



COLLIER METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FY2022 - FY2026

Adopted: June 11, 2021



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COLLIER METROPOLITAN PLANNING ORGANIZATION

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TABLE OF CONTENTS

PART I	<u>BACKGROUND</u>	<u>PAGE</u>
	MPO Resolution.....	1
	Collier Metropolitan Planning Area Map.....	2
	Bonita Springs - Naples Urbanized Area Map.....	3
	Narrative.....	4
	Purpose.....	4
	Funding Summary.....	6
	Highway Funding Sources.....	8
	Transit Funding Sources.....	12
	Project Priority & Selection Processes.....	16
	Highway Related Priorities.....	17
	Strategic Intermodal System (SIS) Priorities.....	19
	Bridge Priorities.....	21
	Transit Priorities.....	22
	Congestion Management Priorities.....	24
	Bicycle and Pedestrian Priorities.....	26
	Transportation Regional Incentive Program (TRIP).....	27
	Major Projects	29
	Public Involvement.....	30
	TIP Amendments.....	30
	Certification.....	31
	Project Organization.....	31
	Explanation of Project Costs.....	32
	Project Sheet Example.....	33

PART 1	<u>PROJECTS</u>	<u>PAGE</u>
	Project Sheets from FDOT's Five-Year Work Program FY2022 - FY2026.....	35
	Section A: Highway Capacity Enhancement Projects.....	37
	Section B: Safety Projects.....	39
	Section C: Bridge Projects.....	41
	Section D: Congestion Management Projects.....	43
	Section E: Bicycle and Pedestrian Projects.....	45
	Section F: FDOT Maintenance & Operations.....	47
	Section G: Transportation Planning Projects.....	49
	Section H: Transit Projects.....	51
	Section I: Transportation Disadvantaged Projects.....	53
	Section J: Aviation Projects.....	55
PART II	<u>REQUIRED DOCUMENTATION</u>	57
	Section A: Collier County Projects.....	58
	Section B: City of Naples Projects.....	60
	Section C: City of Marco Island Projects.....	62
	Section D: City of Everglades City Projects.....	64
	Section E: Federal Funding Obligations.....	65
	Section F: FTA Obligated Projects for 2018.....	66
	Section G: Collier County Funding Summary.....	68
	<u>APPENDICES</u>	70
	Appendix A: FDOT's Strategic Intermodal System Funding Strategy.....	72
	Appendix B: Collier-Lee Regional Highway Map.....	74
	Appendix C: Airport Capital Improvement Programs (JACIP).....	76
	Appendix D: Acronyms and Funding and Phase Codes.....	78
	Appendix E: Collier MPO's LRTP Cost Feasible Plan (Highway & Transit).....	80
	Appendix F: Federal Lands Appropriations.....	82
	Appendix G: Summary of Public Comments.....	84
	Appendix H: Fiscal Constraint.....	85
	Appendix I: Criteria Used for Project Prioritization.....	86
	Appendix J: Additional Plans and Studies	88
	Appendix K: Addressing Performance Management Requirements in the TIP.....	90
	Appendix L: Amendments and Administrative Modifications.....	92

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

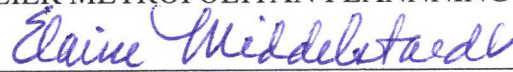
WHEREAS, in accordance with the Florida Department of Transportation's MPO Administrative Manual, the Transportation Improvement Program must be accompanied by an endorsement indicating official MPO approval;

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

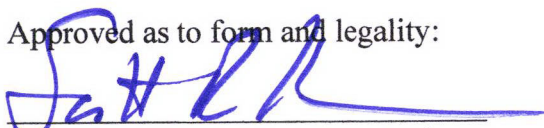
1. The FY 2021/22 – 2025/26 Transportation Improvement Program and the projects programmed therein are hereby adopted.
2. The Collier Metropolitan Planning Organization's Chairman is hereby authorized to execute this Resolution certifying the MPO Board's endorsement of the FY 2021/22 – 2025/26 Transportation 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 11th day of June 2021.

Attest: 
By: _____
Anne McLaughlin
MPO Executive Director

COLLIER METROPOLITAN PLANNING ORGANIZATION
By: 

Councilwoman Elaine Middelstaedt
Collier MPO Chairman

Approved as to form and legality:


Scott R. Teach, Deputy County Attorney



Figure 1 – Collier Metropolitan Planning Area (MPA)

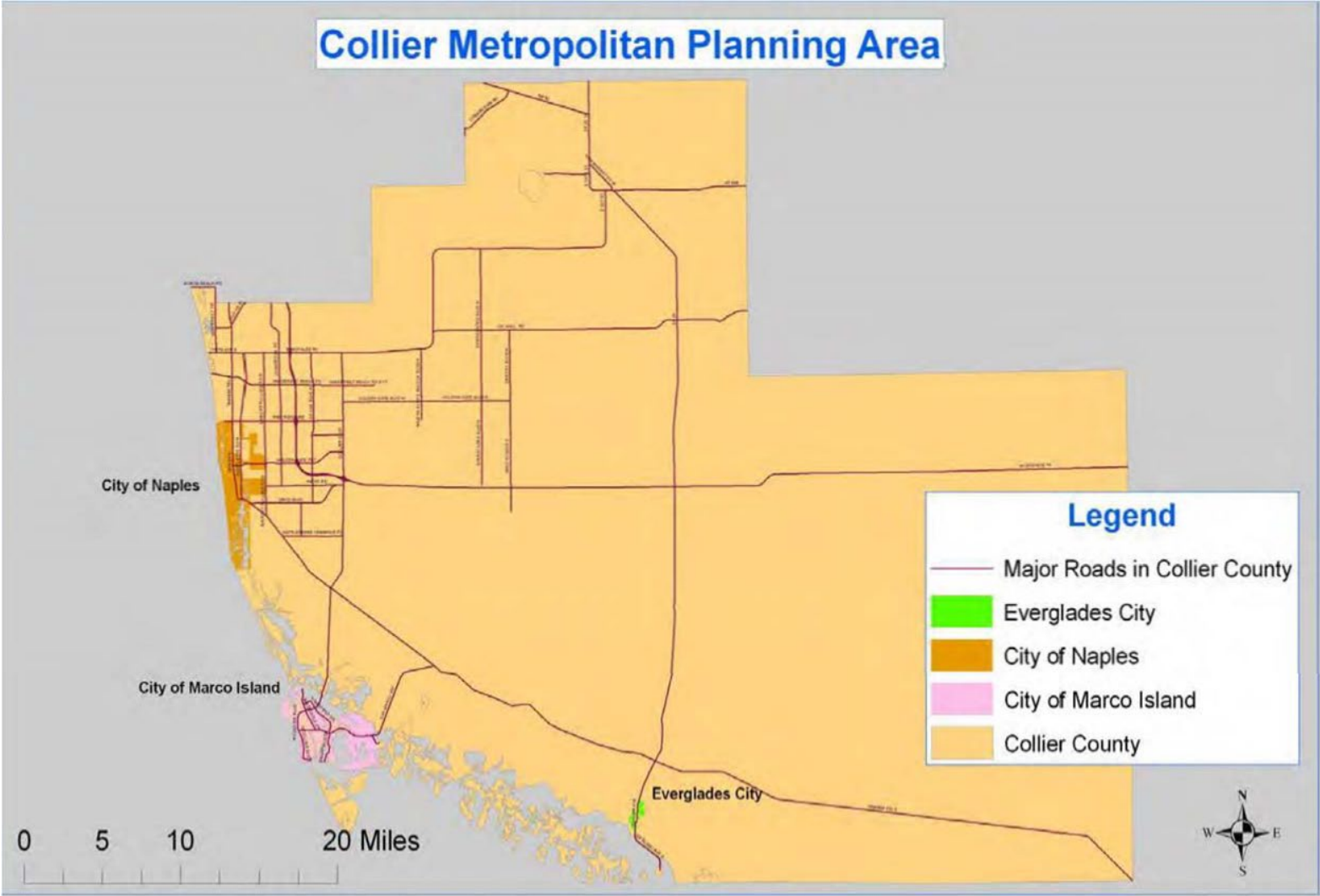
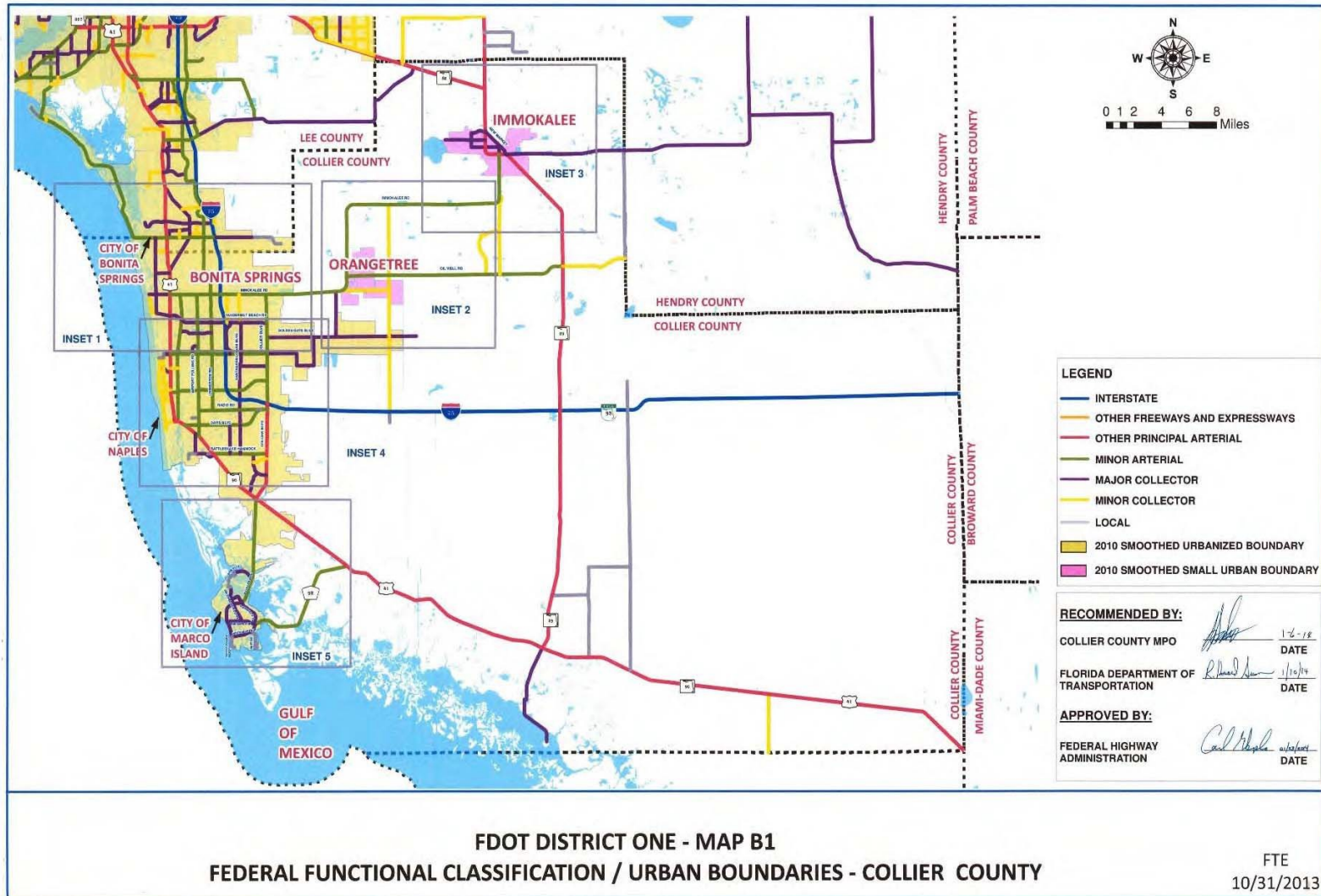


Figure 2 – Bonita Springs – Naples Urbanized Area Map



NARRATIVE

PURPOSE

The Collier Metropolitan Planning Organization (MPO) is required by Federal and State Statutes¹; and Federal Transportation Legislation, Moving Ahead for Progress in the Twenty-First Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act) signed into law in December 2015, to develop a Transportation Improvement Program (TIP) that is approved by both the MPO and the Governor of Florida (or the Governor's delegate). The FAST Act (23 U.S.C. 133(h) §1109) carries forward policies initiated by MAP-21, which created a streamlined and performance-based surface transportation program that builds on many of the highway, transit, bike, and pedestrian programs and policies established in previous transportation legislation. These programs address the many challenges facing the U.S. transportation system including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and of freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act added reducing or mitigating storm water impacts of surface transportation, and enhancing travel and tourism to the nationwide transportation goals identified in MAP-21. The FAST Act establishes the Nationally Significant Freight and Highway Projects (NSFHP) program to provide competitive grants – Fostering Advancement in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) – to nationally and regionally significant freight and highway projects that align with national transportation goals.

The TIP is developed by the MPO in cooperation with the Florida Department of Transportation (FDOT), state and local governments, and public transit operators who are each responsible for providing the MPO with estimates of available federal and state funds. This collaborative effort ensures that projects programmed in the FDOT Work Program address the MPO's highest transportation project priorities and are consistent with the overall transportation goals of the surrounding metropolitan area. Following approval by the MPO Board and the Governor of Florida, the TIP is included in the FDOT State Transportation Improvement Program (STIP). The TIP is a five-year, fiscally constrained, multi-modal program of transportation projects within the Collier Metropolitan Planning Area (MPA). The MPA is the geographic planning region for the MPO (see Figure 1 above). The projects in the TIP are presented in Year of Expenditure (YOE) dollars which takes inflation into account. TIP projects include highway, transit, sidewalk/bicycle paths and/or facilities, congestion management, road and bridge maintenance, transportation planning, and transportation alternative program activities to be funded by 23 C.F.R. 450.324(c). The TIP also includes aviation projects; and all regionally significant

¹ 23 United States Code (U.S.C.) 134(j) and (k)(3) and (4); 23 U.S.C. 204; 49 U.S.C. 5303; 23 Code of Federal Regulations Part 450 Sections 326, 328, 330, 332 and 334; and Florida Statutes (F.S.) s.339.175, s339.135(4)(c) and 4(d), and 427.051(1)

transportation projects for which Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) approval is required. For informational purposes, this TIP also identifies other transportation projects, as defined in 40 CFR 450.324 (c)(d), that are not funded with federal funds.

