements**

### Sales Tax Projects:

|   | FY21          | FY22          | FY23          | FY24          | FY25         | FY 21-25       |
|---|---------------|---------------|---------------|---------------|--------------|----------------|
| <b>Sales Tax Projects:</b>                |               |               |               |               |              |                |
| Paradise Blvd/Extr                        |               | 74,000        |               |               |              | 74,000         |
| Paradise Rd (Livingston Intersection Imp) | 1,500         |               | 21,500        |               |              | 23,000         |
| 11th Blvd/Extr                            | 33,000        |               |               |               |              | 33,000         |
| 11th Blvd/Extr                            |               |               |               |               |              | 7,000          |
| Immk/Battell Rd Intersection              |               | 4,000         | 7,000         |               |              | 11,000         |
| Airport Rd VBS to Immk Rd                 |               |               |               |               |              | 6,000          |
| Triangle Blvd/Price St                    | 6,000         |               |               |               |              | 6,000          |
| New Golden Gate Bridges (11)              |               | 15,500        | 2,634         |               |              | 18,134         |
| 47th Street Bridge                        |               |               |               |               | 9,000        | 9,000          |
| 16th Street Bridge                        |               |               |               |               | 9,000        | 9,000          |
| Sidewalks                                 |               |               |               |               | 9,843        | 9,843          |
| <b>Total</b>                              | <b>43,782</b> | <b>95,761</b> | <b>32,385</b> | <b>13,895</b> | <b>4,895</b> | <b>190,843</b> |

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

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

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

# CITY OF NAPLES



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

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

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

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



# MARCO ISLAND

## FUNDING

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

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

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

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

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

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

The City of Everglades City continues to focus attention on stormwater, drainage and transportation system improvements. Through collaboration with FDOT and the MPO, the current TIP includes a Bicycle/Pedestrian project in Everglades City. In addition, the City has submitted another project 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 in 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 beginning on the next page.

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

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

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

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

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

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

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

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

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

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



FLORIDA DEPARTMENT OF TRANSPORTATION  
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HIGHWAYS

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

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

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

|  |   |                                     |
|--|---|-------------------------------------|
| ITEM NUMBER:435368 1   | PROJECT DESCRIPTION:CR 846/IMMOKALEE RD AT RANDALL BLVD | *NON-SIS*                           |
| DISTRICT:01  | COUNTY:COLLIER  |                                     |
| ROADWAY ID:03590000  | PROJECT LENGTH: .200MI                                  | TYPE OF WORK:PD&E/EMO STUDY         |
|  |   | LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0 |
| FUND<br>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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**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<br>CODE  | 2020  |                                     |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT |   |                                     |
| SA  | -58,860   |                                     |
| TOTAL 436585 1  | -58,860   |                                     |
| TOTAL 436585 1  | -58,860   |                                     |

|   |   |                                      |
|---|---|--------------------------------------|
| ITEM NUMBER:436971 1  | PROJECT DESCRIPTION:TRAFFIC COUNT STATIONS UPDATES COLLIER COUNTY | *NON-SIS*                            |
| DISTRICT:01   | COUNTY:COLLIER  |                                      |
| ROADWAY ID:03000000   | PROJECT LENGTH: .001MI  |                                      |
|   |   | TYPE OF WORK:TRAFFIC OPS IMPROVEMENT |
|   |   | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0  |
| FUND<br>CODE  | 2020  |                                      |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY |   |                                      |
| SU  | 325,820   |                                      |
| TOTAL 436971 1  | 325,820   |                                      |
| TOTAL 436971 1  | 325,820   |                                      |

|  |  |                                     |
|--|--|-------------------------------------|
| ITEM NUMBER:437096 1   | PROJECT DESCRIPTION:COPELAND AVE SIDEWALK FROM S CITY LIMIT TO NE CORNER BROADWAY/COPELAND | *NON-SIS*                           |
| DISTRICT:01  | COUNTY:COLLIER   |                                     |
| ROADWAY ID:03600000  | PROJECT LENGTH: .953MI   |                                     |
|  |  | TYPE OF WORK:SIDEWALK               |
|  |  | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND<br>CODE   | 2020   |                                     |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT |  |                                     |
| SU   | 308,455  |                                     |
| TALU   | 185,000  |                                     |
| TOTAL 437096 1   | 493,455  |                                     |
| TOTAL 437096 1   | 493,455  |                                     |

|  |  |                                     |
|--|--|-------------------------------------|
| ITEM NUMBER:437185 1   | PROJECT DESCRIPTION:NAPLES BEACH ACCESS SIDEWALKS AT VARIOUS LOCATIONS | *NON-SIS*                           |
| DISTRICT:01  | COUNTY:COLLIER   |                                     |
| ROADWAY ID:  | PROJECT LENGTH: .000   |                                     |
|  |  | TYPE OF WORK:SIDEWALK               |
|  |  | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |
| FUND<br>CODE   | 2020   |                                     |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT |  |                                     |
| SU   | -44,101  |                                     |
| TOTAL 437185 1   | -44,101  |                                     |
| TOTAL 437185 1   | -44,101  |                                     |

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HIGHWAYS  
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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  |                                     |

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**PLANNING**  
=====

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

ITEM NUMBER:439314 2  
DISTRICT:01  
ROADWAY ID:

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

```

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

```

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

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

\*NON-SIS\*

TYPE OF WORK:TRANSPORTATION PLANNING

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

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

TRANSIT  
=====

|  |  |  |
|--|--|--|
| ITEM NUMBER:435029 2   | PROJECT DESCRIPTION:US 41 FROM CR 846 (111TH AVE) TO NORTH OF 91ST AVE | *NON-SIS*                                  |
| DISTRICT:01  | COUNTY:COLLIER   | TYPE OF WORK:PUBLIC TRANSPORTATION SHELTER |
| ROADWAY ID:  | PROJECT LENGTH: .000   | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0        |
| FUND<br>CODE   | 2020   |  |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE |  |  |
| SU   | 51,600   |  |
| TOTAL 435029 2   | 51,600   |  |
| TOTAL 435029 2   | 51,600   |  |

|  |  |                                      |
|--|--|--------------------------------------|
| ITEM NUMBER:447008 1   | PROJECT DESCRIPTION:COLLIER COUNTY AREA TRANSIT ADA IMPROVEMENTS | *NON-SIS*                            |
| DISTRICT:01  | COUNTY:COLLIER   | TYPE OF WORK:CAPITAL FOR FIXED ROUTE |
| ROADWAY ID:  | PROJECT LENGTH: .000   | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0  |
| FUND<br>CODE   | 2020   |                                      |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE |  |                                      |
| SU   | 250,000  |                                      |
| TOTAL 447008 1   | 250,000  |                                      |
| TOTAL 447008 1   | 250,000  |                                      |

|  |   |  |
|--|---|--|
| ITEM NUMBER:447009 1   | PROJECT DESCRIPTION:COLLIER COUNTY AREA TRANSIT BUS REPLACEMENT | *NON-SIS*                                |
| DISTRICT:01  | COUNTY:COLLIER  | TYPE OF WORK:PURCHASE VEHICLES/EQUIPMENT |
| ROADWAY ID:  | PROJECT LENGTH: .000  | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0      |
| FUND<br>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   |  |

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MISCELLANEOUS  
=====

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

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

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

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

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

PENDING as of 5/12/21

Insert here

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

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



## 5 Year TIP - Fund Summary

## DISTRICT 1

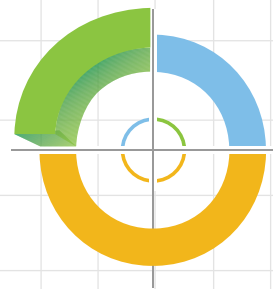
| Fund        | Fund Name                      | <2022       | 2022       | 2023       | 2024        | 2025        | 2026       | >2026      | All Years   |
|-------------|--------------------------------|-------------|------------|------------|-------------|-------------|------------|------------|-------------|
|             | 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**

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

## First Five Year Plan\*

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

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

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

## Second Five Year Plan

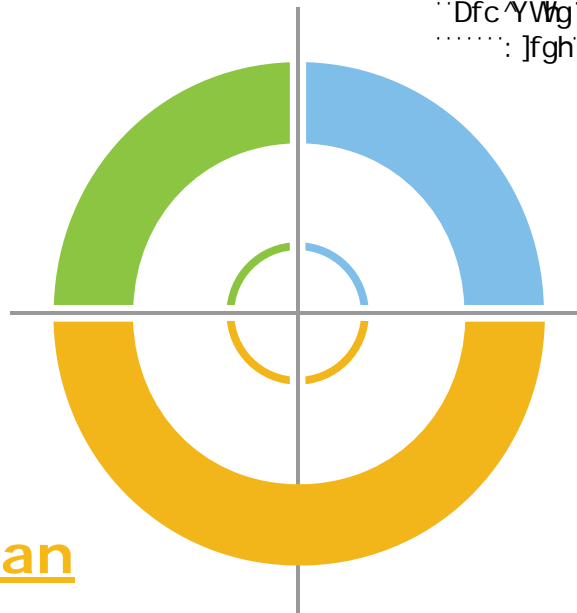
The Second Five Year Plan illustrates projects that are planned to be funded in the five years (Years 6 through 10) beyond the Adopted Work Program. This plan could move forward into the Second Five as funds become available.