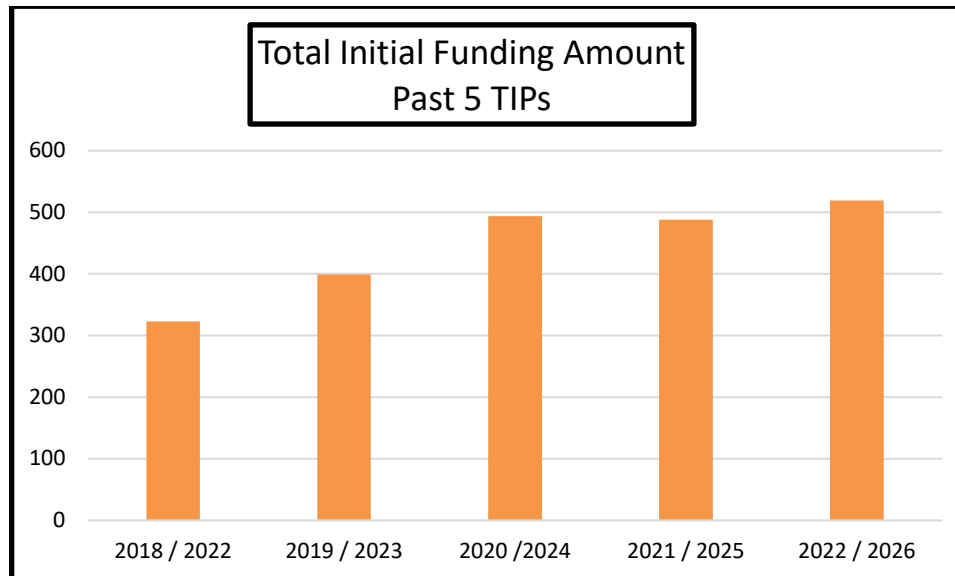
The TIP for the Collier MPO is fiscally constrained by year so that financial resources can be directed towards high priority transportation needs in the area. Consequently, the level of authorized funding (both current and projected) available to the state and the MPO is used as the basis for financial restraint and scheduling of federally funded projects within the MPO's jurisdiction. FDOT uses the latest project cost estimates, and the latest projected revenues based on a district-wide statutory formula to implement projects within the Collier MPO in the Work Program, and this is reflected in the TIP as well. This TIP is also constrained due to local funds from local governments' Capital Improvement Programs committed to certain projects in the TIP. This TIP has been developed in cooperation with the FDOT. FDOT provided the MPO with estimates of available federal and state funds, as shown in the Table on the following page. The TIP is updated annually by adding a "new fifth year" which maintains a five-year rolling timeframe for the TIP. In addition to carrying forward existing projects, the MPO annually approves a set of new Transportation Project Priorities and submits these to FDOT prior to July 1st. This new set of priorities, which may be eligible for funding in the following year, is drawn from the Collier 2040 Long Range Transportation Plan (LRTP). Projects are selected based on their potential to improve transportation safety and/or performance; increase capacity or relieve congestion; and preserve existing infrastructure. FDOT uses, in part, the MPO's priorities in developing the new fifth year of the FDOT Five-Year Work Program which is also a rolling five-year program. The TIP is developed with consideration of the ten planning factors from MAP-21 and the FAST Act which are listed below.

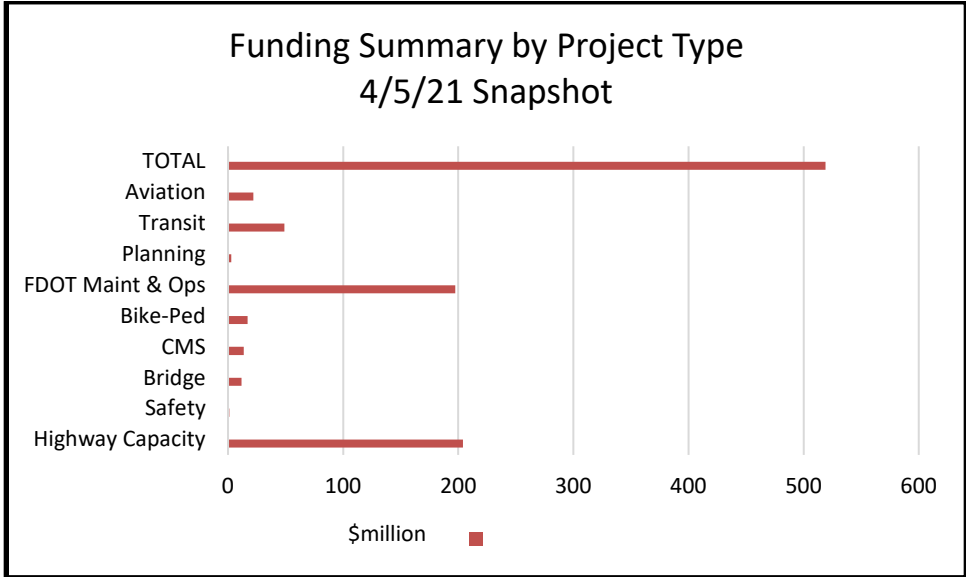
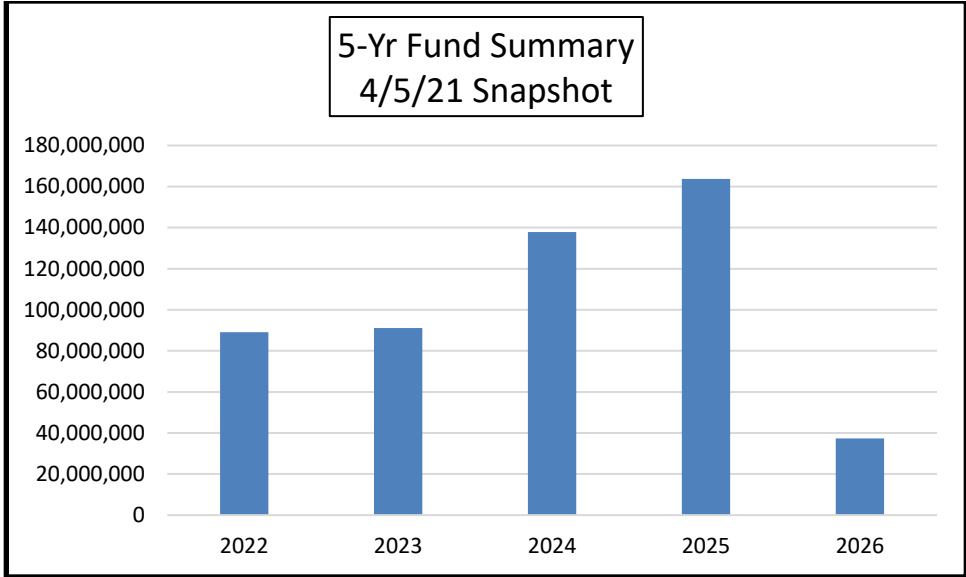
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for the motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Reduce or mitigate storm water impacts of surface transportation
10. Enhance travel and tourism.

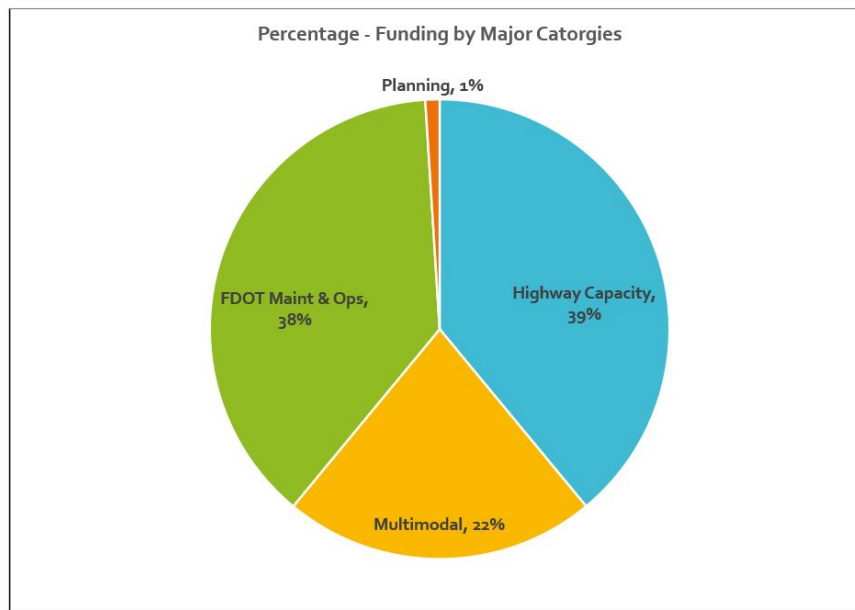
FUNDING SUMMARY

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 pie chart on page 8 shows the percentage of funding by major categories - Maintenance and Operations, Highway Capacity Improvements and Multimodal. The Multimodal category includes Transit, Aviation, and the MPO's SU "Box Funds" which are allocated to stand-alone Bicycle and Pedestrian, Transit, Safety, Bridge, and Congestion Management Projects. It's important to note that Safety and Multimodal considerations are also embedded in all project types.

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.





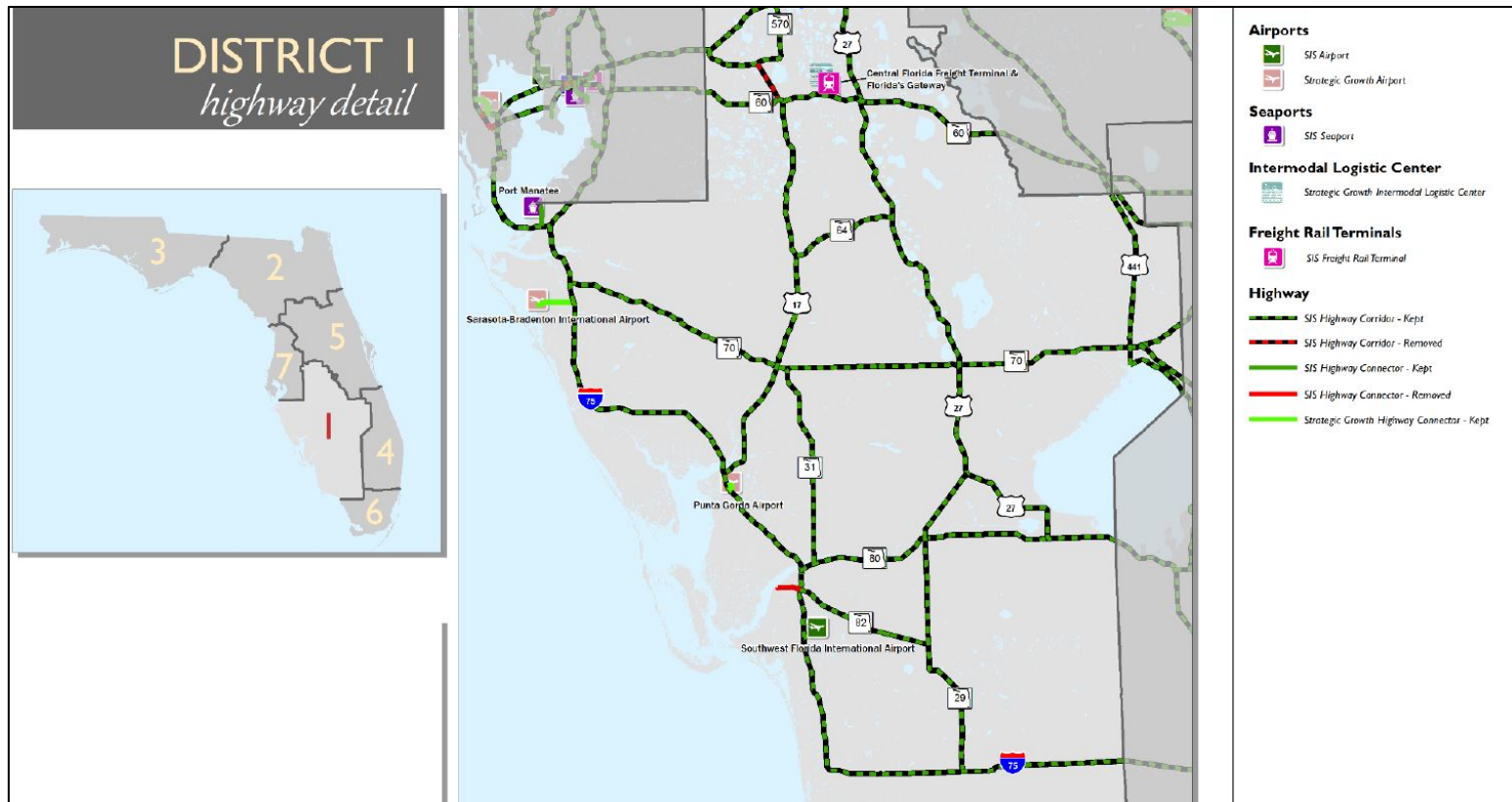


HIGHWAY FUNDING SOURCES

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:

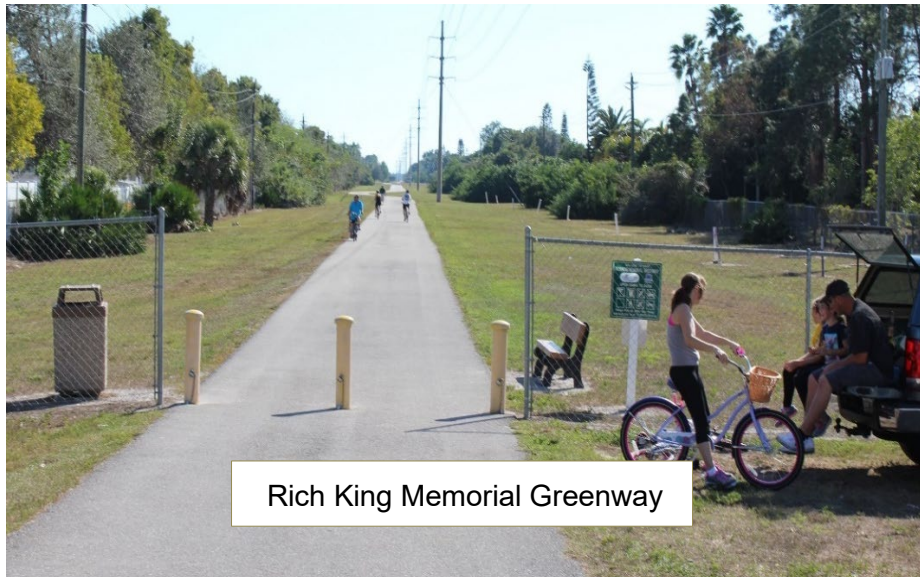
1. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) and MAP-21 §1103:

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. 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	FPN	Phase	Source	FY	Amount				
								Phase	Source	YOE Cost							YOE			
2	Golden Gate Parkway	I-75 Interchange	I-75 Interchange	Eastbound on-ramp - New 2 lane Ramp		\$2,000,000	2021-2025	PE	OA	\$590,000	\$3,130,000									
								CST	OA	\$2,540,000										
3	Pine Ridge Rd	I-75 Interchange	I-75 Interchange	Intersection Traffic Signalization		\$5,000,000	2021-2025	PE	OA	\$800,000	\$7,150,000	4452962	CST	DI	2023	\$5,450,000				
								CST	OA	\$6,350,000										
5	CR 951 (Collier Blvd)	Golden Gate Canal	Green Blvd	4 to 6 lane roadway	2.0	\$30,000,000	2021-2025	PE	OA	\$3,600,000	\$41,700,000	4464121	PE	LF, CIGP	2024	\$3,200,000				
								CST	OA	\$38,100,000										
7	Immokalee Rd	I-75 Interchange	I-75 Interchange	Intersection Traffic Signalization		\$2,750,000	2021-2025	PE	OA	\$510,000	\$4,000,000									
								CST	OA	\$3,490,000										
12	Old US 41	US 41 (SR 45)	Lee/Collier County line	Add Lanes and Reconstruct	1.5	\$15,030,000	2026-2030	PE	OA	\$2,720,000							FDOT PD&E, FPN 4353471 Collier, 4351101 Lee MPO			
19a	Critical Needs Intersection (Randall Blvd at Immokalee Rd)	Immokalee Rd	8th Street	Interim At-Grade Improvements, including 4 laning 8th Street		\$4,000,000	2021-2025	CST	OA	\$5,080,000	\$5,080,000							funded with County Sales Surtax		
21	US 41	Goodlette Rd	N/A	Intersection Improvements		\$2,000,000	2021-2025	PE	OA	\$370,000	\$2,912,000								FDOT Traffic Analysis & Modeling	
								CST	OA	\$2,542,000										
41	SR 951 (Collier Blvd)	South of Manatee Rd	North of Tower Rd	4 to 6 lane roadway	1	\$13,350,000	2026-2030	PE	OA	\$2,020,000	\$22,050,000	4351112	ROW,RRU, CST	DDR, DS, LF, DIH	2021 & 2024	\$17,341,882				
Subtotal						\$74,130,000													Subtotal	\$25,991,882
HIGHWAY SAFETY																				
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				PROJECT STATUS Including Projects Funded in Draft FY2021-25 TIP								
								2026-2030			Projects Funded in CFP	FPN	Phase	Source	FY	Amount				
								Phase	Source	YOE Cost							YOE			
5	US 41/Tamiami Trail	Greenway Rd	6 L Farm Rd	2-lane roadway to 4 lanes with outside shoulder paved		\$21,830,000	2026-2030	PE	OA	\$6,010,000	TBD	4156213	CST	OA	26-30	Pending from FDOT	PD&E completed 2008			

SIS PRIORITIES (for Collier and Lee County MPOs)

In addition to the highway priorities listed above, the MPO forwards two lists of priority projects on the Strategic Intermodal System (SIS) network to FDOT for consideration of future funding. The SIS network includes highways, airports, spaceports, deep water seaports, freight rail terminals, passenger rail, intercity bus terminals, rail corridors and waterways that are considered the largest and most significant commercial transportation facilities in the state. There are three SIS highway corridors in Collier County: I-75, SR29 and SR82 are the three SIS highway corridors in Collier County. Table 3A and Table 3B illustrate the 2018 SIS Priorities for both the Collier MPO (adopted by the MPO Board on June 8, 2018) and the Lee County MPO Board. The Collier MPO SIS Priorities are consistent with the Collier 2040 LRTP.