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

## Cost Feasible Plan

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

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



# TABLE KEY:

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

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

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

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



## DISTRICT 4 SIS NON-INTERSTATE PLAN



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

All Values in Thousands of "As Programmed" Dollars

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

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

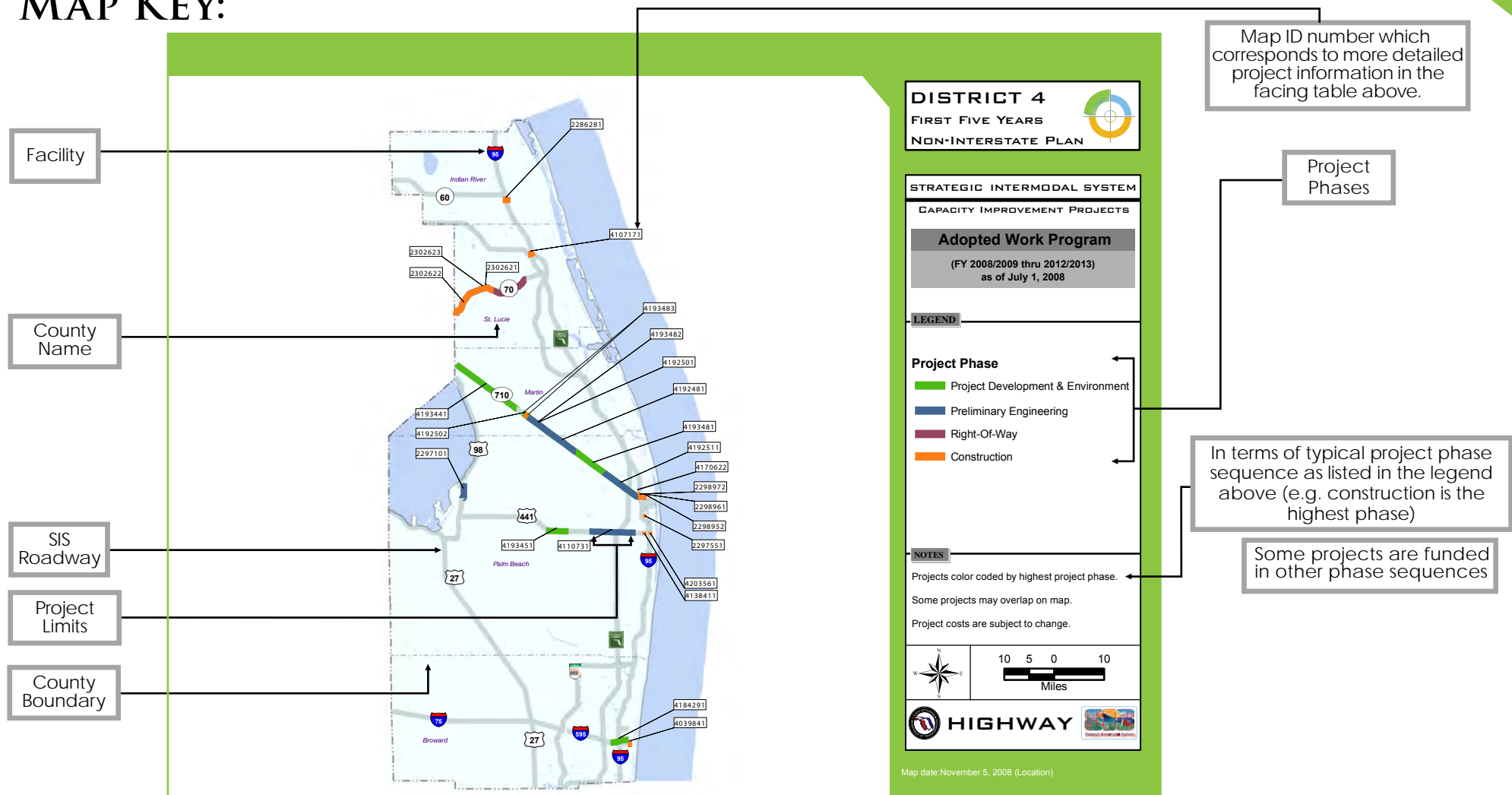
A summary row is provided for a District-wide review for both interstate and non-interstate project totals. Costs within a year could include multiple phases.

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

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

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

# MAP KEY:



## Project Phases

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

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

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

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

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





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



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

All Values in Thousands of "As Programmed" Dollars

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

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

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

# DISTRICT 1

## First Five Years

### Interstate Plan



#### STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

### Adopted Work Program

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

#### LEGEND

#### Project Phase

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

#### NOTES

Projects color coded by highest project phase.

Some projects may overlap on map.

Project costs are subject to change.

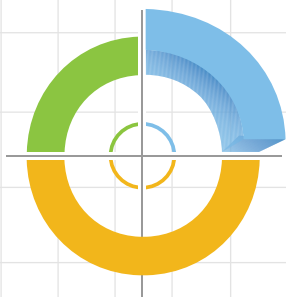


HIGHWAY





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



## SECOND FIVE YEAR PLAN



### Multi-Modal

## FY 2025/2026 through FY 2029/2030

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

# 2025/2026 FY 2029/2030

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

## First Five Year Plan\*

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

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

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

## Second Five Year Plan

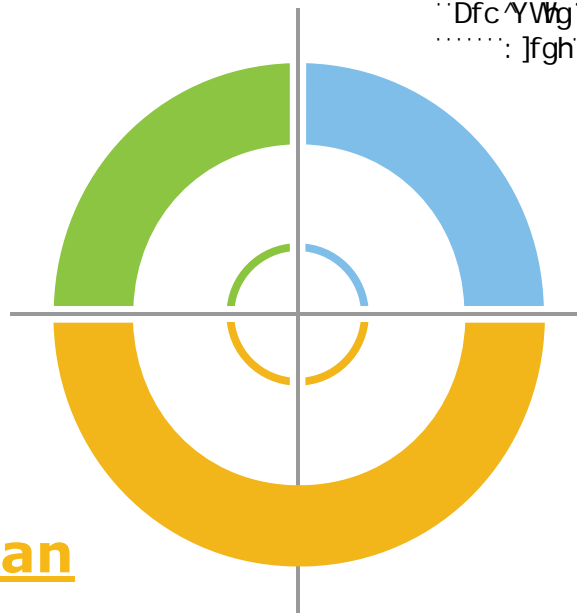
The Second Five Year Plan illustrates projects that are planned to be funded in the five years (Years 6 through 10) beyond the Adopted Work Program. This plan could move forward into the Second Five as funds become available.

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

## Cost Feasible Plan

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

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



# TABLE KEY:

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

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

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

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



## DISTRICT 5 SIS PLAN



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

All Values in Thousands of "As Programmed" Dollars

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

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

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

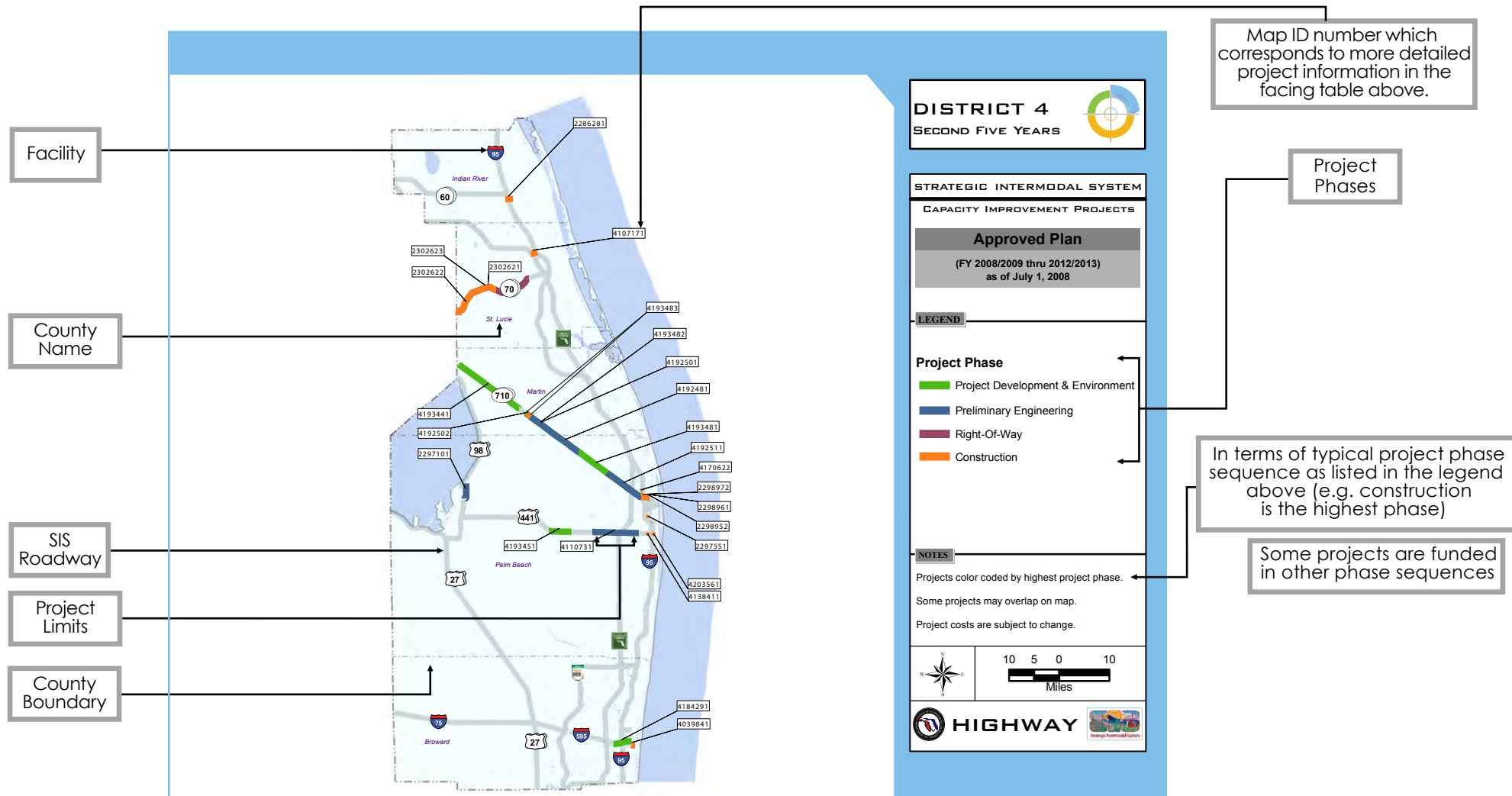
Costs are shown in thousands by year of programmed expenditure. Costs within a year could include multiple phases.