**Table 3A Joint Collier/Lee County MPO Mainline SIS Priorities
Adopted by Collier MPO June 8, 2018, Lee County MPO June 22,
2018**

2012 Priority	2017 Priority	Project	From	To	Improvement Type	Next Phase	Volume	Capacity	v/c
20	1 ¹	SR 82	Hendry County Line	Gator Slough	2 - 4L	CST	12,000	16,400	0.73
10	2 ²	SR 29 Loop Rd	SR 29 (South)	SR 29 (North)	New 4L	ROW	New	41,700	
23	3	SR 29	New Market Road North	SR 82	2-4L	ROW	16,450	16,400	1.00
NA	4	I-75	Pine Ridge Road	SR 82	6L - 8 Aux Lns	PD&E	100,500	111,800	0.90
7	5	SR 80	SR 31	Buckingham Rd	4-6L	PD&E	35,000	41,700	0.84
24	6	SR 29	9th St North	Immokalee Dr	2-4L	PE	16,000	19,514	0.82
12	7	SR 29	Immokalee Dr	New Market Rd North	2-4L	ROW	15,900	19,514	0.81
NA	8 ³	SR 31	SR 80	SR 78	2 - 4L	PD&E	11,100	17,700	0.63
26	9	SR 29	Oil Well Rd	South of Agricultural Way	2-4L	PE	5,000	8,400	0.59
25	10	SR 29	South of Agricultural Way	CR 846 East	2-4L	ROW	7,100	19,514	0.43
26	11	SR 29	I 75	Oil Well Rd	2-4L	PE	3,200	8,400	0.38
13	12	I 75	Pine Ridge Rd	SR 80	6-10L	PD&E	100,500	111,800	0.90
Notes									
1. Joint Board #1 Priority									
2. Will improve other SR29 needs									
3. Includes bridge									

**Table 3B Joint Collier/Lee County MPO Interchange SIS Priorities
Adopted by Collier MPO June 8, 2018, Lee County MPO June 22,
2018**

Project	Interchange	Improvement Type	Next Unprogrammed Phase	Notes
I 75	@ Everglades Blvd	New Interchange	IJR	
I 75	@ Golden Gate Pkwy	Minor Interchange Improvements	Study	Short Term
I 75	@ Pine Ridge Rd	Minor interchange improvements	Study	Short Term
I 75	@ Immokalee Rd	Major interchange improvements	PD&E	Short Term
I 75	@ Bonita Beach Rd	Major interchange improvements	PE	Mid Term
I 75	@ Corkscrew Rd	Major interchange improvements	PE	Short Term
I 75	@ Daniels Pkwy	Minor Interchange Improvements	Study	Short Term
I 75	@ SR 82	Major interchange improvements	PE	Long Term
I 75	@Luckett Rd	Major interchange improvements	PE	Long Term
I 75	@ SR 78	Minor interchange improvements	PE	Short Term
I 75	@ Del Prado Ext.	New Interchange	IJR	
<p><u>Notes to Table 3B</u> Short Term - Current to 2025 Mid Term - 2025-2035 Long Term - 2035-2045 Minor Interchange Improvement - Add additional turn lanes, operational improvements Major Interchange Improvement - Rebuild to accommodate future 10-lane cross section</p>				

Phase Abbreviations: IJR Interchange Justification Report; PE Preliminary Engineering

2019 BRIDGE PRIORITIES

Bridge related priorities are consistent with the 2040 LRTP. The 2019 Bridge Related Priorities (Table 4) were approved by the MPO Board on June 12, 2020 and forwarded to FDOT for consideration of future funding.

Table 4 – 2020 Bridge Priorities

Rank	Location	Proposed Improvement	Cost Estimate	Status
1	16th Street NE, south of 10th Ave NE	New Bridge Construction	\$8,000,000	CST \$4.9 m SU/CM CST FY22 FY21-25 TIP
2	47th Avenue NE, west of Everglades Boulevard	New Bridge Construction	\$8,000,000	PD&E completed
3	Wilson Boulevard, south of 33rd Avenue NE	New Bridge Construction	\$8,000,000	
4	18th Ave NE, between Wilson Boulevard N and 8th Street NE	New Bridge Construction	\$8,000,000	
5	18th Ave NE, between 8th Street NE and 16th Street NE	New Bridge Construction	\$8,000,000	
6	13th Street NW, north end at proposed Vanderbilt Beach Road Extension	New Bridge Construction	\$8,000,000	
7	16th Street SE, south end	New Bridge Construction	\$8,000,000	
8	Wilson Boulevard South, south end	New Bridge Construction	\$8,000,000	
9	Location TBD, between 10th Avenue SE and 20th Avenue SE	New Bridge Construction	\$8,000,000	
10	62nd Avenue NE, West of 40th Street NE	New Bridge Construction	\$8,000,000	

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 funds² on a five-year rotating basis. In 2019, congestion management received 100% of the SU funds, approximately \$4.1 million. The 2019 congestion management priorities are all new projects as prior priority projects have been completed or removed from the priority list. Table 6 (next page) lists the 2019 congestion management priorities which were adopted by the MPO Board in June 2019 and subsequently modified and re-adopted by the Board on October 11, 2019. The Congestion Management Process (2017 update) was used by the committee as a guide to prioritize the 2019 projects.



² Surface Transportation Funds for Urbanized Area – with population greater than 200,000. Allocation of funds is determined by a formula.

2020 Congestion Management Project Priorities (continuation of 2019 Priorities)

PROJECT RANKING	Project Name	Submitting Agency/ Jurisdiction	Current Estimated Project Costs	Phase	Funding Status Per Draft FY21-25 TIP
1	Crayton Road & Harbour Drive Intersection Improvements - Roundabout	City of Naples	\$ 892,211	CST FY24	FPN 4463171
2	ITS Fiber Optic and FPL Power Infrastructure - 13 locations	Collier County	\$ 273,725	CST FY25	FPN 4462501
3	Travel Time Data Collection & Performance Measurements	Collier County	\$ 701,000	CST FY25	FPN 4462511
4	Mooring Line Drive & Crayton Road Intersection Improvements - Roundabout	City of Naples	\$ 850,533	PE FY25	FPN 4463172 (PE \$126,000)
5	Golden Gate Parkway & US-41 Intersection Improvements (lane restriping to add left turn lane sb/eb US41)	City of Naples	\$ 1,366,107	PE FY23; ROW FY25	FPN 4464511 PE \$270,000; ROW \$225,942
6	New- Updated School Flasher System	Collier County	\$ 354,250	CST FY 23	FPN 4462521
7	New-Vehicle Count Station Update - 31 locations	Collier County	\$ 312,562	CST FY25	FPN 4462541
8	Bicycle Detection Systems at 4 intersections: US41/Central Ave, US41/3rd AveS; Park Shore Drive/Crayton Rd: 8th St S/3rd Ave S	City of Naples	\$ 67,429	CST FY24	FPN 4462531
9	Adaptive Traffic Control System - 13 intersections on Santa Barbara & Golden Gate Pkwy	Collier County	\$ 894,000	PE FY 24 CST FY25	FPN 4463421
Total			\$ 5,711,817		

BICYCLE and PEDESTRIAN PRIORITIES

The priorities were derived from the 2019 Collier MPO Bicycle and Pedestrian Master Plan (BPMP). The BPMP continues the MPO's vision of providing a safe, connected and convenient on- road and off-road network throughout the Collier MPA to accommodate bicyclists and pedestrians as well as a similar goal of improving transportation efficiency and enhancing the health and fitness of the community while allowing for more transportation choices.

Table 7: 2020 Bicycle and Pedestrian Priorities

2020 Collier MPO Bicycle Pedestrian Priorities as Ranked by the BPAC on Nov. 19, 2019 updated 1/12/21 based on FDOT DRAFT TENTATIVE WORK PROGRAM								Draft Tent. Work Prog. FY22-26	Phases	FY
Rank	Score	Location/ Jurisdiction	Project	Project Type	PE, Feas. Study	CST & CEI	Totals			
1	13	District 5	"Immokalee Sidewalks" Carson, S 9th, N 9th	Sidewalks	\$ 161,097	\$ 719,046	\$ 880,143	4481251	PE, CST, CEI	22, 24
2	10	District 2	Wiggins Pass	Sidewalks, Bike Lanes	\$ 320,409	\$ 1,108,804	\$ 1,429,213	4480691	PE, CST, CEI	23, 25
2	10	Marco	"Collier Blvd Multiple Segments" Alt Bike Lanes	In-Road Bike Lanes	\$ 130,000	\$ 1,043,099	\$ 1,173,099	4481271	PE, CST	22, 24
2	10	District 4	"Goodlette -Frank " Wisconsin, Illinois, Hollygate, Cooper	Sidewalks	\$ 116,350	\$ 535,656	\$ 652,006	4481261	PE, CST, CEI	23,25
2	10	District 4	Pine St from Becca Ave to US41	Sidewalks	\$ 58,719	\$ 270,511	\$ 329,230	4481281	PE, CST, CEI	23, 25
2	10	District 1	"Naples Manor Sidewalks" Holland, Caldwell, Sholtz	Sidewalks	\$ 300,264	\$ 1,363,214	\$ 1,663,478	4481291	PE, CST, CEI	24, 26
2	10	District 3	Golden Gate Sidewalks" 24th Pl, 27th Pl, 43rd St, 47th Terr	Sidewalks	\$ 267,511		\$ 267,511	4481301	PE	26
3	8	Everglades	"Phase 3 E City BPMP" 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
TOTALS					\$ 2,889,350	\$ 10,501,712	\$ 13,391,062			

REGIONAL PRIORITIES – TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)



In addition to local MPO priorities, the Collier MPO coordinates with the Lee County MPO to set regional priorities. The Lee County and Collier MPOs entered into an Interlocal Agreement by which they set policies to prioritize regional projects.

The Transportation Regional Incentive Program (TRIP). TRIP is a discretionary program that funds regional projects prioritized by the two MPOs. The TRIP priorities approved by the MPO Board on June 12, 2020, are shown in Table 8.

Table 8 - 2020 Joint Collier/Lee County MPO TRIP Priorities

Joint TRIP Priorities for Lee and Collier 2020										
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.
- 16th 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 30th but were added to the FDOT Work Program between July 1st and September 30th. Roll Forward Amendments are regularly needed largely due to the different state and federal fiscal years. Many of the projects that get rolled forward are FTA projects because these projects do not automatically roll forward in the TIP. Roll Forward Amendments do not have any fiscal impact on the TIP.

A **TIP Amendment** is the third and most substantive type of amendment. These amendments are required when a project is added or deleted (excluding those projects added between July 1 and September 30), a project impacts the fiscal

constraint of the TIP, project phase initiation dates, or if there is a substantive change in the scope of a project. TIP Amendments require MPO Board approval, are posted on the MPO website along with comments forms and distributed to listserv(s) via email. The Collier MPO's PPP defines the process to be followed for TIP amendments.

CERTIFICATION

The entire MPO process, including the TIP, must be certified by FDOT on an annual basis. The 2020 MPO process was certified by FDOT 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.

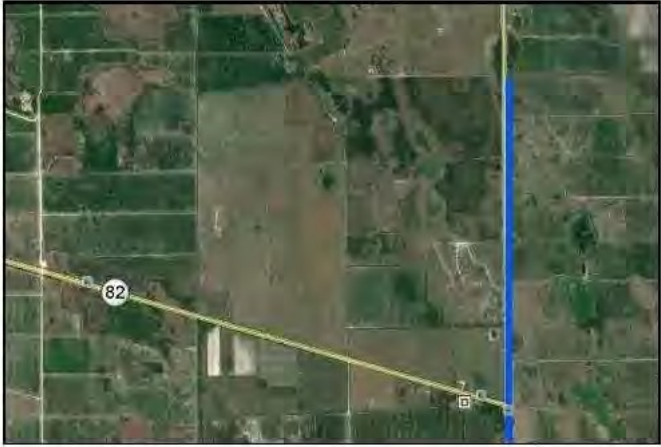
Projects often require multiple phases which may include any or all of the following: Project Development and Environment (PD&E), Design (PE), Environment (ENV), Right of Way acquisition (ROW), Railroad and Utilities (RRU), Construction (CST), Operations (OPS), Capital (CAP). Large projects are sometimes 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

A	4178784	B	SR 29 FROM SR 82 TO HENDRY C/L					C	SIS
D	Project Description:	WIDEN FROM 2-4 LANES (one segment of larger project)					E	Prior Years Cost:	1,898,484
							Future Years Cost:	0	
F	Work Summary:	ADD LANES & RECONSTRUCT						Total Project Cost:	14,492,538
							L RTP Ref:	SIS PLAN APPENDIX A	
G	Lead Agency:	FDOT					H	Length:	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	
I	ENV	D1	0	0	15,000	0	0	15,000	
	ENV	ACNP	0	400,000	0	0	50,000	450,000	
	INC	DDR	0	0	0	0	0	0	
	ROW	ACNP	0	0	687,685	0	0	687,685	
								0	
	Total		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
 2045 LRTP: p6-2, Table 6-1

Work Summary: ADD LANES & RECONSTRUCT

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
Total		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

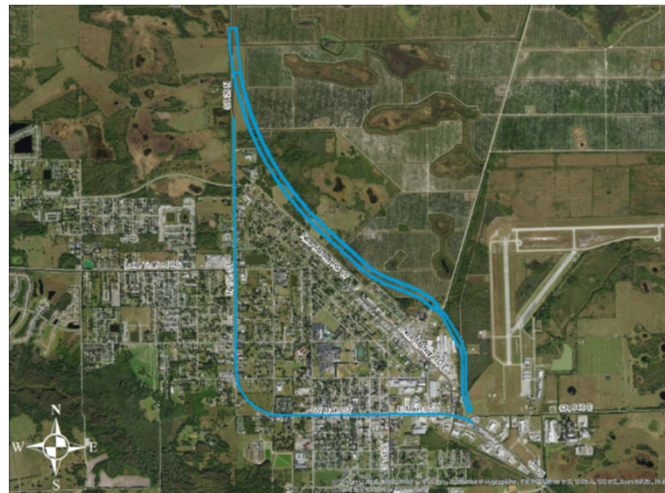
Work Summary: NEW ROAD CONSTRUCTION

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
Total		0	0	1,218,467	5,768,149	0	6,986,616