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

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



# MAP KEY:



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

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

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

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



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



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

All Values in Thousands of "As Programmed" Dollars

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

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

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



# DISTRICT 1

## Second Five Years



### STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

### Approved Plan

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

### LEGEND

#### Project Phase

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

### NOTES

Projects color coded by highest project phase.

Some projects may overlap on map.

Project costs are subject to change.



HIGHWAY





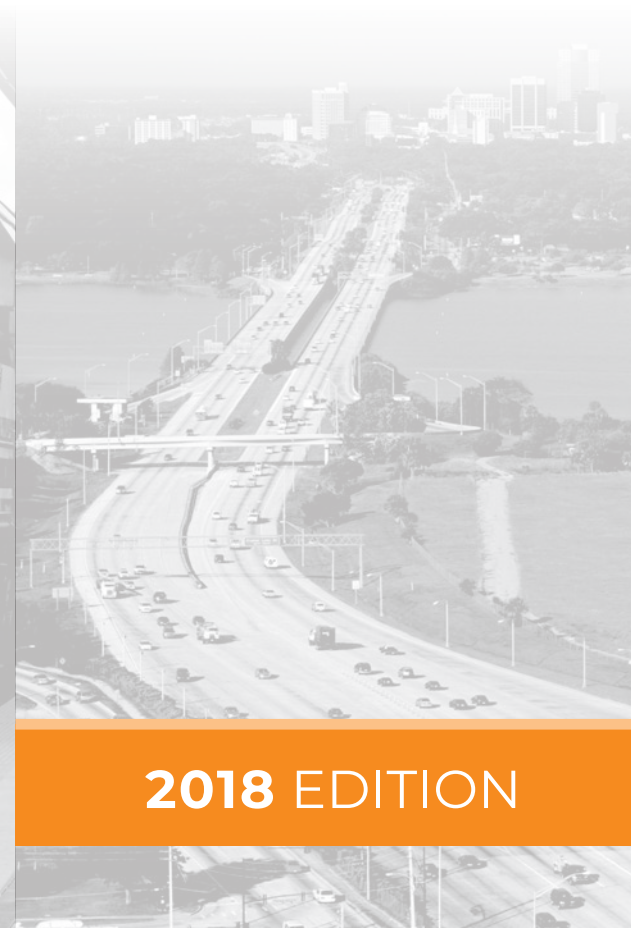
State of Florida Department of Transportation  
Intermodal Systems Development  
Systems Planning Office  
<http://www.dot.state.fl.us/planning/systems/>



Strategic Intermodal System

# Long Range Cost Feasible Plan

## FY 2029-2045



PRESENT DAY COSTS

2018 EDITION

# Cost Feasible Plan 2045

## Executive Summary

### EXECUTIVE SUMMARY

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

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

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

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

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

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

### FTP Goals and Objectives

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

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



## IV. Strategic Intermodal System (SIS)

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

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

### *2016 Strategic Intermodal System Policy Plan*

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

### *SIS Designation*

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

### *SIS Eligibility*

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

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



## V. SIS Planning Process

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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.

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### *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.

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### *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

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### *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?**

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**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

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### *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









## State of Florida Department of Transportation

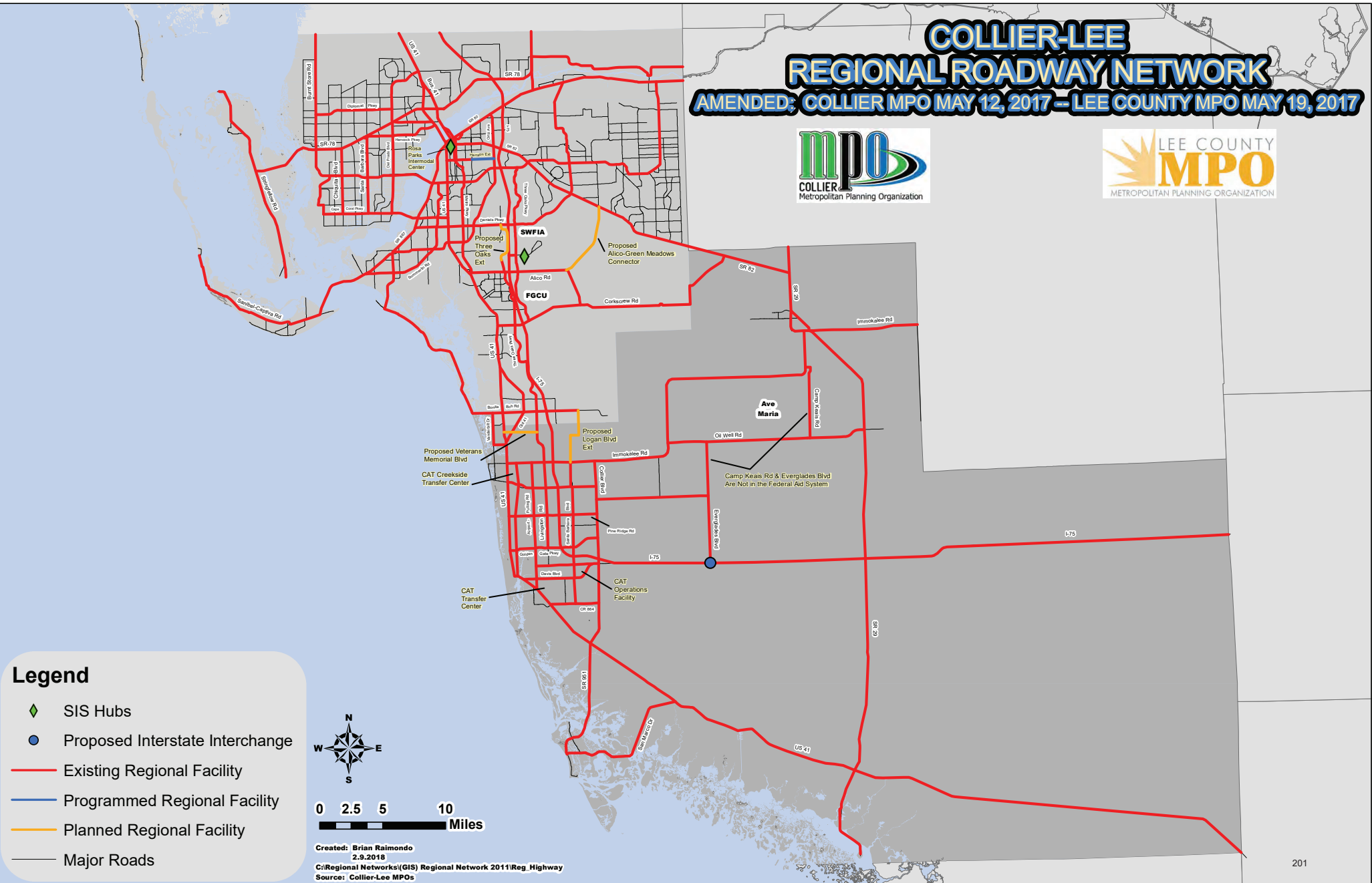
Systems Implementation Office  
605 Suwannee Street • Tallahassee, FL 32399

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

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

# COLLIER-LEE REGIONAL ROADWAY NETWORK

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





## **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 Automated Capital Improvement Programs. (JACIP) and capital improvement plans for each of the airports within the Collier MPO planning area. These programs and plans have been coordinated with the Florida Department of Transportation (FDOT) and the Federal Aviation Administration (FAA).

# AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

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

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

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

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

Design, Permit, Bid and Construct Apron

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

Design, Permit, Construct T-Hangar

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

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

# AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

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

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

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

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

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

# AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

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

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

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

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

# AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

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

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

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

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



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

## Taxiways A and B Safety Improvements Design and Construction

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

## Master Drainage Plan Update

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

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

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

## New General Aviation Terminal - Design

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

**Yearly Total 2023**

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

## East Quadrant Apron Reconstruction

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

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

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

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

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

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

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

## Taxiways A and B Safety Improvements Design and Construction

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

## Taxiway A-3 Relocation - Design and Construction

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

## New General Aviation Terminal Construction

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

**Yearly Total 2024**

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

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

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

## Taxiway A-3 Relocation - Design and Construction

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

## New General Aviation Terminal Construction

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

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

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

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

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

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

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

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

# Work Program Instructions Appendix D Funds Codes

As Of: 1/27/2020

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

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



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

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

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

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

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

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

**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<br>2021–25<br>(YOE) | Plan Period 1 (TIP):<br>2021–2025 |        |        | Plan Period 2:<br>2026–2030 |        |         | Plan Period 3:<br>2031–2035 |         |        | Plan Period 4:<br>2036–2045 |          |         | Total Cost<br>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 |            |                | County         |
| 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                         |     | \$0.90 | \$6.73                   |        | \$42.11 |                          |        |         |                          |     |     | \$48.83                                   |                 | \$48.83 |            |                | County         |
| 57   | US 41 (SR 90) (Tamiami Trail E) | Goodlette-Frank Rd     |                         | Major Intersection Improvement  | \$13.00                          |                           |                                |     |        | \$0.63                   | \$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 |            |                | County         |
| 78   | Golden Gate Pkwy (Intersection) | Livingston Rd          |                         | Major Intersection Improvement  | \$24.50                          |                           |                                |     |        | \$5.63                   |        | \$26.82 |                          |        |         |                          |     |     | \$32.45                                   |                 | \$32.45 |            |                | County         |
| 111  | US 41                           | Immokalee Rd           |                         | Intersection Innovation /Improvements                                 | \$17.50                          |                           |                                |     |        | \$3.13                   |        | \$20.12 |                          |        |         |                          |     |     | \$23.24                                   |                 |         | \$3.13     | \$20.12        | OA             |
| PLAN PERIOD 3 CONSTRUCTION FUNDED PROJECTS |                                 |                        |                         |   |                                  |                           |                                |     |        |                          |        |         |                          |        |         |                          |     |     |   |                 |         |            |                |                |
| 39   | Old US 41                       | US 41                  | Lee/Collier County Line | Widen from 2-Lanes to 4-Lanes   | \$22.59                          |                           |                                |     |        | \$3.85                   | \$1.70 |         |                          |        |         | \$30.06                  |     |     | \$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 |            |                | County         |
| 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 |            |                | County         |

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          |         |            |                | County         |
| 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 |            |                | County         |
| 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  |            |                | County         |
| 33                        | Little League Rd Ext.                     | SR 82                        | Westclox St.          | New 2-Lane Road                                      | \$40.99                          |                           |                                |        |        |                          |        |     |                          |        |     | \$8.48                   | \$7.33  |         | \$15.81                                   |                 | \$15.81 |            |                | County         |
| 41A                       | Randall Blvd (flyover) [60147]            | Immokalee Rd                 |                       | Ultimate Intersection Improvement: Overpass          | \$35.66                          | \$9.75                    | \$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 |            |                | County         |
| 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  |            |                | County         |
| 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  |            |                | County         |
| 94                        | Rural Village Blvd                        | Immokalee Rd                 | Immokalee Rd          | New 4-Lane Road                                      | \$23.41                          |                           |                                |        |        |                          |        |     |                          |        |     | \$5.84                   | \$2.96  |         | \$8.80                                    |                 | \$8.80  |            |                | County         |
| 98                        | Vanderbilt Beach Rd                       | Livingston Rd                |                       | Minor Intersection Improvement                       | \$21.50                          |                           |                                |        |        |                          |        |     |                          |        |     | \$2.40                   |         |         | \$2.40                                    |                 | \$2.40  |            |                | County         |
| 102                       | US 41 (SR 90) (Tamiami Trail E)           | Vanderbilt Beach Rd          |                       | Major Intersection Improvement                       | \$2.50                           |                           |                                |        |        |                          |        |     |                          |        |     | \$4.90                   |         |         | \$4.90                                    |                 |         | \$4.90     | \$0.00         | OA             |
| 103                       | US 41 (SR 90) (Tamiami Trail E)           | Pine Ridge Rd                |                       | Major Intersection Improvement                       | \$2.50                           |                           |                                |        |        |                          |        |     |                          |        |     | \$4.90                   |         |         | \$4.90                                    |                 |         | \$4.90     | \$0.00         | OA             |
| 104                       | US 41 (SR 90) (Tamiami Trail E) [4464511] | Golden Gate Pkwy             |                       | Major Intersection Improvement                       | \$3.50                           | \$0.50                    | \$0.27                         | \$0.23 |        |                          |        |     |                          |        |     | \$4.40                   |         |         | \$4.40                                    |                 |         | \$4.40     | \$0.00         | OA             |

Notes:

Partially funded for construction

PRE-ENG includes PD&E and Design

Present Day Cost

Right-of-Way

Construction

YOE Year of Expenditure

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

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



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

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

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

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

| Airport                          | Funding Source   | 2020-2024    | 2026-2030    | 2031-2035    | 2036-2045    | TOTAL        |
|----------------------------------|------------------|--------------|--------------|--------------|--------------|--------------|
| 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 |

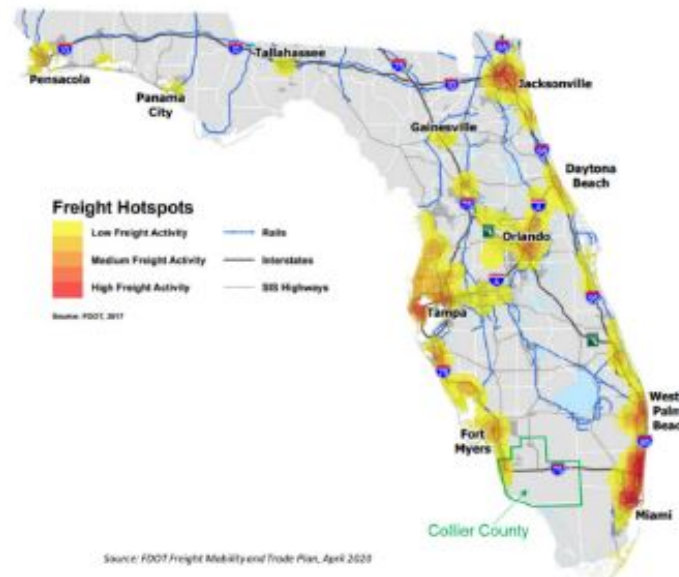


## 6-4 Freight Network Projects

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.

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

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

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

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

## FY2021-FY2024 Transportation Improvement Program

Last Printed: 12/22/2020

Federal Highway Administration  
Eastern Federal Lands Highway Division

| PROJECT                              | PROGRAM FISCAL YEAR | STATE | COUNTY     | PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY                      | DESCRIPTION  | TYPE OF WORK | PRIMARY FUND SOURCE | TOTAL PROGRAMMED AMOUNT | FUNDS FROM TITLE | DELIVERED BY | STATUS    | CONGRESSIONAL DISTRICT | FLMA REGION |
|--------------------------------------|---------------------|-------|------------|---|--|--------------|---------------------|-------------------------|------------------|--------------|-----------|------------------------|-------------|
| FL FLAP JKSVL STDY(1)                | 2021                | FL    | Duval      | National Park Service/Timucuan Ecological and Historical Preserve | Bike and ped feasibility study to connect 3 areas within Timucuan Ecological and Historical Preserve | MISC         | FLAP                | \$ 1,020,000.00         | Title 23         | LOCAL        | Planned   | FL-04                  | NPS         |
| FL FLAP STPRK TRL(2)                 | 2021                | FL    | Martin     | FWS, Hobe Sound National Wildlife Refuge                          | Construction of a 1900 foot long multi-modal path and an overpass across the FEC railway.            | MISC         | FLAP                | \$ 3,135,000.00         | Title 23         | STATE        | In Design | FL-18                  | NPS         |
| FL FLTP FW CRLA (1)                  | 2021                | FL    | Monroe     | Crocodile Lake NWR  | Remove Banyan Asphalt, Car Dump Asphalt, and Nike Missile Asphalt Roads CN                           | 3RH          | FLTP                | \$ 150,000.00           | 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         |

## APPENDIX G: SUMMARY OF PUBLIC COMMENTS

| <u>Date</u> | <u>From</u> | <u>Email/phone</u> | <u>Comment</u>                              | <u>Response</u> |
|-------------|-------------|--------------------|---|-----------------|
| 2021-05-11  | Doug Fee    | Phone Call         | Map wrong for Wiggins Pass Sidewalk Project | Correction made |

## FY 2022-2026 TIP FISCAL CONSTRAINT

February 17, 2021 download provided by FDOT

| Fund                              | Fund Name   | 2022       | 2023       | 2024        | 2025        | 2026       |
|-----------------------------------|---|------------|------------|-------------|-------------|------------|
| ACBR                              | ADVANCE CONSTRUCTION (BRT)                              | -          | -          | -           | 2,459,296   | -          |
| ACCM                              | ADVANCE CONSTRUCTION (CM)                               | 1,590,083  | -          | -           | -           | -          |
| ACNP                              | ADVANCE CONSTRUCTION NHPP                               | 4,447,625  | 50,000     | 41,158,790  | 74,498,126  | -          |
| ACSA                              | ADVANCE CONSTRUCTION (SA)                               | -          | -          | -           | -           | -          |
| ACSU                              | ADVANCE CONSTRUCTION (SU)                               | 1,700,000  | -          | -           | -           | -          |
| BNDS                              | BOND - STATE  | -          | -          | -           | -           | -          |
| BNIR                              | INTRASTATE R/W & BRIDGE BONDS                           | -          | -          | -           | -           | -          |
| BRRP                              | STATE BRIDGE REPAIR & REHAB                             | -          | 200,000    | -           | 1,675,719   | -          |
| CGP                               | COUNTY INCENTIVE GRANT PROGRAM                          | 1,500,000  | 4,928,100  | 1,600,000   | -           | -          |
| CM                                | CONGESTION MITIGATION - AQ                              | 1,325,272  | -          | 993,193     | -           | -          |
| D                                 | UNRESTRICTED STATE PRIMARY                              | 2,818,901  | 2,750,289  | 2,766,378   | 2,113,898   | 2,283,010  |
| DDR                               | DISTRICT DEDICATED REVENUE                              | 2,869,733  | 2,402,270  | 7,440,428   | 18,763,870  | 2,105,810  |
| DI                                | ST - S/W INTER/INTRASTATE HWY                           | -          | 5,450,000  | 42,074,726  | 26,151,000  | -          |
| DIH                               | STATE IN-HOUSE PRODUCT SUPPORT                          | 84,217     | 47,160     | 6,498       | 22,300      | -          |
| DITS                              | STATEWIDE 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 FOR 3S | 3,628,723  | 4,324,206  | 5,077,455   | 5,495,630   | 5,666,403  |
| GMIR                              | INTERSTATE MAINTENANCE DISCRET LOCAL FUNDS              | -          | -          | -           | -           | -          |
| IMID                              | LOCAL FUNDS   | 4,322,127  | 7,955,415  | 8,682,538   | 13,506,067  | 8,555,962  |
| LFR                               | LOCAL FUNDS/REIMBURSABLE METRO PLAN (85% FA; 15% OTHER) | 2,459,296  | -          | -           | -           | -          |
| PL                                | REPROPOSED FEDERAL EARNMARKS                            | 548,485    | 547,684    | 547,684     | 547,684     | 547,684    |
| REPE                              | STP, ANY AREA   | -          | -          | 3,336,146   | -           | -          |
| SA                                | SAFE ROUTES - TRANSFER 2012 SB1998 STRATEGIC ECON COR   | 663,333    | 90,943     | -           | 771,516     | -          |
| SR2T                              | STP, URBAN AREAS > 200K TRANSPORTATION ALTS-ANY AREA    | 4,613,102  | 4,593,239  | 4,577,314   | 4,596,008   | 4,557,309  |
| STED                              | 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 H: FISCAL CONSTRAINT