4175406

SR 29 FROM N OF NEW MARKET RD TO SR 82

SIS

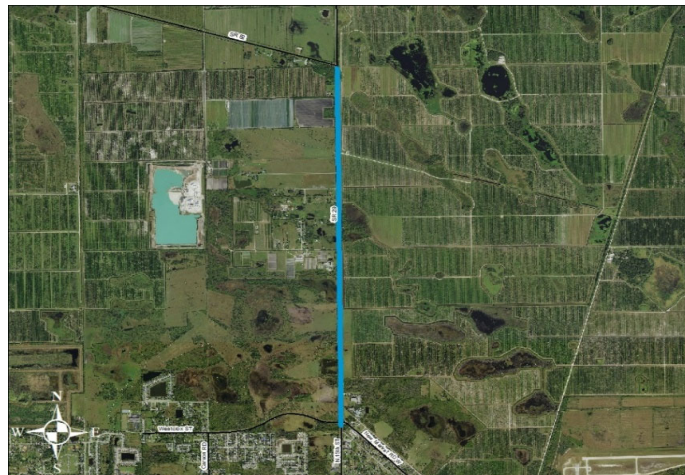
Project Description: Widen from 2 to 4 lanes (one segment of larger project)
Freight priority

Prior Years Cost: 40,396,829
Future Years Cost: 26,198,121
Total Project Cost: 68,036,653
2045 LRTP: p6-2, Table 6-1

Work Summary: ADD LANES & RECONSTRUCT

Lead Agency: FDOT **Length:** 3.037

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACNP	0	0	0	0	0	0
CST	DI	0	0	0	0	0	0
ENV	TALT	0	380,000	0	0	0	380,000
ROW	ACNP	0	0	1,061,703	0	0	1,061,703
RRU	ACNP	0	0	0	0	0	0
							0
							0
							0
							0
Total		0	380,000	1,061,703	0	0	1,441,703



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
							0
Total		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

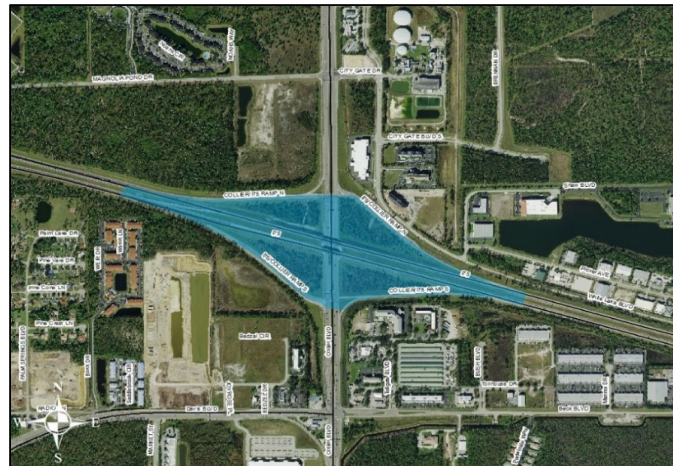
Work Summary: INTERCHANGE IMPROVEMENT

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

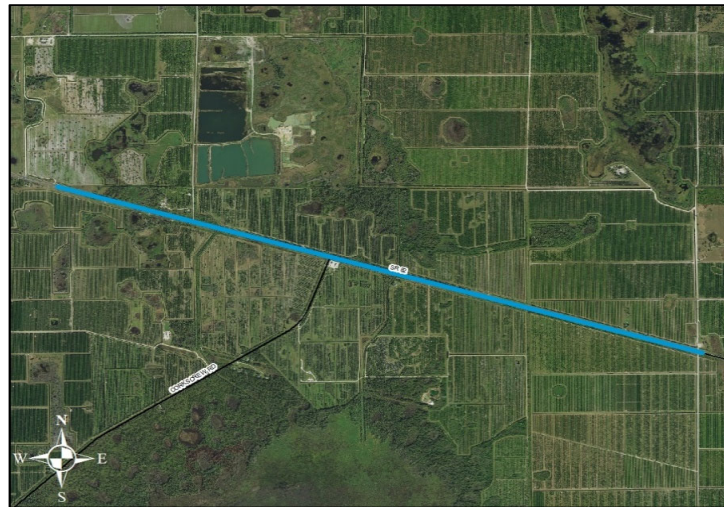
Project Description: Widen from 2-4 lanes (segment of larger project)

Prior Years Cost: 5,843,953
 Future Years Cost: 0
 Total Project Cost: 44,484,094
 2045 LRTP: P6-2, Table 6-1

Work Summary: ADD LANES & RECONSTRUCT

Lead Agency: FDOT **Length:** 4.022

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DI	0	0	35,934,726	0	0	35,934,726
CST	DIH	0	0	5,415	0	0	5,415
ENV	DDR	0	400,000	400,000	0	0	800,000
INC	DDR	0	0	0	1,400,000	0	1,400,000
RRU	DDR	0	0	500,000	0	0	500,000
							0
							0
							0
Total		0	400,000	36,840,141	1,400,000	0	38,640,141



4351112 SR 951 FROM MANATEE RD TO N OF TOWER RD

Project Description:

Prior Years Cost: 7,040,242
 Future Years Cost: 0
 Total Project Cost: 21,972,808
 2045 LRTP: P6-2, Table 6-1

Work Summary: ADD LANES & REHABILITATE PVMNT

Lead Agency: FDOT **Length:** 0.769

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DDR	0	0	0	12,204,166	0	12,204,166
CST	DIH	0	0	0	11,150	0	11,150
CST	LF	0	0	0	167,250	0	167,250
RRU	LF	0	0	0	1,550,000	0	1,550,000
RRU	DDR	0	0	0	1,000,000	0	1,000,000
							0
							0
							0
							0
Total		0	0	0	14,932,566	0	14,932,566



4404411 AIRPORT PULLING RD FROM VANDERBILT RD TO IMMOKALEE RD

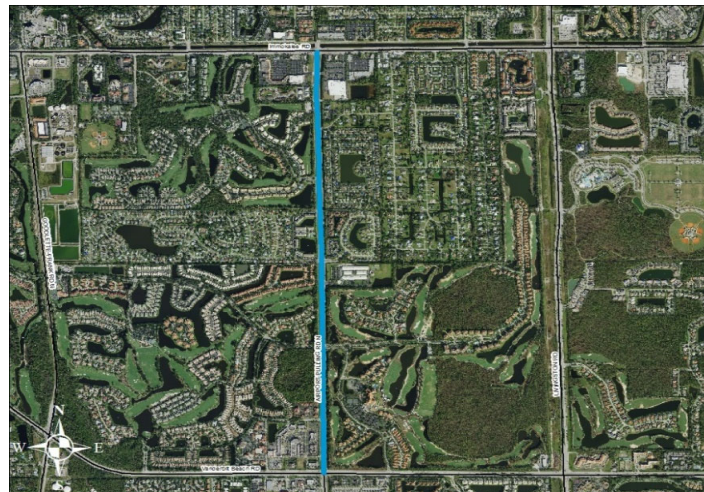
Project Description:

Prior Years Cost: 0
 Future Years Cost: 0
 Total Project Cost: 12,856,200
 2045 LRTP: P6-2, Table 6-1

Work Summary: ADD THRU LANE(S)

Lead Agency: COLLIER COUNTY **Length:** 1.97

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	LF	0	4,928,100	0	0	0	4,928,100
CST	CIGP	0	4,928,100	0	0	0	4,928,100
PE	CIGP	1,500,000	0	0	0	0	1,500,000
PE	LF	1,500,000	0	0	0	0	1,500,000
							0
							0
							0
							0
							0
Total		3,000,000	9,856,200	0	0	0	12,856,200



4419751

SR 90 (US 41) AT OASIS VISITOR CENTER

SIS

Project Description: Federal Lands Highways project

Prior Years Cost: 431,864

Future Years Cost: 0

Total Project Cost: 1,745,311

2045 LRTP: P6-2, Table 6-1

Work Summary: ADD LEFT TURN LANE(S)

Lead Agency: FDOT

Length: 0.276

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DDR	1,268,057	0	0	0	0	1,268,057
CST	DIH	15,390	0	0	0	0	15,390
ENV	DDR	30,000	0	0	0	0	30,000
							0
							0
							0
							0
							0
							0
Total		1,313,447	0	0	0	0	1,313,447



4452962

I-75 AT PINE RIDGE RD

SIS

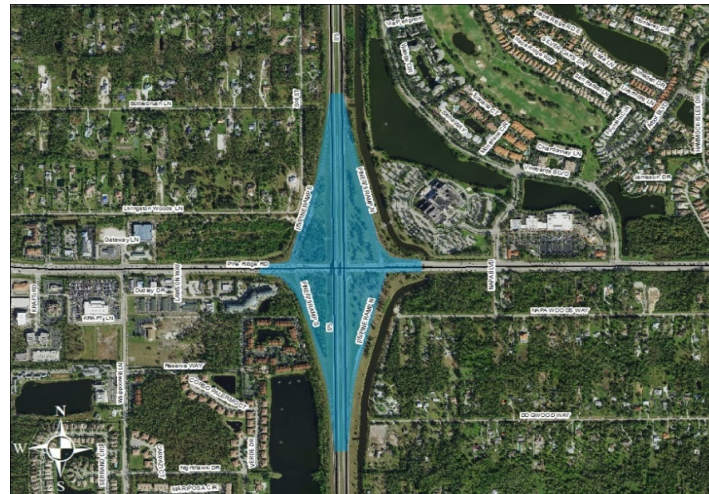
Project Description:

Prior Years Cost: 1,014,749
 Future Years Cost: 0
 Total Project Cost: 6,464,749
 2045 LRTP: P6-2, Table 6-1

Work Summary: INTERCHANGE IMPROVEMENT

Lead Agency: FDOT **Length:** 0.046

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DI	0	5,450,000	0	0	0	5,450,000
							0
							0
							0
							0
							0
							0
							0
							0
Total		0	5,450,000	0	0	0	5,450,000



4463381 VANDERBILT BEACH RD FROM US 41 TO E OF GOODLETTE FRANK

Project Description:

Prior Years Cost: 0
 Future Years Cost: 0
 Total Project Cost: 8,428,876
 2045 LRTP: P6-2, Table 6-1

Work Summary: ADD LANES & RECONSTRUCT

Lead Agency: COLLIER COUNTY **Length:** 0.995

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	LF	0	0	0	4,214,438	0	4,214,438
CST	TRIP	0	0	0	3,173,552	0	3,173,552
CST	TRWR	0	0	0	1,040,886	0	1,040,886
							0
							0
							0
							0
							0
							0
Total		0	0	0	8,428,876	0	8,428,876



4463411

GOODLETTE FRANK RD FROM VANDERBILT RD TO IMMOKALEE RD

Project Description:

Prior Years Cost: 0
 Future Years Cost: 0
 Total Project Cost: 5,500,000
 2045 LRTP: P6-2, Table 6-1

Work Summary:

ADD LANES & RECONSTRUCT

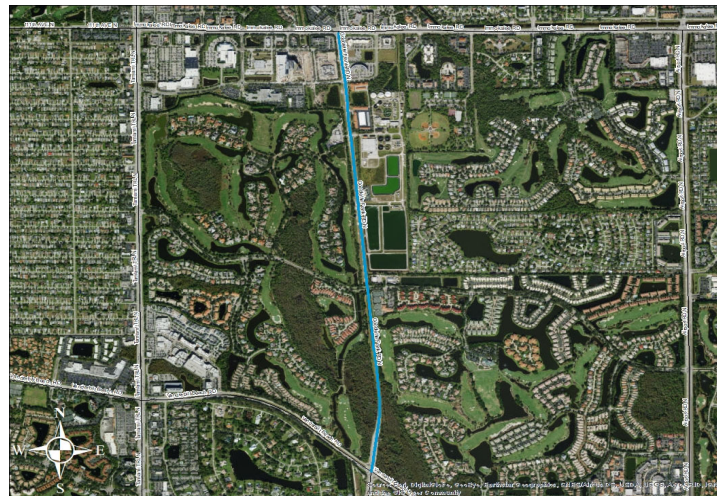
Lead Agency:

COLLIER COUNTY

Length:

2.140

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	LF	0	0	2,750,000	0	0	2,750,000
CST	TRIP	0	0	2,714,534	0	0	2,714,534
CST	TRWR	0	0	35,466	0	0	35,466
							0
							0
							0
							0
							0
							0
Total		0	0	5,500,000	0	0	5,500,000



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
 2045 LRTP: P6-2, Table 6-1

Work Summary:

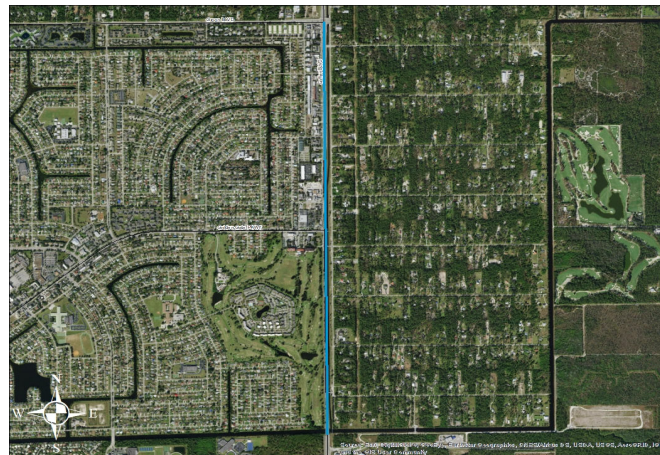
WIDEN/RESURFACE EXIST LANES

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
Total		0	0	3,200,000	0	0	3,200,000



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SECTION B: SAFETY PROJECTS

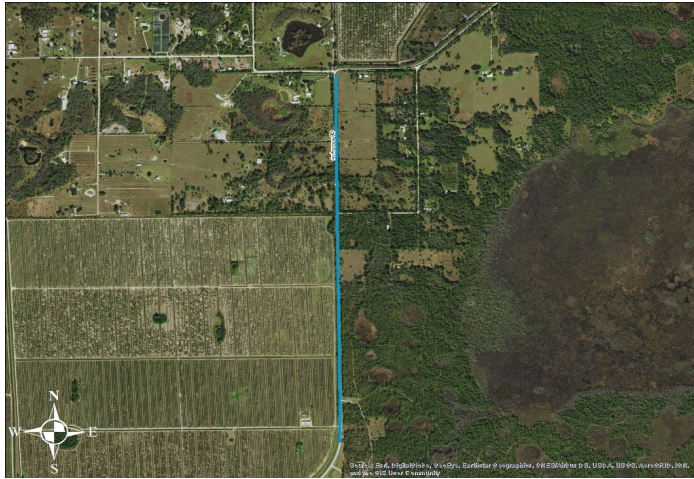
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4463232 CORKSCREW RD SOUTH FROM LEE COUNTY CURVE TO COLLIER COUNTY CURVE

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

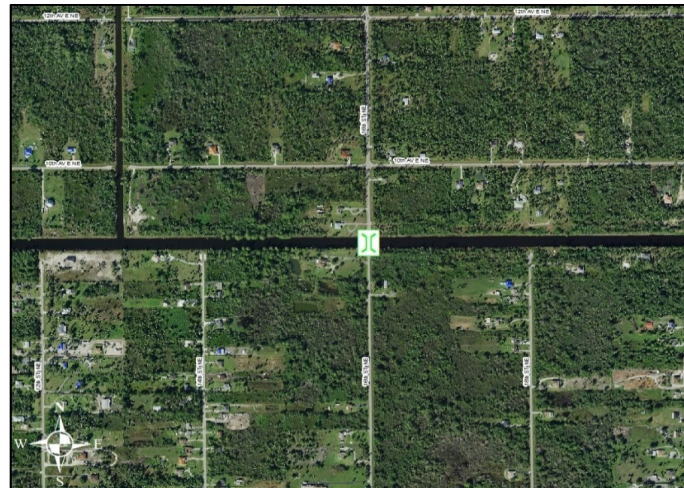
2045 LRTP: P6-2, Table 6-1

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
Total		4,933,943	0	0	0	0	4,933,943



4350431 COLLIER COUNTY SCOUR COUNTERMEASURE AT VARIOUS LOCATIONS

Project Description:

Prior Years Cost: N/A
 Future Years Cost: N/A
 Total Project Cost: N/A
 2045 LRTP: P6-18

Work Summary: BRIDGE-REPAIR/REHABILITATION

Lead Agency: FDOT **Length:** N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DIH	0	0	0	5,575	0	5,575
CST	BRRP	0	0	0	1,675,719	0	1,675,719
PE	BRRP	0	200,000	0	0	0	200,000
							0
							0
							0
							0
							0
Total		0	200,000	0	1,681,294	0	1,881,294



4441851 CR 846 OVER DRAINAGE CANAL

Project Description: (LAR) Local Advance Reimburse

Prior Years Cost: 0
 Future Years Cost: 0
 Total Project Cost: 4,918,592
 2045 LRTP: P6-2, Table 6-1

Work Summary: BRIDGE REPLACEMENT

Lead Agency: FDOT **Length:** N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	LFR	2,459,296	0	0	0	0	2,459,296
CST	ACBR	0	0	0	2,459,296		2,459,296
							0
							0
							0
							0
							0
							0
Total		2,459,296	0	0	2,459,296	0	4,918,592



Section D: CONGESTION MANAGEMENT PROJECTS

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4051061 COLLIER MPO IDENTIFIED OPERATIONAL IMPROVEMENTS FUNDING

Project Description: MPO SU funds held for cost over-runs, future programming

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: TRAFFIC OPS IMPROVEMENT

2045 LRTP: P6-17, Table 6-8

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
Total		2,075,588	131,225	0	643,054	2,190,891	5,040,758



4136271 NAPLES TRAFFIC SIGNALS REIMBURSEMENT

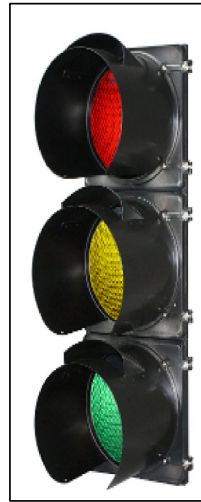
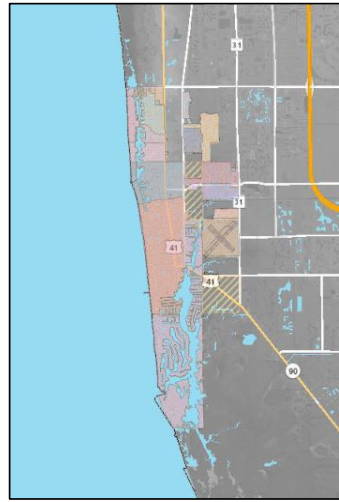
Project Description:

Prior Years Cost: N/A
 Future Years Cost: N/A
 Total Project Cost: N/A
 2045 LRTP: P6-18

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
Total		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
 2045 LRTP: P6-18

Work Summary: OTHER ITS

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

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DDR	0	81,000	81,000	81,000	81,000	324,000
OPS	DS	81,000	0	0	0	0	81,000
							0
							0
							0
							0
							0
							0
							0
Total		81,000	81,000	81,000	81,000	81,000	405,000



4371041 NAPLES TMC OPERATIONS FUNDING CITY WIDE

Project Description:

Prior Years Cost: N/A
 Future Years Cost: N/A
 Total Project Cost: N/A
 2045 LRTP: P6-18

Work Summary: OTHER ITS

Lead Agency: NAPLES **Length:** N/A

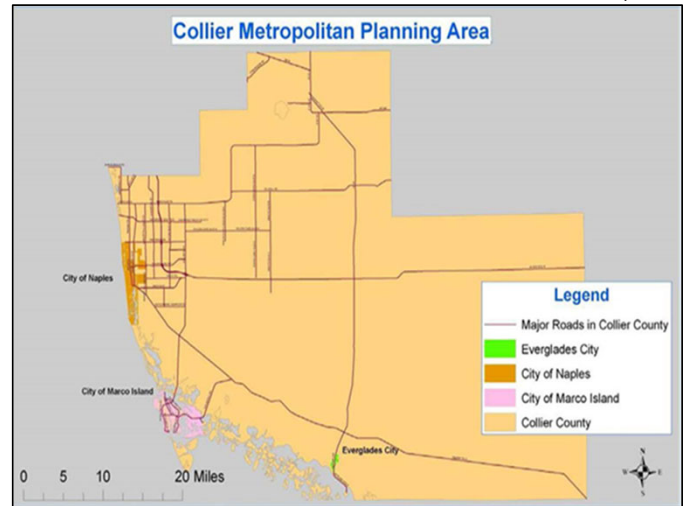
Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DDR	0	30,000	30,000	30,000	30,000	120,000
OPS	DS	30,000	0	0	0	0	30,000
							0
							0
							0
							0
							0
							0
							0
Total		30,000	30,000	30,000	30,000	30,000	150,000



4379241 TRAVEL TIME DATA COLLECTION COLLIER COUNTY ITS ARCH ATMS

Project Description: CMC Priority 2012-10 Prior Years Cost: 0
Future Years Cost: 0
Total Project Cost: 441,450
Work Summary: OTHER ITS 2045 LRTP: P6-2, Table 6-1
Lead Agency: COLLIER COUNTY Length: N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	ACCM	42,615	0	0	0	0	42,615
CST	CM	397,835	0	0	0	0	397,835
CST	DIH	1,000	0	0	0	0	1,000
							0
							0
							0
							0
							0
							0
Total		441,450	0	0	0	0	441,450



4379251 SIGNAL TIMING COUNTY ROADS AT VARIOUS LOCATIONS

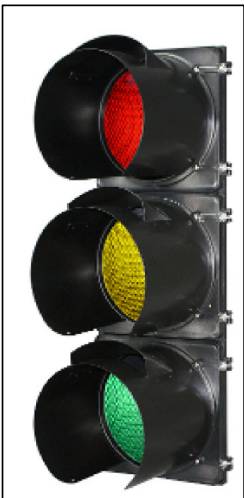
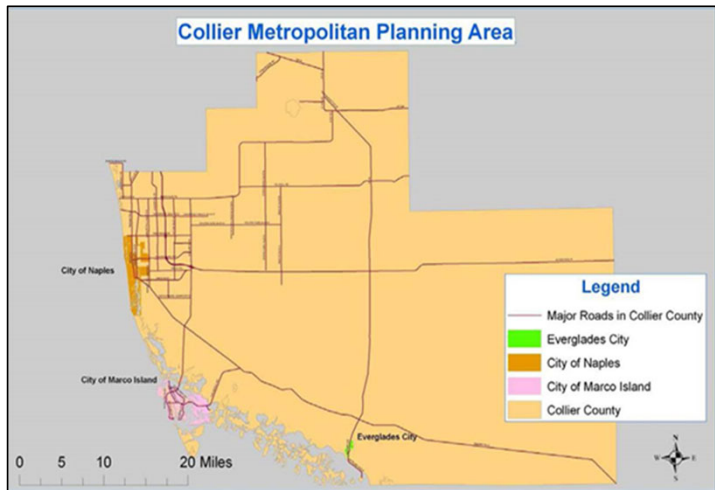
Project Description: CMC Priority 2015-03

Prior Years Cost: 0
 Future Years Cost: 0
 Total Project Cost: 452,561
 2045 LRTP: P6-2, Table 6-1

Work Summary: TRAFFIC SIGNAL UPDATE

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
							0
Total		452,561	0	0	0	0	452,561

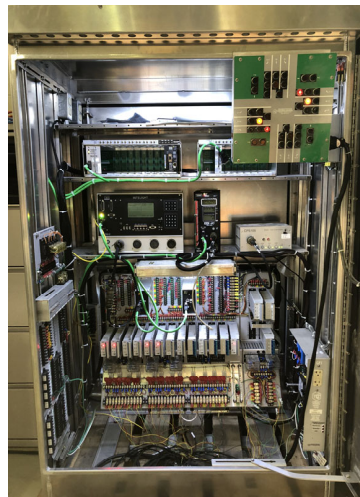


4404351 COLLIER COUNTY TRAFFIC SIGNAL TIMING OPTIMIZATION AT VARIOUS LOCATIONS

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, 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	50,000	0	0	0	50,000
PE	SU	351,000	0	0	0	0	351,000
							0
							0
							0
							0
							0
							0
							0
Total		351,000	50,000	0	0	0	401,000



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: P6-2, Table 6-1

Work Summary: ITS SURVEILLANCE SYSTEM

Lead Agency: NAPLES

Length: N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SU	0	0	67,429	0	0	67,429
							0
							0
							0
							0
							0
							0
							0
							0
Total		0	0	67,429	0	0	67,429



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

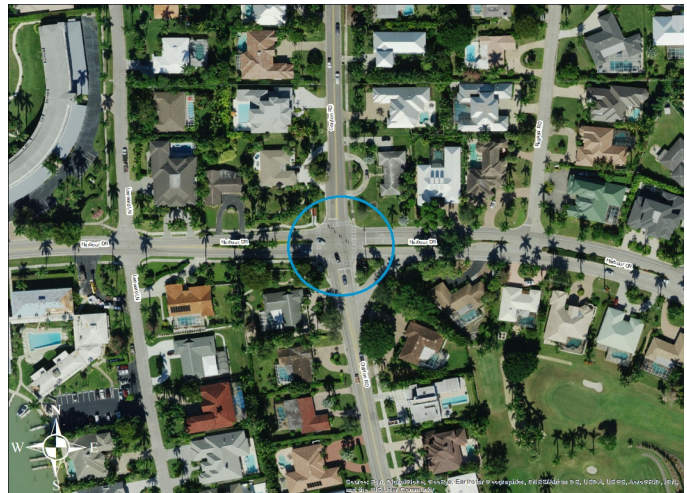
2045 LRTP: P6-2, Table 6-1

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
							0
Total		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
Total		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

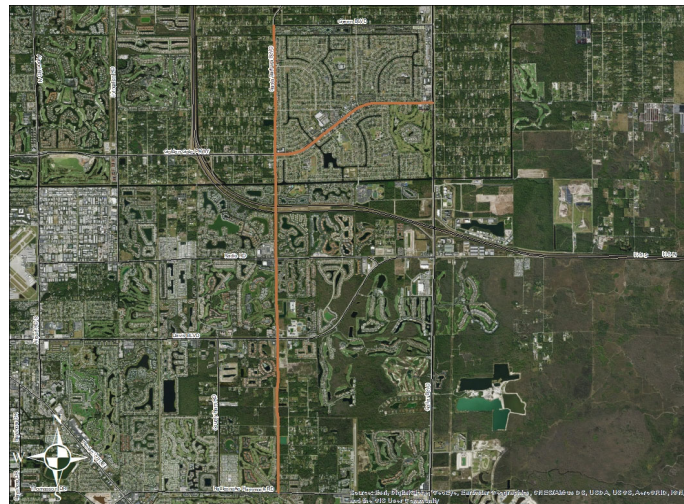
Work Summary: TRAFFIC CONTROL DEVICES/SYSTEM

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
							0
Total		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
Total		0	270,000	0	222,757	0	492,757



4486931 SR 29 WILDLIFE DETECTION N OF PANTHER REFUGE S OF OIL WELL RD

Project Description: (DSB) Design Build

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 771,642

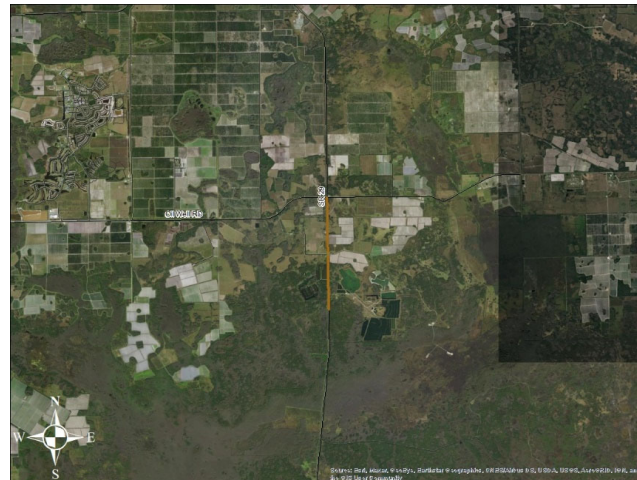
2045 LRTP: P6-18

Work Summary: OTHER ITS

Lead Agency: FDOT

Length: 0.960

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
DSB	DIH	67,827	0	0	0	0	67,827
DSB	DITS	600,000	0	0	0	0	600,000
DSB	DS	103,815					103,815
							0
							0
							0
							0
							0
							0
Total		771,642	0	0	0	0	771,642



SECTION E: BICYCLE AND PEDESTRIAN PROJECTS

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4370961 COPELAND AVE SIDEWALK FROM SOUTHERN LIMITS ON COPELAND AVE TO NE BROADWAY AND COPELAND AVE

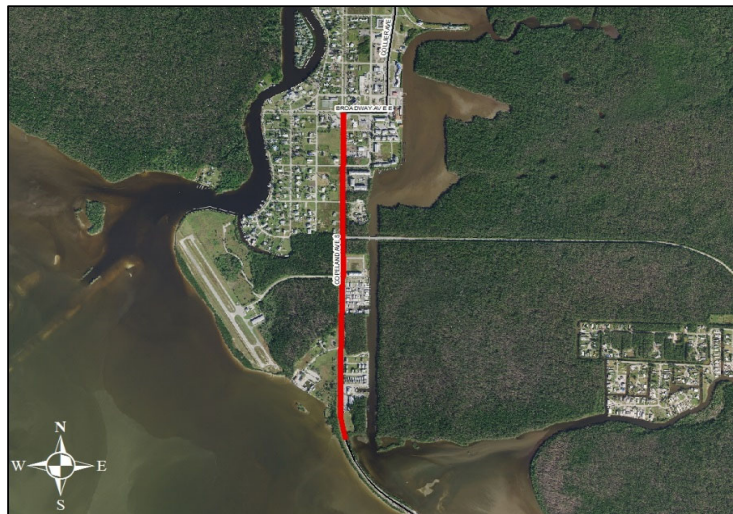
Project Description: BPAC PRIORITY 2017-10, 16-10, 15-10, 14-05

Prior Years Cost: 664,056
 Future Years Cost: 0
 Total Project Cost: 1,258,405
 2045 LRTP: P6-2, Table 6-1

Work Summary: SIDEWALK

Lead Agency: FDOT **Length:** 0.975

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	TALU	377,460	0	0	0	0	377,460
CST	SU	176,889	0	0	0	0	176,889
ENV	TALT	40,000	0	0	0	0	40,000
							0
							0
							0
							0
Total		594,349	0	0	0	0	594,349