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



## 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:<br>2026-2030 |     |         | Plan Period 3:<br>2031-2035 |     |         | Plan Period 4:<br>2036-2045 |     |         | Total Cost<br>2026-<br>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:

|  |
|--|
| <b>Safety</b>  |
| <ul style="list-style-type: none"><li>• Implements a recommended action in a Bicycle/Pedestrian Road Safety Audit – 5 points</li><li>• 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</li><li>• Addresses a safety concern involving crashes of less severity, absent a Safety Audit to verify the proposed mitigation measure – 2 points</li><li>• Addresses a safety concern expressed by members of the public in the absence of crash records – 1 point</li></ul> |
| <b>Equity</b>  |
| <ul style="list-style-type: none"><li>• Fills a need associated with an Environmental Justice community or use identified in this Plan – 5 points</li><li>• 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</li><li>• 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</li></ul>   |
| <b>Connectivity</b>  |
| <ul style="list-style-type: none"><li>• Fills a prioritized infrastructure gap identified in this Plan – 5 points</li><li>• Fills a need for improved connectivity based upon public input received in the development of this Plan – 2 points</li></ul>   |

## Congestion Management Projects

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

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

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

### **Bridge Project Application Criteria**

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

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

## **Transit Project Selection**

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

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

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

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

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

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

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

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

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

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



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

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

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

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

None as of Adoption of TIP June 2021

## **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

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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

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

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

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

### 3 - HIGHWAY SAFETY MEASURES (PM1)

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

1. Number of Fatalities;
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT);
3. Number of Serious Injuries;
4. Rate of Serious Injuries per 100 million VMT; and
5. Number of Nonmotorized Fatalities and Serious Injuries.

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

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

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

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

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

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

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

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

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

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In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule.

This rule establishes the following six performance measures:

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3. Truck Travel Time Reliability index (TTTR);

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

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

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

### ***LOTTR Measures***

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

### ***TTTR Measure***

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

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

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

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable<sup>1</sup>; and
- Two-year and four-year targets for truck travel time reliability.

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

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

## 5.1 Language for MPOs that Supports Statewide Targets

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

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

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

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

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

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

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

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

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

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

System performance and freight are addressed through several statewide initiatives:

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

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

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

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

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

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

## 6 - TRANSIT ASSET MANAGEMENT MEASURES

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### Transit Asset Performance Measures

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

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



**Table 6.1. FTA TAM Performance Measures**

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

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

Public transportation agencies are required to establish and report transit asset management targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets with each MPO in which the transit provider's projects and services are programmed in the MPO's TIP. MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit asset management targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area.

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

A total of 19 transit providers participated in the FDOT Group TAM Plan and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD) (Table 6.2). These are FDOT's Section 5311 Rural Program subrecipients. The Group TAM Plan was adopted in October 2018 and covers fiscal years 2018-2019 through 2021-2022. Updated targets were submitted to NTD in 2019.

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

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

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

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

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

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

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

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



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

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

| Rolling Stock |                   |          |               |                     |
|---------------|-------------------|----------|---------------|---------------------|
| 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 -<br>*Pre-Assessment | Performance Targets |
| <b>Administration</b>                   |                  | <b>4</b>                              | <b>4</b>            |
|   | Substructure     | 4                                     | 4                   |
|   | Shell            | 2                                     | 4                   |
|   | Interior         | 2                                     | 4                   |
|   | Conveyance       | 5                                     | 4                   |
|   | Plumbing         | 3                                     | 4                   |
|   | HVAC             | 3                                     | 4                   |
|   | Fire Protection  | 5                                     | 4                   |
|   | Electrical       | 3                                     | 4                   |
|   | Site             | 5                                     | 4                   |
| <b>Maintenance</b>                      |                  | <b>3</b>                              | <b>4</b>            |
|   | Substructure     | 4                                     | 4                   |
|   | Shell            | 1                                     | 3                   |
|   | Interior         | 1                                     | 4                   |
|   | Conveyance       | 4                                     | 4                   |
|   | Plumbing         | 4                                     | 4                   |
|   | HVAC             | 2                                     | 3                   |
|   | Fire Protection  | 5                                     | 4                   |
|   | Electrical       | 3                                     | 4                   |
|   | Equipment        | 4                                     | 4                   |
|   | Fare Collections | 5                                     | 4                   |
|   | Site             | 3                                     | 4                   |
| <b>Fuel Station</b>                     |                  | <b>5</b>                              | <b>4</b>            |
|   | Substructure     | 3                                     | 4                   |
|   | Shell            | 5                                     | 4                   |
|   | Interior         | 5                                     | 4                   |
|   | Plumbing         | 5                                     | 4                   |
|   | HVAC             | 5                                     | 4                   |
|   | Fire Protection  | 5                                     | 4                   |
|   | Electrical       | 5                                     | 4                   |
|   | Equipment        | 5                                     | 4                   |
|   | Site             | 5                                     | 4                   |
| <b>Bus Wash</b>                         |                  | <b>5</b>                              | <b>4</b>            |
|   | Substructure     | 5                                     | 4                   |
|   | Shell            | 5                                     | 4                   |

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

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

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

#### General Condition Assessment Rating Scale

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

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

## Transit Asset Management in the TIP

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

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

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

## 7 - TRANSIT SAFETY PERFORMANCE

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The Federal Transit Administration (FTA) established transit safety performance management requirements in the Public Transportation Agency Safety Plan (PTASP) final rule, which was published on July 19, 2018. This rule requires providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a Safety Management Systems approach.

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

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

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

In Florida, each Section 5307 or 5311 transit provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.<sup>2</sup>

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

### 7.1 Local Safety Targets

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

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

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

Section 3.1 – Annual Safety Performance Targets

VRM = Vehicle Revenue Miles

MB = Motor Bus (Fixed Route)

DR = Demand Response (Paratransit)

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

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

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

**To be inserted as they occur.**



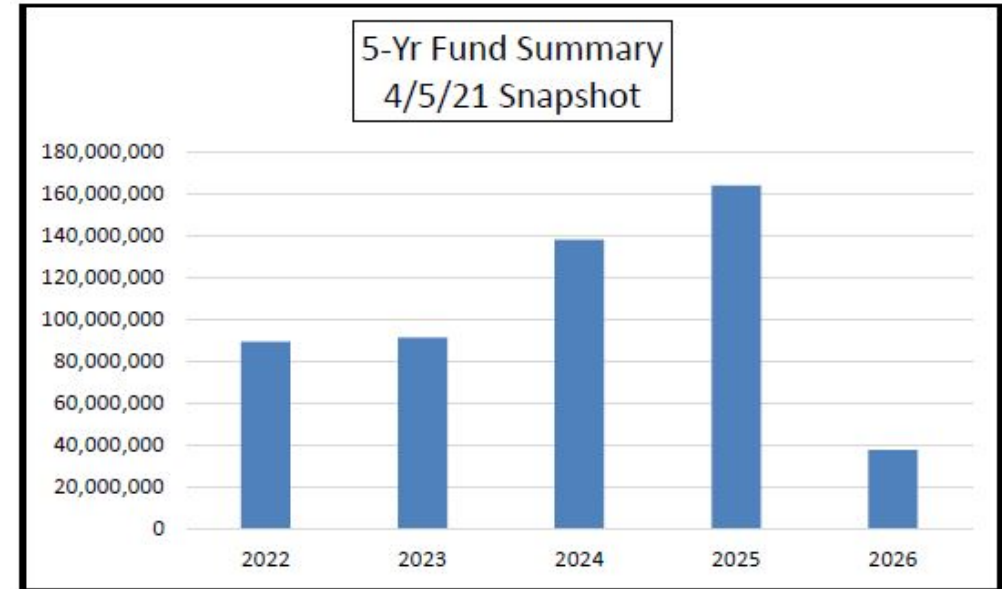
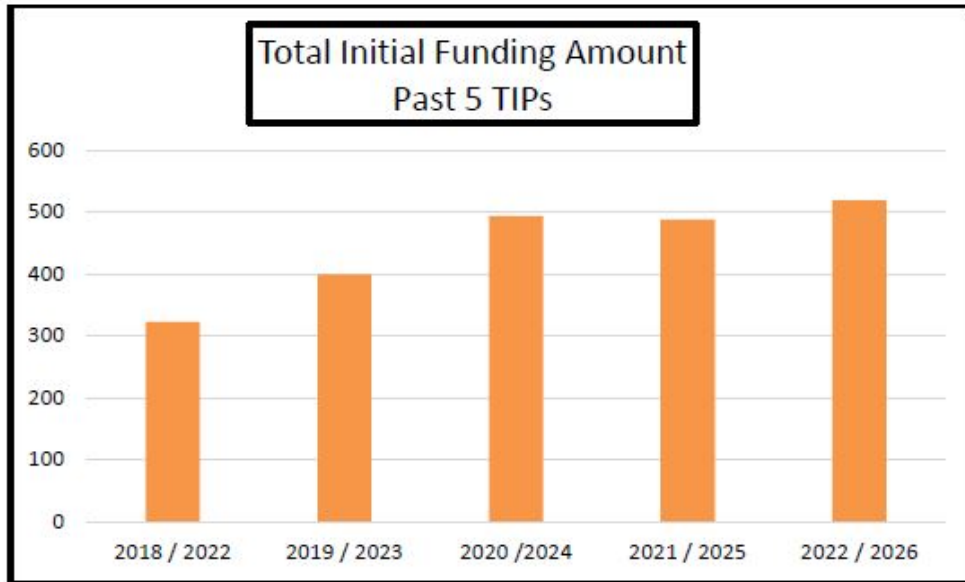
# FY 2022-2026 TIP