4380911 COUNTY BARN ROAD FROM RATTLESNAKE HAMMOCK TO SR 84(DAVIS BLVD)

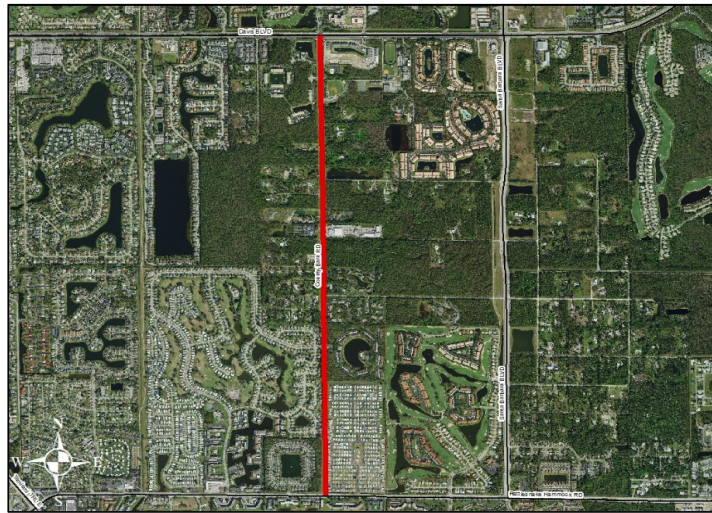
Project Description: BPAC Priority 2017-01,16-01, 15-01, 14-01, 13-05

Prior Years Cost: 176,000
 Future Years Cost: 0
 Total Project Cost: 2,055,376
 2045 LRTP: P6-2, Table 6-1

Work Summary: BIKE PATH/TRAIL

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
Total		0	1,879,376	0	0	0	1,879,376



4380921 CR 901/VANDERBILT DR FROM VANDERBILT BEACH RD TO 109TH AVENUE N

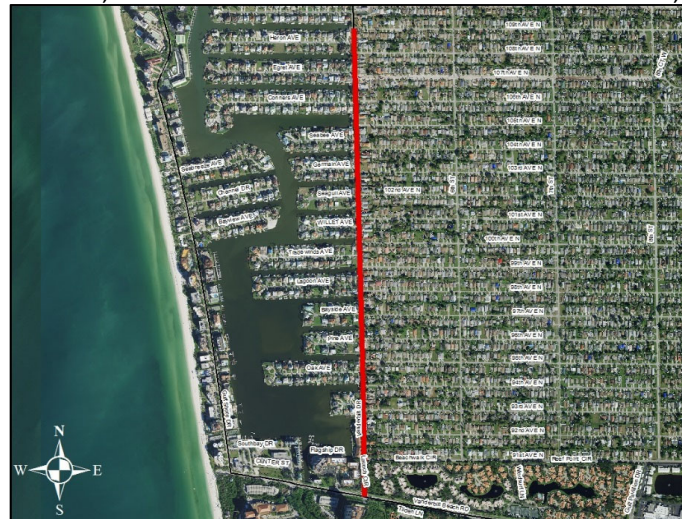
Project Description: BPAC Priority 2017-02, 2016-02, 2015-02, 2014-02

Prior Years Cost: 151,000
 Future Years Cost: 0
 Total Project Cost: 860,075
 2045 LRTP: P6-2, Table 6-1

Work Summary: SIDEWALK

Lead Agency: COLLIER COUNTY **Length:** 1.214

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
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
Total		0	709,075	0	0	0	709,075



4380931 GREEN BLVD FROM SANTA BARBARA BLVD TO SUNSHINE BLVD

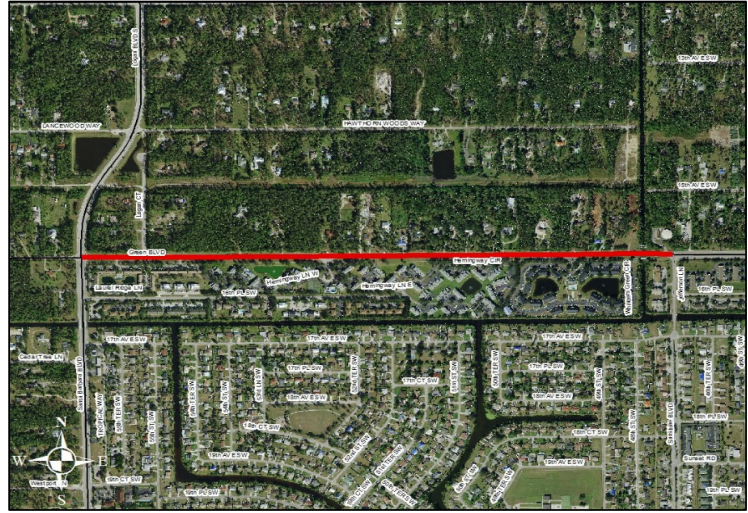
Project Description: BPAC PRIORITY 2017-03, 16-03, 15-03, 14-06

Prior Years Cost: 226,000
 Future Years Cost: 0
 Total Project Cost: 1,310,670
 2045 LRTP: P6-2, Table 6-1

Work Summary: BIKE LANE/SIDEWALK

Lead Agency: COLLIER COUNTY **Length:** 1.040

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SU	0	1,084,670	0	0	0	1,084,670
							0
							0
							0
							0
							0
							0
							0
							0
Total		0	1,084,670	0	0	0	1,084,670



4404361

MANDARIN GREENWAY SIDEWALKS AT VARIOUS LOCATIONS

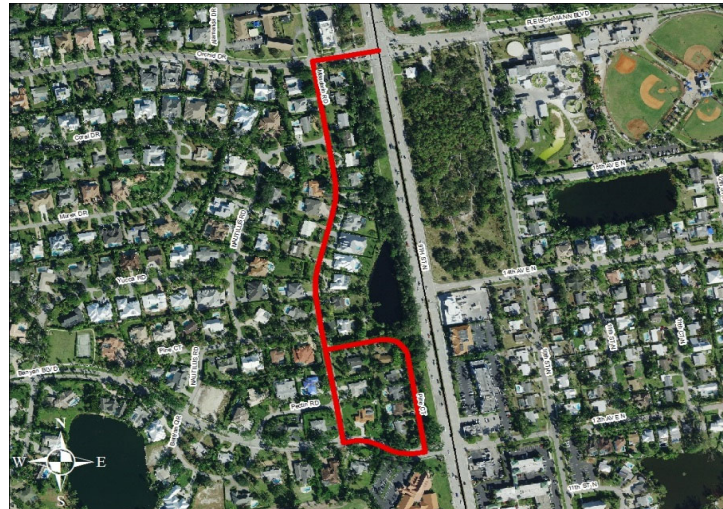
Project Description: BPAC PRIORITY 2015 & 2016-08; SW LOOP ON 4 STREETS - ORCHARD DR, MANDARIN RD, PINE CT & BANYAN RD

Prior Years Cost: 45,313
 Future Years Cost: 0
 Total Project Cost: 394,720
 2045 LRTP: P6-2, Table 6-1

Work Summary: BIKE LANE/SIDEWALK

Lead Agency: BIKE LANE/SIDEWALK **Length:**

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DDR	17,478	0	0	0	0	17,478
CST	SU	331,929	0	0	0	0	331,929
							0
							0
							0
							0
							0
							0
							0
Total		349,407	0	0	0	0	349,407



4404371 SOUTH GOLF DR FROM GULF SHORE BLVD TO W US 41

Project Description: BPAC PRIORITY 2017-05, 16-05, 15-05, 14-09

Prior Years Cost: 300,561
 Future Years Cost: 0
 Total Project Cost: 2,281,310
 2045 LRTP: P6-2, Table 6-1

Work Summary: BIKE LANE/SIDEWALK

Lead Agency: NAPLES **Length:** 2.537

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	CM	0	0	993,193	0	0	993,193
CST	SU	0	0	63,265	0	0	63,265
CST	TALT	0	0	549,759	0	0	549,759
CST	TALU	0	0	374,532	0	0	374,532
							0
							0
							0
							0
							0
Total		0	0	1,980,749	0	0	1,980,749



4414801 EDEN PARK ELEMENTARY

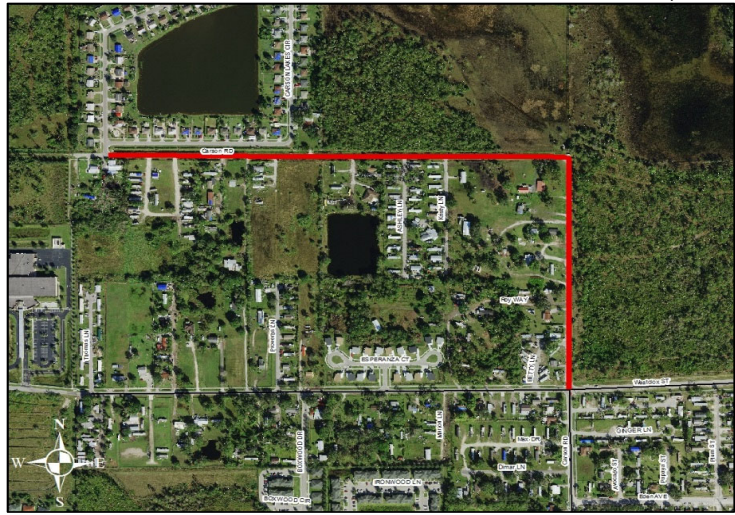
Project Description: South side of Carson Rd from Westclox to Carson Lakes Cir 6' SW

Prior Years Cost: 55,738
 Future Years Cost: 0
 Total Project Cost: 719,071
 2045 LRTP: P6-2, Table 6-1

Work Summary: SIDEWALK

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
							0
Total		663,333	0	0	0	0	663,333



4465501 SHADOWLAWN ELEMENTARY - SRTS

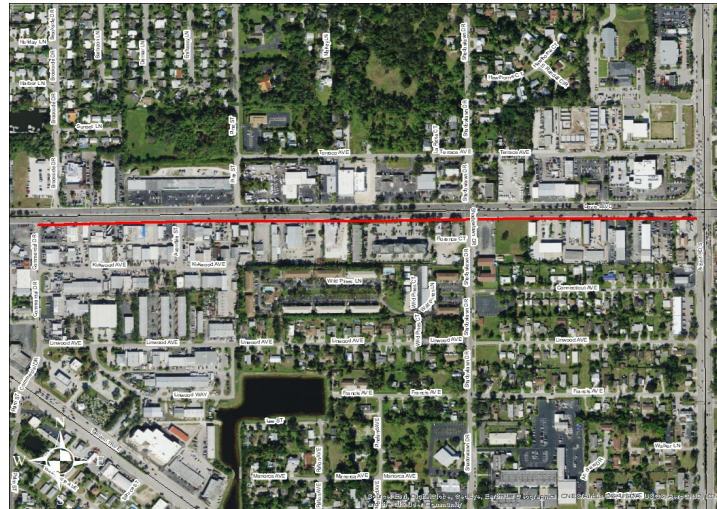
Project Description: Linwood Ave: Airport Road to Commercial Drive

Prior Years Cost: 0
 Future Years Cost: 0
 Total Project Cost: 862,459
 2045 LRTP: P6-2, Table 6-1

Work Summary: SIDEWALK

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
							0
Total		0	0	90,943	0	771,516	862,459



4480281 MARCO LOOP TRAIL STUDY

Project Description: BPAC 2020 Priority Rank 3

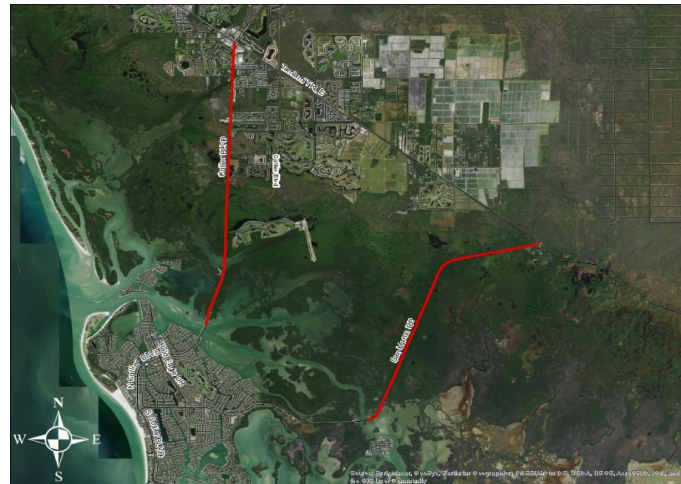
Prior Years Cost: 0
 Future Years Cost: 0
 Total Project Cost: 300,000
 2045 LRTP: P4-45

Work Summary: BIKE/PED

Lead Agency: FDOT

Length:

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PD&E	SU	300,000	0.00	0.00	0.00	0.00	300,000
							0
							0
							0
							0
							0
							0
							0
							0
Total		300,000	0	0	0	0	300,000



4480691 WIGGINS PASS SIDEWALK FROM VANDERBILT DR TO US 41

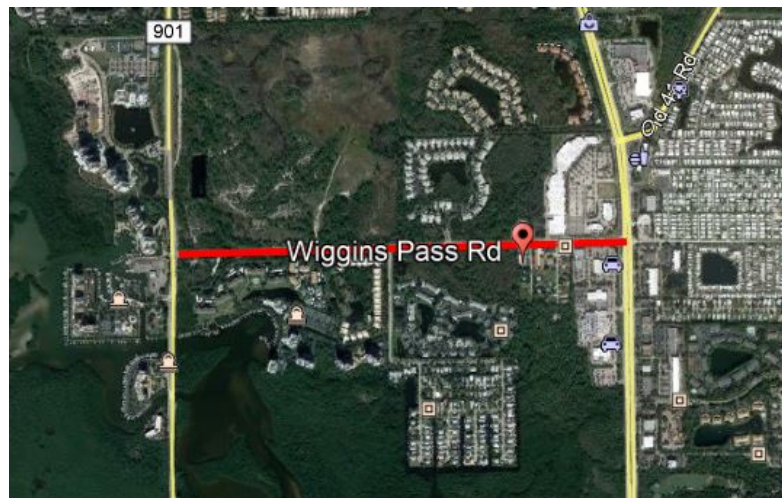
Project Description: BPAC 2020 Priority Rank 2

Prior Years Cost: 0
 Future Years Cost: 0
 Total Project Cost: 1,429,213
 2045 LRTP: P6-17, Table 6-8

Work Summary: SIDEWALK

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
Total		0	320,409	0	1,108,804	0	1,429,213



4481251 IMMOKALEE CITY SIDEWALKS - VARIOUS LOCATIONS

Project Description: BPAC 2020 Priority Rank 1

Prior Years Cost: 0

Future Years Cost:

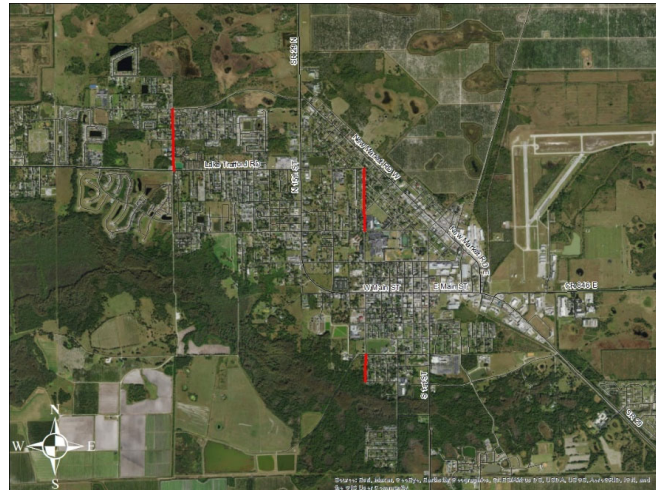
Total Project Cost: 880,143

Work Summary: SIDEWALK

2045 LRTP: P6-17, Table 6-8

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
							0
Total		161,097	0	719,046	0	0	880,143



4481261 GOODLETTE-FRANK RD SIDEWALKS - VARIOUS LOCATIONS

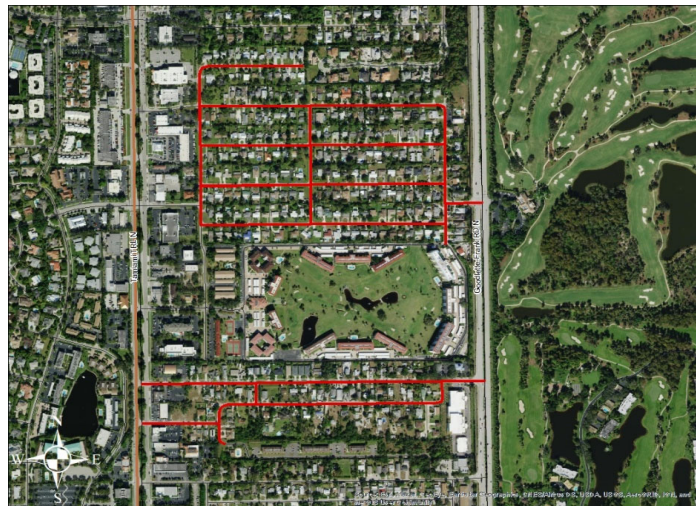
Project Description: BPAC 2020 Priority Rank 2

Prior Years Cost:
 Future Years Cost:
 Total Project Cost: 652,006
 2045 LRTP: P6-17, Table 6-8

Work Summary: SIDEWALK

Lead Agency: COUNTY **Length:**

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SU	0	0	0	535,656	0	535,656
PE	SU	0	116,350	0	0	0	116,350
							0
							0
							0
							0
							0
							0
							0
Total		0	116,350	0	535,656	0	652,006



4481271 COLLIER BLVD - MULTIPLE SEGMENTS

Project Description: BPAC 2020 Priority Rank 2, Alternate Bike Lanes

Prior Years Cost: 0
 Future Years Cost: 0
 Total Project Cost: 1,173,099
 2045 LRTP: P6-17, Table 6-8

Work Summary: SIDEWALK

Lead Agency: MARCO ISLAND **Length:** 1.667

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SU	0	0	1,043,099	0	0	1,043,099
PE	SU	5,000	0	0	0	0	5,000
PE	LF	125,000	0	0	0	0	125,000
							0
							0
							0
							0
							0
							0
Total		130,000	0	1,043,099	0	0	1,173,099



4481281 PINE ST SIDEWALKS FROM BECCA AVE TO US41

Project Description: BPAC 2020 Priority Rank 2

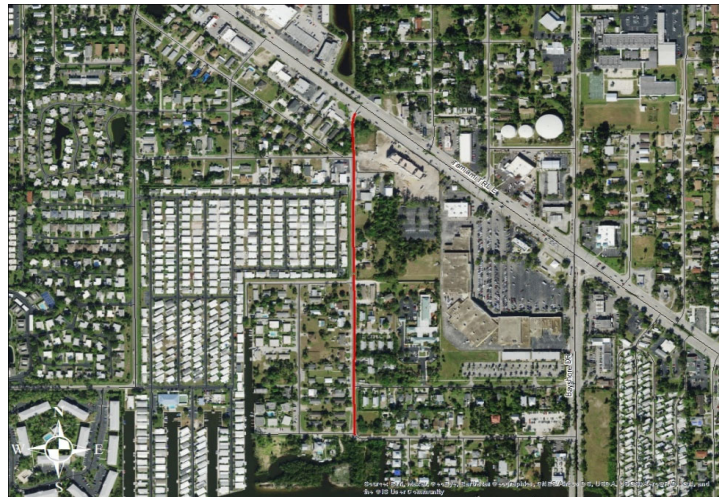
Prior Years Cost: 0
 Future Years Cost: 0
 Total Project Cost: 329,230
 2045 LRTP: P6-17, Table 6-8

Work Summary: SIDEWALK

Lead Agency: COLLIER COUNTY

Length:

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SU	0	0	0	270,511	0	270,511
PE	SU	0	58,719	0	0	0	58,719
							0
							0
							0
							0
							0
							0
							0
Total		0	58,719	0	270,511	0	329,230



4481291 NAPLES MANOR SIDEWALK - VARIOUS LOCATION 4 SEGMENTS

Project Description: BPAC 2020 Priority Rank 2 (Caldwell, Holland and Shultz)

Prior Years Cost: 0
 Future Years Cost: 0
 Total Project Cost: 1,663,478
 2045 LRTP: P6-17, Table 6-8

Work Summary: SIDEWALK

Lead Agency: COLLIER COUNTY

Length:

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SU	0	0	0	0	1,363,214	1,363,214
PE	SU	0	0	300,264	0	0	300,264
							0
							0
							0
							0
							0
							0
							0
Total		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
 2045 LRTP: P6-17, Table 6-8

Work Summary: SIDEWALK

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
Total		0	0	0	0	267,511	267,511



4481311 NAPLES SIDEWALKS ON 26TH AVE

Project Description: BPAC 2020 Priority Rank 5

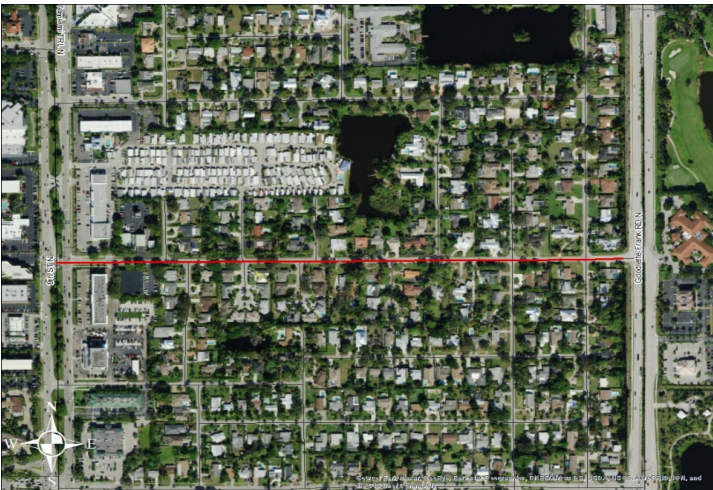
Prior Years Cost: 0
 Future Years Cost: 0
 Total Project Cost: 733,588
 2045 LRTP: P6-17, Table 6-8

Work Summary: SIDEWALK

Lead Agency: NAPLES

Length:

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	SU	0	0	0	0	678,588	678,588
PE	SU	0	0	55,000	0	0	55,000
							0
							0
							0
							0
							0
							0
							0
Total		0	0	55,000	0	678,588	733,588



4482651 PHASE 3 EVERGLADES CITY BIKE/PED MASTERPLAN

Project Description: BPAC 2020 Priority Rank 3 (Hibiscus, Broadway)

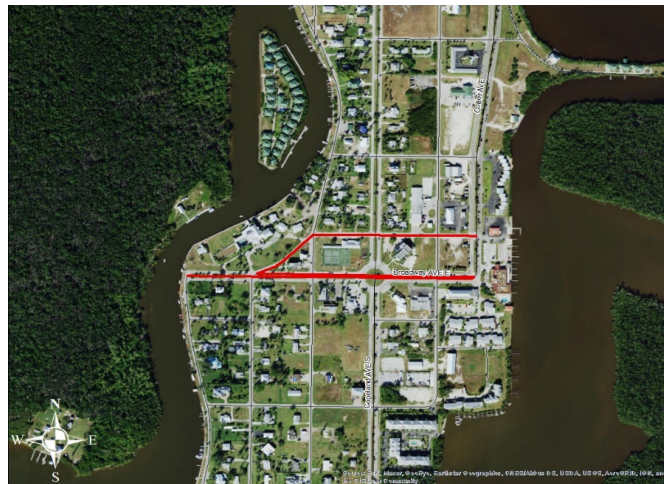
Prior Years Cost: 0
 Future Years Cost: 0
 Total Project Cost: 430,000
 2045 LRTP: P6-17, Table 6-8

Work Summary: SIDEWALK

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
Total		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
 2045 LRTP: P6-18

Work Summary: TOLL PLAZA

Lead Agency: FDOT

Length:

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	TO02	5,375,000	5,385,000	5,385,000	5,325,000	4,385,000	25,855,000
							0
							0
							0
							0
							0
							0
							0
							0
Total		5,375,000	5,385,000	5,385,000	5,325,000	4,385,000	25,855,000



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: P6-18

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
Total		35,000	35,000	35,000	0	0	105,000



4082621 COLLIER CO(PRIMARY) ROADWAY & BRIDGE MAINT PRIMARY SYSTEM

Project Description:

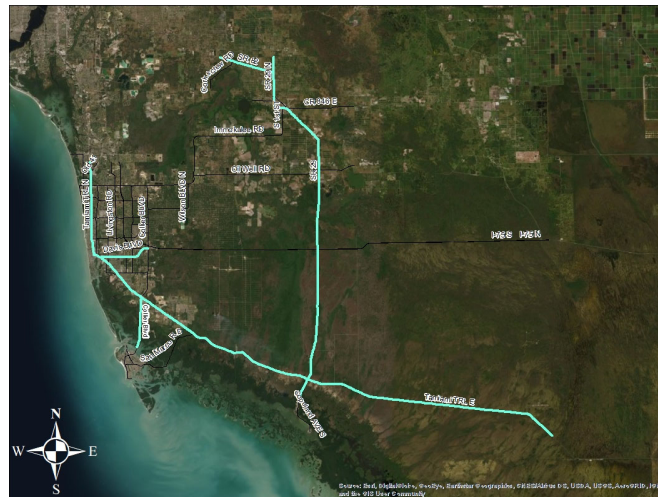
Prior Years Cost: N/A
 Future Years Cost: N/A
 Total Project Cost: N/A
 2045 LRTP: P6-18

Work Summary: ROUTINE MAINTENANCE

Lead Agency: FDOT

Length:

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	D	50,000	50,000	50,000	0	0	150,000
							0
							0
							0
Total		50,000	50,000	50,000	0	0	150,000



4125741 COLLIER COUNTY HIGHWAY LIGHTING

Project Description: Highway Lighting

Prior Years Cost: N/A

Future Years Cost: N/A

Work Summary: ROUTINE MAINTENANCE

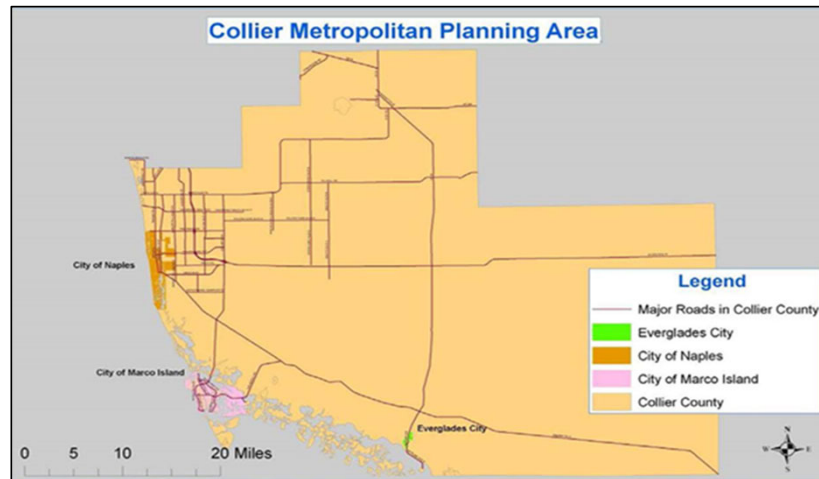
Total Project Cost: N/A

2045 LRTP: P6-18

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	0
						0	0
						0	0
						0	0
Total		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

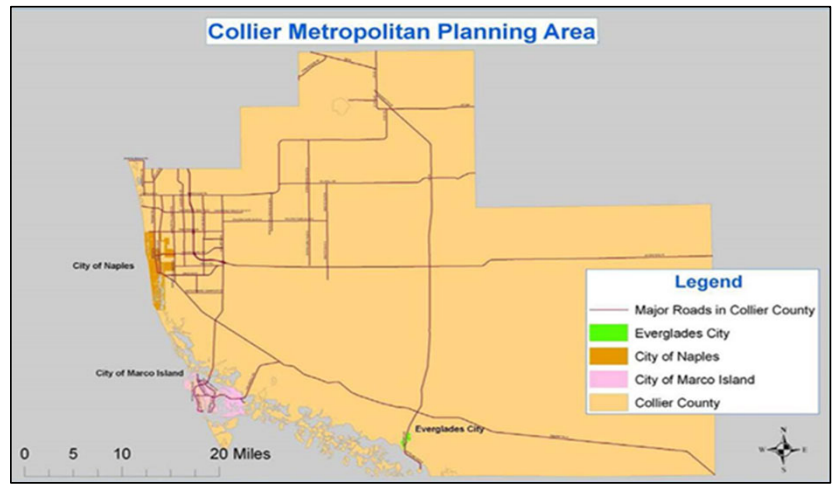
Total Project Cost: N/A

2045 LRTP: P6-18

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
							0
							0
							0
							0
							0
							0
							0
							0
Total		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
Work Summary: ROUTINE MAINTENANCE Total Project Cost: N/A
2045 LRTP: P6-18

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
Total		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: P6-18

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
Total		1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	7,000,000



4379081 SR 45 (US 41) FROM GOLDEN GATE PARKWAY TO 5TH AVENUE SOUTH

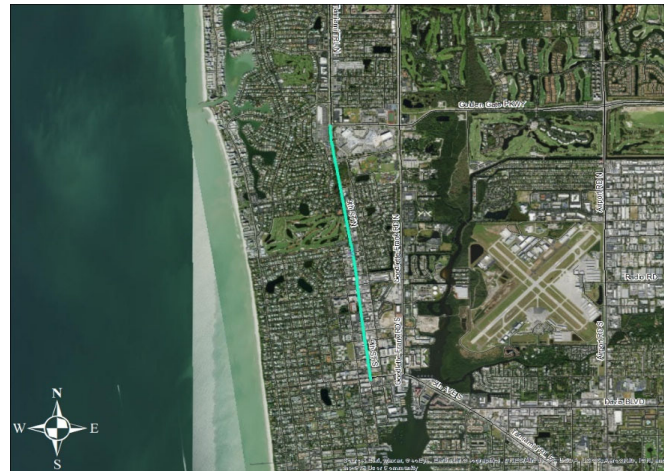
Project Description: ROW Survey for drainage project

Prior Years Cost:
 Future Years Cost: 0
 Total Project Cost: 110,000
 2045 LRTP: P6-18

Work Summary: FLEXIBLE PAVEMENT RECONSTRUCT

Lead Agency: FDOT **Length:** 2.107

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
Total		0	110,000	0	0	0	110,000