**MPO Board Preview 5/14/21**



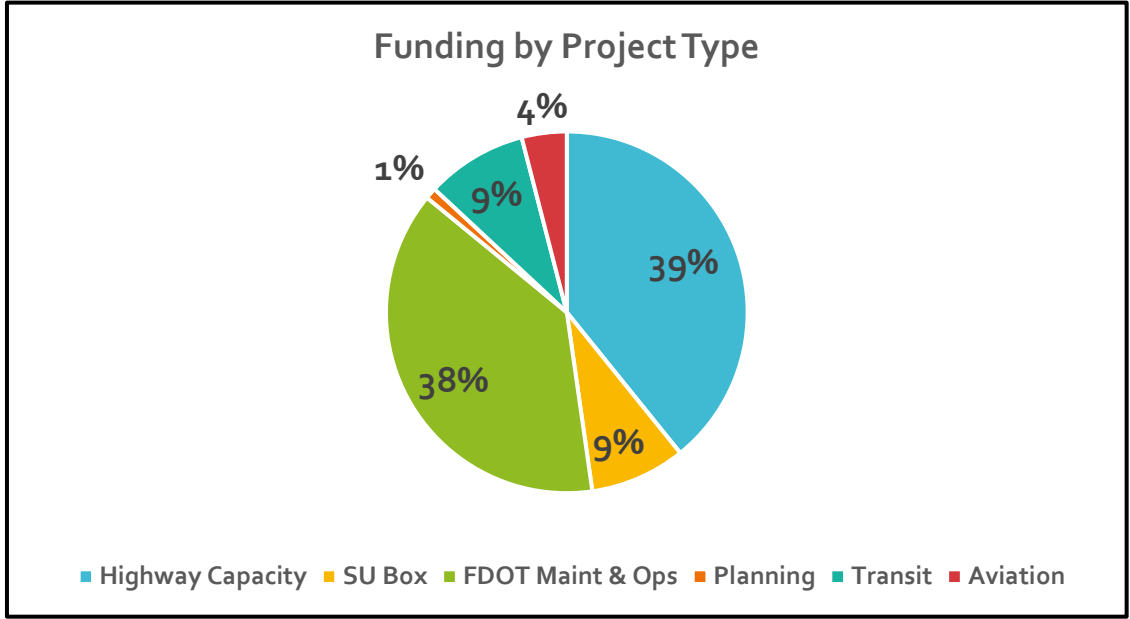
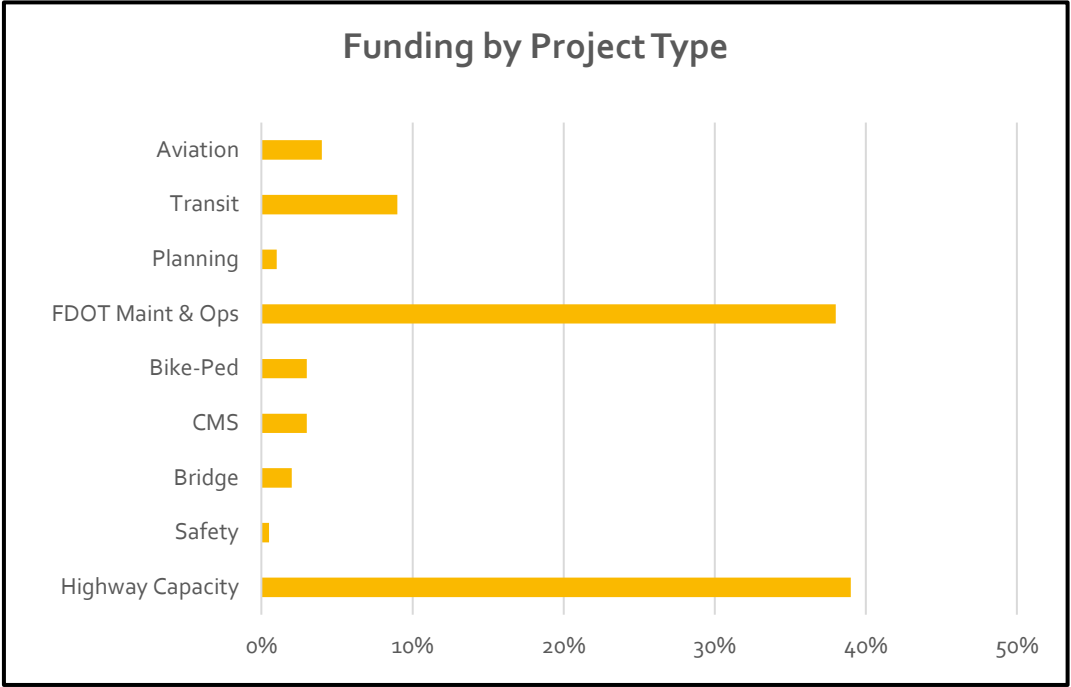
Part One Background, Narrative, Project Sheets

Part Two Required Documentation including  
Transportation Performance Measures



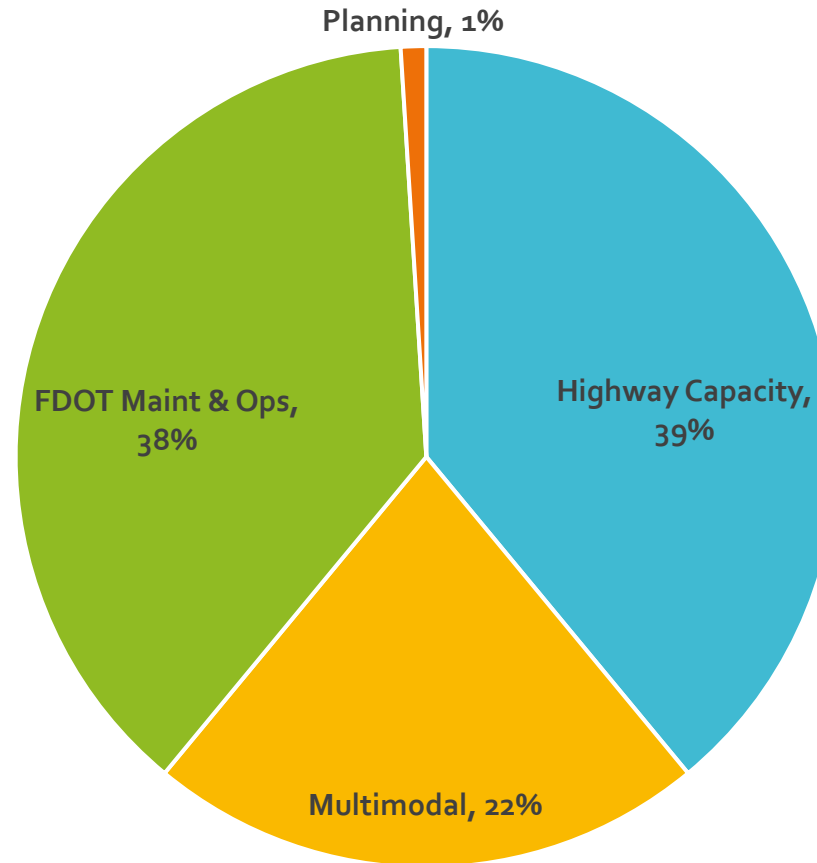
Updated to match 4/5/21 Work Program Snapshot

\$519 million



How  
balanced  
is the TIP  
between  
Maintenance  
Capacity &  
Multimodal?

Percentage - Funding by Major Categories





## SU “Box Funds”

\$2.08 million FY22

\$0.131 million FY23

\$0 FY24

\$0.643 million FY25

\$2.2 million FY26

# ON THE HORIZON

- **CARES ACT** (Coronavirus Aid, Relief and Economic Security Act 3/2020) \$1.9 million; available for obligation until 9/30/24; FAA and FTA have issued guidance; awaiting FDOT guidance.
- **American Rescue Plan** – signed into law 3/11/21. FDOT proceeding with normal Work Program until know what additional funding will receive.
- **American Jobs Plan** – Focus on Infrastructure: fix highways, rebuild bridges, upgrade ports, airports and transit systems (may be signed into law by late summer, early fall).

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**EXECUTIVE SUMMARY**  
**COMMITTEE ACTION**  
**ITEM 7B**

**Endorse Final Draft 2021 Project Priorities**

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**OBJECTIVE:** For the Committee to endorse the Final Draft 2021 Project Priorities.

**CONSIDERATIONS:** The Committee had the first opportunity to review the Draft 2021 Project Priorities at its March meeting. The Joint Lee and Collier MPO Transportation Regional Incentive Program (TRIP) Priorities were subsequently revised and hard copies distributed at the Committee's April meeting. The Final Draft 2021 Project Priorities include revisions to the Planning Priorities schedule and corrections made to the Highway Priorities based on comments received at the TAC meeting in April. The Final Draft 2021 Project Priorities provided in **Attachment 1** are consistent with the 2045 Long Range Transportation Plan.

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 91<sup>st</sup> Ave N., requesting that the project be expedited. The notation on the Congestion Management Priorities list has been revised to note that County Transportation Planning Section staff are looking into that possibility. The Letter of Support is provided in **Attachment 2**.

The MPO Board will receive a presentation on the Draft 2021 Project Priorities at their May 14<sup>th</sup> meeting. Staff will provide an update to the Committee at its May 24<sup>th</sup> meeting.

The MPO Board will take formal action to modify and/or approve the 2021 Project Priorities at their meeting on June 11, 2021. MPO staff will then transmit the priorities to FDOT to meet the June 30, 2021 deadline established by District One.

**STAFF RECOMMENDATION:** That the Committee endorse the Final Draft 2021 Project Priorities.

**Attachment:**

1. Final Draft 2021 Project Priorities
  - a. Congestion Management
  - b. Planning
  - c. Highways
  - d. TRIP
  - e. Transit
2. Letter of Support for Sidewalk on 91<sup>st</sup> Ave N

Prepared By: Anne McLaughlin, MPO Director

**2021 CONGESTION MANAGEMENT PROJECT PRIORITIES** Endorsed by CMC 1/20/21

| Project ID # | Project Name   | Submitting Agency/<br>Jurisdiction | Total Estimated Project Cost<br>(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 coordinating timing of construction project with County Stormwater Utility project                           |
| 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  |
|              |  | <b>TOTAL</b>                       | <b>\$ 3,643,400</b>  |              |                           |  |

**2021 Planning Study Priorities - SU BOX FUNDS**

| <b>Priority</b> | <b>Fiscal Year</b> | <b>Project Cost</b> | <b>Plan or Study</b> |
|-----------------|--------------------|---------------------|----------------------|
| 1               | 2022               | \$ 300,000          | 2050 LRTP            |
|                 | 2023               | \$ 300,000          |                      |
|                 | 2024               | \$ 300,000          |                      |
|                 | <b>TOTAL</b>       | <b>\$ 900,000</b>   |                      |

# 2021 Highway & Freight Priority Projects

7B Attachment 1c

## HIGHWAY PRIORITIES 2021 - 2045 LRTP- CFP

| 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 (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                            |                        |   |         |         |                     |                       |

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           |

| 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     |

654 104<sup>th</sup> 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 91<sup>st</sup> Ave N in Naples Park.

Like all the avenues in Naples Park, 91<sup>st</sup> Avenue is a fairly narrow road. Vehicular traffic shares the narrow road with pedestrians and bicyclists. In addition to standard neighborhood traffic, 91<sup>st</sup> 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 91<sup>st</sup> 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 91<sup>st</sup> 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 91<sup>st</sup> 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

**EXECUTIVE SUMMARY**  
**COMMITTEE ACTION**  
**ITEM 7C**

**Endorse Amendment to FY 2021- 2025 Transportation Improvement Program (TIP) Deleting FPN 4379261**

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**OBJECTIVE:** For the Committee to endorse an amendment to the FY 2021-2025 TIP deleting FPN 4379261.

**CONSIDERATIONS:** The project description is Collier County – Signal Timing US41 from SR951/Collier Blvd to Old US41. Collier County Traffic Operations submitted the application for the retiming of on-system (State Roads) in 2016 when, to their knowledge, FDOT did not have a contractor in place to do such work in Collier County. Traffic Operations had identified the US41 corridor from Old US 41 to the Marco Island turn off for retiming due to increasing congestion.

In discussions with FDOT regarding the Local Agency Program (LAP) Agreement in April 2021, Collier County Traffic Operations learned that FDOT has in-house contracting services to do signal timing on State roads to address congestion, rendering it unnecessary for the County to do so. The County's email relinquishing the LAP Agreement funds in the amount of \$516,200 is included with the TIP amendment form and authorizing resolution in **Attachment 1**. There was not sufficient time remaining in FY 2021 to reprogram the funds to another project. The MPO's email to FDOT requesting deletion of the project is also shown in **Attachment 1**. FDOT's letter requesting a formal TIP amendment is shown in **Attachment 2**.

The MPO Board was briefed on the situation at their May 14<sup>th</sup> meeting and will take formal action on the amendment on June 11, 2021. In keeping with the notification requirements in the MPO's Public Participation Plan, the MPO posted the amendment on its website and distributed it to the MPO's Adviser Network for public comment on 5/14/21. The public comment period ends with the Board meeting on June 11<sup>th</sup>.

**STAFF RECOMMENDATION:** That the Committee to endorse an amendment to the FY 2021-2025 TIP deleting FPN 4379261.

1. TIP Amendment - Communications, Forms and Authorizing Resolution
2. FDOT Letter

Prepared By: Anne McLaughlin, MPO Director



**From:** [McLaughlinAnne](#)  
**To:** [Peters, Victoria](#)  
**Subject:** RE: 437926-1/ Collier County - SIGNAL TIMING US41 FROM SR951/COLLIER BLVD TO OLD US41 - Design Plans  
**Date:** Friday, May 07, 2021 3:04:01 PM  
**Attachments:** [image001.jpg](#)  
[image002.png](#)  
[image003.jpg](#)  
[image004.png](#)

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Victoria,

Yes that is correct. I am asking FDOT to delete the project from FY2021. Do I need to bring a TIP amendment forward? I could take it to the TAC/CAC in May, post for public comment and take it to the Board in June.

Anne McLaughlin  
Executive Director



Office: 239-252-5884

Cell: 239-919-4378

2885 South Horseshoe Dr.

Naples, FL 34104

[www.colliermmpo.com](http://www.colliermmpo.com)

[anne.mclaughlin@colliercountyfl.gov](mailto:anne.mclaughlin@colliercountyfl.gov)

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**From:** Peters, Victoria <Victoria.Peters@dot.state.fl.us>  
**Sent:** Friday, May 07, 2021 2:48 PM  
**To:** McLaughlinAnne <Anne.McLaughlin@colliercountyfl.gov>  
**Subject:** RE: 437926-1/ Collier County - SIGNAL TIMING US41 FROM SR951/COLLIER BLVD TO OLD US41 - Design Plans

**EXTERNAL EMAIL:** This email is from an external source. Confirm this is a trusted sender and use extreme caution when opening attachments or clicking links.

Hi Anne, would you be able to clarify in the below email that you are requesting FDOT to delete the project from FY21?

Thank you so much!!!

*Victoria*

Victoria Peters, J.D.  
Planning Specialist III/Community Liaison  
Florida Department of Transportation, District One  
10041 Daniels Parkway, Fort Myers, FL 33913  
Cell: 239-872-5904  
Email: [Victoria.peters@dot.state.fl.us](mailto:Victoria.peters@dot.state.fl.us)



*Safety, Innovation, Mobility, Attract, Retain & Train*



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**From:** McLaughlinAnne <[Anne.McLaughlin@colliercountyfl.gov](mailto:Anne.McLaughlin@colliercountyfl.gov)>  
**Sent:** Friday, May 7, 2021 11:39 AM  
**To:** Gaither, Wayne <[Wayne.Gaither@dot.state.fl.us](mailto:Wayne.Gaither@dot.state.fl.us)>  
**Cc:** Peters, Victoria <[Victoria.Peters@dot.state.fl.us](mailto:Victoria.Peters@dot.state.fl.us)>; ScottTrinity <[Trinity.Scott@colliercountyfl.gov](mailto:Trinity.Scott@colliercountyfl.gov)>; AhmadJay <[Jay.Ahmad@colliercountyfl.gov](mailto:Jay.Ahmad@colliercountyfl.gov)>; KhawajaAnthony <[Anthony.Khawaja@colliercountyfl.gov](mailto:Anthony.Khawaja@colliercountyfl.gov)>; BeauvoirPierre <[Pierre.Beauvoir@colliercountyfl.gov](mailto:Pierre.Beauvoir@colliercountyfl.gov)>; OteroBrandy <[brandy.otero@colliercountyfl.gov](mailto:brandy.otero@colliercountyfl.gov)>  
**Subject:** FW: 437926-1/ Collier County - SIGNAL TIMING US41 FROM SR951/COLLIER BLVD TO OLD US41 - Design Plans

**EXTERNAL SENDER: Use caution with links and attachments.**

Wayne,

As discussed, I am forwarding an email on behalf of Collier County Traffic Operations relinquishing LAP Agreement funds in the amount of \$516,200 for FPN 4379261. I plan to report on this to the

MPO Board at their meeting next Friday, May 14<sup>th</sup>. Please let me know if you need anything further from me at this time.

Regards,

Anne McLaughlin  
Executive Director



Office: 239-252-5884

Cell: 239-919-4378

2885 South Horseshoe Dr.

Naples, FL 34104

[www.colliermmpo.com](http://www.colliermmpo.com)

[anne.mclaughlin@colliercountyfl.gov](mailto:anne.mclaughlin@colliercountyfl.gov)

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**From:** BeauvoirPierre <[Pierre.Beauvoir@colliercountyfl.gov](mailto:Pierre.Beauvoir@colliercountyfl.gov)>

**Sent:** Friday, May 07, 2021 11:05 AM

**To:** McLaughlinAnne <[Anne.McLaughlin@colliercountyfl.gov](mailto:Anne.McLaughlin@colliercountyfl.gov)>

**Cc:** ScottTrinity <[Trinity.Scott@colliercountyfl.gov](mailto:Trinity.Scott@colliercountyfl.gov)>; AhmadJay <[Jay.Ahmad@colliercountyfl.gov](mailto:Jay.Ahmad@colliercountyfl.gov)>;  
KhawajaAnthony <[Anthony.Khawaja@colliercountyfl.gov](mailto:Anthony.Khawaja@colliercountyfl.gov)>; OteroBrandy  
<[Brandy.Otero@colliercountyfl.gov](mailto:Brandy.Otero@colliercountyfl.gov)>

**Subject:** RE: 437926-1/ Collier County - SIGNAL TIMING US41 FROM SR951/COLLIER BLVD TO OLD US41 - Design Plans

Anne,

As per my previous email, FDOT will undertake this project through their in-house contracting services, and we therefore, relinquish the LAP Agreement funds in the amount of \$516,200.

The reason for this change is, when the application for the retiming of on-system (State Roads) arterials was filed in 2016, to our knowledge, FDOT did not have a contractor in place, to do such work in Collier County. Our Traffic Operations had identified the US 41 corridor from Old US 41 to Marco Island for retiming, due to increasing congestion, and it was thus imperative that we take action through the MPO.

If you have any questions, please feel free to contact Tony or myself.

Respectfully,  
**Pierre-Marie Beauvoir**

Signal Systems Network Specialist  
Traffic Management Center (TMC) Operations



| Traffic Management Center (TMC) | (239) 252-5000  
| 2885 South Horseshoe Drive | Naples, FL 34104 |  
| Phone: 239.252.6066 | Cell: 239.253.8441 | Fax: 239.252.5868

**NOTE: Email Address Has Changed**

Email: [Pierre.Beauvoir@colliercountyfl.gov](mailto:Pierre.Beauvoir@colliercountyfl.gov)

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Under Florida Law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by telephone or in writing.

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Under Florida Law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by telephone or in writing.

**TIP Amendment for Approval by MPO Board on June 11, 2021 for  
FY 2020/21 through FY 2024/25 TIP**

| FPN     | Action          | Project Name   | Requested by | Fund | Phase | FY   | Amount           |
|---------|-----------------|--|--------------|------|-------|------|------------------|
| 4379261 | Delete from TIP | Signal Timing US41<br>from SR951 / Collier<br>Blvd to Old US41 | MPO          | SU   | CST   | 2021 | \$516,000        |
| 4379261 | Delete from TIP | Signal Timing US41<br>from SR951 / Collier<br>Blvd to Old US41 | MPO          | ACSU | CST   | 2021 | \$200            |
|         | <b>TOTAL</b>    |  |              |      |       |      | <b>\$516,200</b> |

| Responsible<br>Agency | TIP Page | LRTP Reference  |
|-----------------------|----------|---|
| Collier County        | 92       | (2040) CFP-CMS/ITS<br>Projects p 6-24 and Appendix<br>A p10 |

COLLIER METROPOLITAN PLANNING ORGANIZATION

Attest: \_\_\_\_\_

Anne McLaughlin  
Collier MPO Executive Director

Approved as to form and legality

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

Date: \_\_\_\_\_

By: \_\_\_\_\_

MPO Chair  
Printed Name: Elaine Middelstaedt, Esq.  
Title: MPO Chair

Date: \_\_\_\_\_

**4379261 SIGNAL TIMING US41 FROM SR951/COLLIER BLVD TO OLD US41****Project Description:** CMC PRIORITY 2014-04, 2015-01

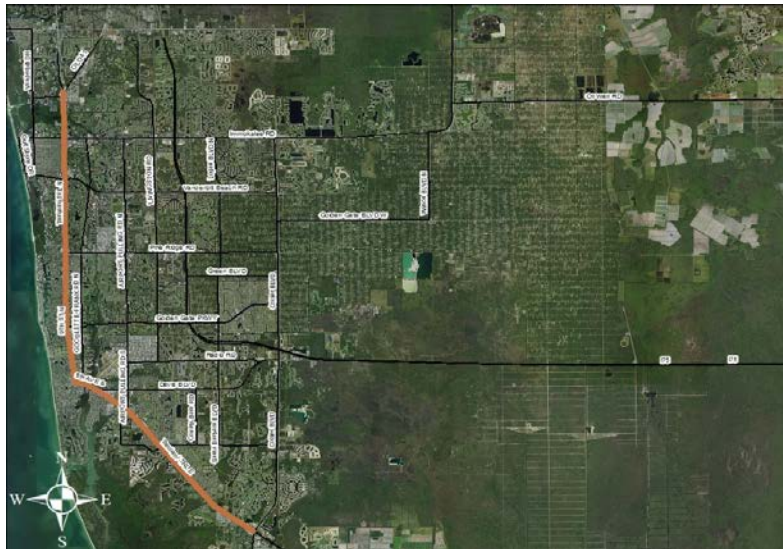
Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 516,200

LRTP Ref: CFP-CMS/ITS PROJECTS P6-  
24 & APPENDIX A P10**Work Summary:** TRAFFIC SIGNAL UPDATE**Lead Agency:** COLLIER COUNTY**Length:** 19.96

| Phase        | Fund | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total   |
|--------------|------|---------|---------|---------|---------|---------|---------|
| CST          | SU   | 516,200 | 0       | 0       | 0       | 0       | 516,200 |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
|              |      |         |         |         |         |         | 0       |
| <b>Total</b> |      | 516,200 | 0       | 0       | 0       |         |         |



**MPO RESOLUTION #2021-08**  
**A RESOLUTION OF THE COLLIER METROPOLITAN**  
**PLANNING ORGANIZATION APPROVING AN**  
**AMENDMENT TO THE FY 2020/21- 2024/25**  
**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**WHEREAS**, State and federal statutes, rules and regulations require that each designated Metropolitan Planning Organization develop and adopt a Transportation Improvement Program (“TIP”) and set forth the procedures for doing so; and

**WHEREAS**, the Collier Metropolitan Planning Organization’s (the “MPO”) TIP may require amending as authorized and required by 23 C.F.R. Part 450 Sections 326, 328, 330, 332 and 334, and by F.S. § 339.175(6), (8) and (13); and

**WHEREAS**, the MPO has requested on behalf of Collier County that the MPO’s FY 2020/21-2024/25 TIP be amended to delete Federal Project Number (FPN) 4379261 Signal timing US43 41 from SR 951 / Collier Blvd to Old US 41 as shown in Attachment 1; and

**WHEREAS**, the Florida Department of Transportation (FDOT) has submitted a letter to the MPO stating that an amendment is necessary to remove this project from the MPO’s TIP to ensure project consistency and transparency, as shown in Attachment 2; and

**WHEREAS**, the MPO announced the TIP Amendment on its website, distributed it via e-mail to various list-serves, and followed all of the steps of its Public Participation Plan through the expiration of the public comment period, which terminated with the MPO’s meeting on June 11, 2021; and

**WHEREAS**, the MPO has reviewed the proposed Transportation Improvement Program Amendment for those projects and determined that it is consistent with the MPO’s adopted plans and policies; and

**WHEREAS**, in accordance with all required State and federal procedures, rules and regulations, including but not limited to the Florida Department of Transportation's MPO Administrative Manual, the TIP Amendment must be accompanied by an endorsement indicating official MPO approval.

**THEREFORE, BE IT RESOLVED** by the Collier Metropolitan Planning Organization that:

1. The FY 2020/21 - 2024/25 Transportation Improvement Program Amendment set forth in Attachments 1 and 2 is hereby adopted.
2. The Collier Metropolitan Planning Organization's Chairman is hereby authorized to execute this Resolution certifying the MPO Board's approval of the Amendment to the FY 2020/21 - 2024/25 Transportation Improvement Program for transmittal to FDOT and the Federal Highway Administration.

This Resolution PASSED and duly adopted by the Collier Metropolitan Planning Organization Board after majority vote on this 11<sup>th</sup> day of June, 2021.

Attest: COLLIER METROPOLITAN PLANNING ORGANIZATION

By: \_\_\_\_\_  
Anne McLaughlin  
MPO Executive Director

By: \_\_\_\_\_  
Elaine Middelstaedt, Esq.  
MPO Chair

Approved as to form and legality:

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





*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT, P.E.  
SECRETARY

May 12, 2021

Ms. Anne McLaughlin, Executive Director  
Collier Metropolitan Planning Organization  
2885 S. Horseshoe Drive  
Naples, FL 34104

**RE: Request for Amendment to the Collier Metropolitan Planning Organization's Fiscal Years 2020/2021 through Fiscal Years 2024/2025 Transportation Improvement Program (TIP)**

Dear Ms. McLaughlin:

The letter is a formal request for the Collier Metropolitan Planning Organization (MPO) to approve the following amendment to the FY2020/21 – FY2024/25 Transportation Improvement Plan (TIP) at the June 11, 2020 MPO Board Meeting.


This project will be deleted from the FY2020/21 – FY2024/25 Five Year Work Program for Collier County. This project is currently shown in current fiscal year of FY2021 in the Collier FY2020/2021 – FY2024-2025 TIP and an amendment is necessary to remove this project from the MPO's TIP to ensure project consistency and transparency.

| FPN Number | Federal Project Description                            | Phase Group | Amount    | Funding Type | Fiscal Year | Comments   |
|------------|--|-------------|-----------|--------------|-------------|--|
| 437926-1   | Signal Timing US41 from SR951/Collier Blvd To Old US41 | CST         | \$516,000 | SU           | 2021        | To be deleted from FY2020/2021- FY2024/2025 Work Program |
| 437926-1   | Signal Timing US41 from SR951/Collier Blvd To Old US41 | CST         | \$200     | ACSU         | 2021        | To be deleted from FY2020/2021- FY2024/2025 Work Program |

Ms. Anne McLaughlin  
May 12, 2021  
Page 2

If you have any questions, please feel free to contact me at (239) 872-5904.

Sincerely,

DocuSigned by:  
  
5/12/2021 | 2:33 PM EDT  
BBDEB55AB69A48A...

Victoria G Peters  
Planning Specialist III, Community Liaison

VGP:vgp

cc: Carlos Gonzalez, Federal Highway Administration  
Samantha Parks, Florida Department of Transportation  
Denise Strickland, Florida Department of Transportation  
Wayne Gaither, Florida Department of Transportation  
Simon Shackelford, Florida Department of Transportation