4415121

SR 45 (US 41) FROM S OF DUNRUSS CREEK TO S OF GULF PARK DR

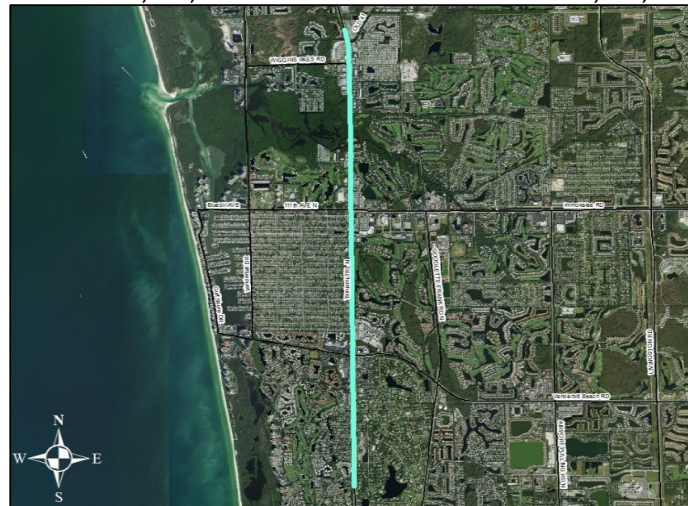
Project Description:

Prior Years Cost: 2,657,110
 Future Years Cost: 0
 Total Project Cost: 17,769,125
 2045 LRTP: P6-18

Work Summary: RESURFACING

Lead Agency: FDOT **Length:** 4.735

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DDR	0	0	5,117,877	0	0	5,117,877
CST	DIH	0	0	1,083	0	0	1,083
CST	DS	0	0	6,656,909	0	0	6,656,909
CST	SA	0	0	3,336,146	0	0	3,336,146
Total		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: P6-18

Work Summary: RESURFACING

Lead Agency: FDOT **Length:** 1.38

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DIH	0	42,160	0	0	0	42,160
CST	DS	0	2,939,015	0	0	0	2,939,015
CST	DDR	0	352,682	0	0	0	352,682
ENV	DDR	75,000	0	0	0	0	75,000
							0
							0
							0
							0
							0
Total		75,000	3,333,857	0	0	0	3,408,857



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: P6-18

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
Total		44,430,519	0	0	0	0	44,430,519



4440083 I-75 (SR 93) FROM WEST OF BRIDGE NOS. 030243/030244 TO TOLL BOOTH SIS

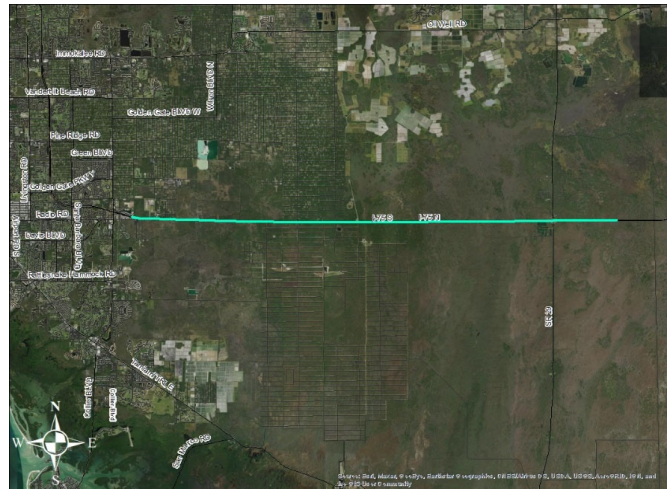
Project Description:

Prior Years Cost: 0
 Future Years Cost: 0
 Total Project Cost: 45,676,928
 2045 LRTP: P6-18

Work Summary: RESURFACING

Lead Agency: FDOT **Length:** 23.895

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CST	DSB2	0	45,676,928	0	0	0	45,676,928
							0
							0
							0
							0
							0
							0
							0
							0
Total		0	45,676,928	0	0	0	45,676,928



4475561

I-75 (SR 93) FROM SR 951 TO LEE COUNTY LINE

SIS

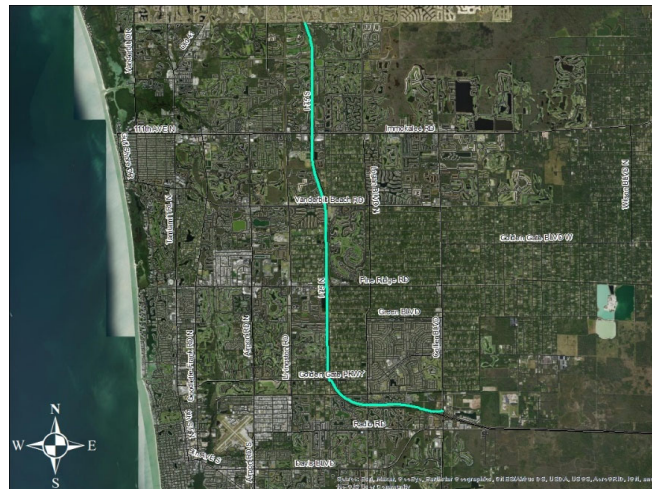
Project Description:

Prior Years Cost: 0
 Future Years Cost: 0
 Total Project Cost: 37,828,620
 2045 LRTP: P6-18

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
Total		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
 2045 LRTP: P6-2, Table 6-1

Work Summary: TRANSPORTATION PLANNING

Lead Agency: MPO **Length:** NA

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
PLN	PL	548,485	0	0	0	0	548,485
							0
							0
							0
							0
							0
							0
							0
							0
Total		548,485	0	0	0	0	548,485



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
 2045 LRTP: P6-2, Table 6-1

Work Summary: TRANSPORTATION PLANNING

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
Total		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
 2045 LRTP: P6-2, Table 6-1

Work Summary: TRANSPORTATION PLANNING

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
Total		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

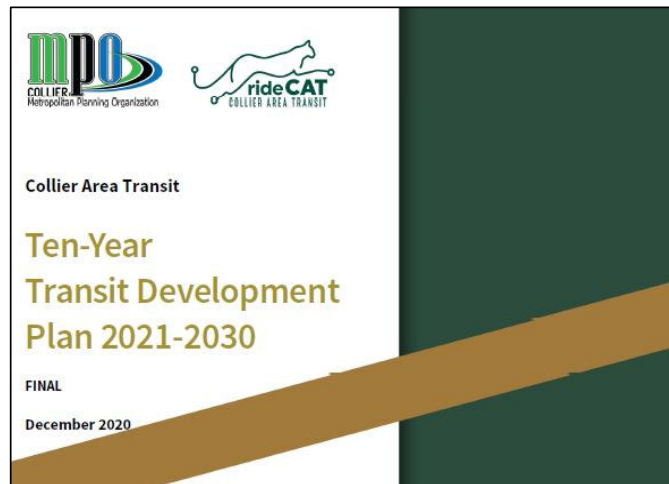
Total Project Cost: N/A

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
Total		98,764	98,764	98,764	114,103	160,035	570,430



4101201 COLLIER COUNTY FTA SECTION 5311 OPERATING ASSISTANCE

Project Description: Section 5311 Rural and Small Areas Paratransit Operating and Administrative Service

Prior Years Cost: N/A
 Future Years Cost: N/A
 Total Project Cost: N/A
 2045 LRTP Re p5-3, Table 5-1

Work Summary: OPERATING/ADMIN. ASSISTANCE

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

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DU	364,222	404,525	379,787	484,276	581,826	2,214,636
OPS	LF	364,222	404,525	379,787	484,276	581,826	2,214,636
							0
							0
							0
							0
							0
							0
							0
Total		728,444	809,050	759,574	968,552	1,163,652	4,429,272



4101391 COLLIER COUNTY STATE TRANSIT BLOCK GRANT OPERATING ASSISTANCE

Project Description: State Transit Fixed-Route Operating Assistance Block Grant
Work Summary: OPERATING FOR FIXED ROUTE
Lead Agency: COLLIER COUNTY
Length: N/A

Prior Years Cost: N/A
 Future Years Cost: N/A
 Total Project Cost: N/A
 2045 LRTP Re p5-3, Table 5-1

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	DDR	0	890,028	0	0	1,256,532	2,146,560
OPS	DPTO	1,116,412	259,876	1,184,401	1,219,934	0	3,780,623
OPS	LF	1,116,412	1,149,904	1,184,401	1,219,934	1,256,532	5,927,183
							0
							0
							0
							0
							0
							0
Total		2,232,824	2,299,808	2,368,802	2,439,868	2,513,064	11,854,366



4101461 COLLIER COUNTY FTA SECTION 5307 CAPITAL ASSISTANCE

Project Description:

Prior Years Cost: N/A
 Future Years Cost: N/A
 Total Project Cost: N/A
 2045 LRTP Re p5-3, Table 5-1

Work Summary: CAPITAL FOR FIXED ROUTE

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

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	FTA	3,107,786	3,418,565	3,760,421	4,136,463	4,550,109	18,973,344
CAP	LF	776,947	854,641	940,105	1,034,116	1,137,527	4,743,336
							0
							0
							0
							0
							0
							0
							0
Total		3,884,733	4,273,206	4,700,526	5,170,579	5,687,636	23,716,680



4101462 COLLIER COUNTY FTA SECTION 5307 OPERATING ASSISTANCE

Project Description: Fixed Route Operating Assistance

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: OPERATING FOR FIXED ROUTE

2045 LRTP Re p5-3, Table 5-1

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

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
OPS	FTA	100,000	442,610	807,700	798,900	500,000	2,649,210
OPS	LF	100,000	442,610	807,700	798,900	500,000	2,649,210
							0
							0
							0
							0
							0
							0
							0
Total		200,000	885,220	1,615,400	1,597,800	1,000,000	5,298,420



4340301

COLLIER CO./BONITA SPRINGS UZA FTA SECTION 5339 CAPITAL ASSISTANCE

Project Description:

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary:

CAPITAL FOR FIXED ROUTE

2045 LRTP Re p5-3, Table 5-1

Lead Agency:

COLLIER COUNTY

Length: N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	FTA	420,937	463,031	509,334	560,267	616,294	2,569,863
CAP	LF	105,234	115,758	127,333	140,067	154,073	642,465
							0
							0
							0
							0
							0
							0
							0
Total		526,171	578,789	636,667	700,334	770,367	3,212,328



SECTION I: TRANSPORTATION DISADVANTAGED PROJECTS

This section includes the Transportation Disadvantaged program projects in FY2022 – FY2026. The Community Transportation Coordinator (CTC) for the Transportation Disadvantaged program in Collier County is the Collier County Board of County Commissioners which provide services under a memorandum of agreement with the Florida Commission for the Transportation Disadvantaged. The Collier MPO, as the designated official planning agency for the program (DOPA) confirms that projects programmed through FY 2026 are all consistent with the Transportation Disadvantaged Service Plan (TDSP) major update which was adopted by the Collier Local Coordinating Board (LCB) on October 24, 2018. The two Transportation Disadvantaged program projects are listed below.

The amount of the MPO's LCB assistance and the Transportation Disadvantaged Trust Fund (TDTF) for FY2022 was not yet available when this TIP was adopted. The amounts listed below are from FY2021 and will be adjusted accordingly via an Administrative Modification to the TIP once they become available.

Collier MPO LCB Assistance

The FY 2021 Planning Grant Allocations for the Transportation Disadvantaged Trust Fund was \$27,906. 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

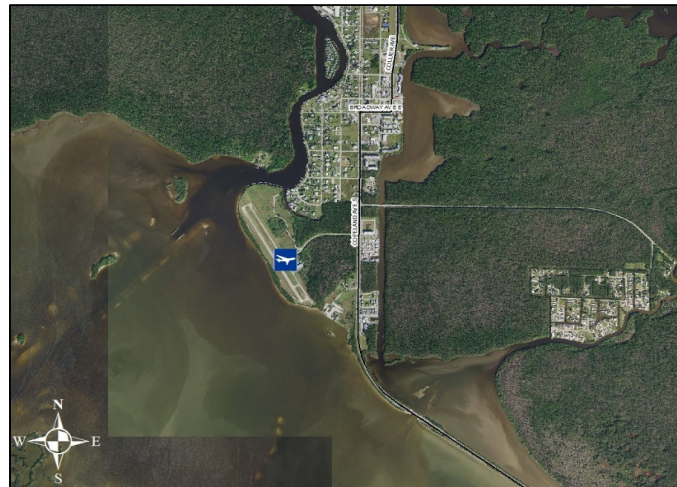
Project Description:

Prior Years Cost: N/A
 Future Years Cost: N/A
 Total Project Cost: N/A
 2045 LRTP: p5-7, Table 5-3

Work Summary: AVIATION PRESERVATION PROJECT

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

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DPTO	111,250	0	0	0	0	111,250
CAP	FAA	2,002,500	0	0	0	0	2,002,500
CAP	LF	111,250	0	0	0	0	111,250
							0
							0
							0
							0
							0
							0
Total		2,225,000	0	0	0	0	2,225,000



4389771

IMMOKALEE REGIONAL ARPT REHABILITATE RUNWAY 18/26

Project Description:

Prior Years Cost: N/A
 Future Years Cost: N/A
 Total Project Cost: N/A
 2045 LRTP: p5-7, Table 5-3

Work Summary: AVIATION PRESERVATION PROJECT

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

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	400,000	0	0	0	0	400,000
CAP	LF	100,000	0	0	0	0	100,000
							0
							0
							0
							0
							0
							0
							0
Total		500,000	0	0	0	0	500,000



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
 2045 LRTP: p5-7, Table 5-3

Work Summary: AVIATION ENVIRONMENTAL PROJECT

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
Total		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
 2045 LRTP: p5-7, Table 5-3

Work Summary: AVIATION CAPACITY PROJECT

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

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DPTO	0	0	0	0	400,000	400,000
CAP	LF	0	0	0	0	100,000	100,000
							0
							0
							0
							0
							0
							0
							0
Total		0	0	0	0	500,000	500,000



4463591

IMMOKALEE REGIONAL ARPT PERIMETER ROAD / TAXIWAY A MODIFICATION

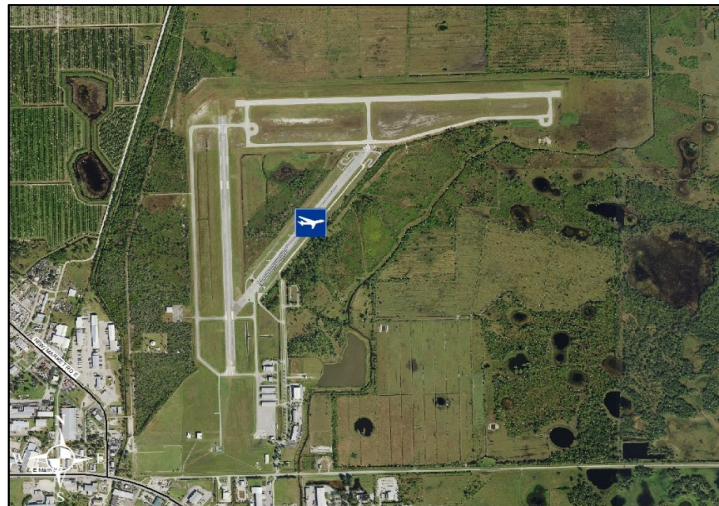
Project Description:

Prior Years Cost: N/A
 Future Years Cost: N/A
 Total Project Cost: N/A
 2045 LRTP: p5-7, Table 5-3

Work Summary: AVIATION PRESERVATION PROJECT

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

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	0	50,000	0	0	0	50,000
CAP	DPTO	13,185	0	0	0	0	13,185
CAP	FAA	237,330	900,000	0	0	0	1,137,330
CAP	LF	13,185	50,000	0	0	0	63,185
							0
							0
							0
							0
							0
Total		263,700	1,000,000	0	0	0	1,263,700



4487171

IMMOKALEE REGIONAL ARPT ENVIRONMENTAL ASSESSMNT AIRPARK EXTENSION

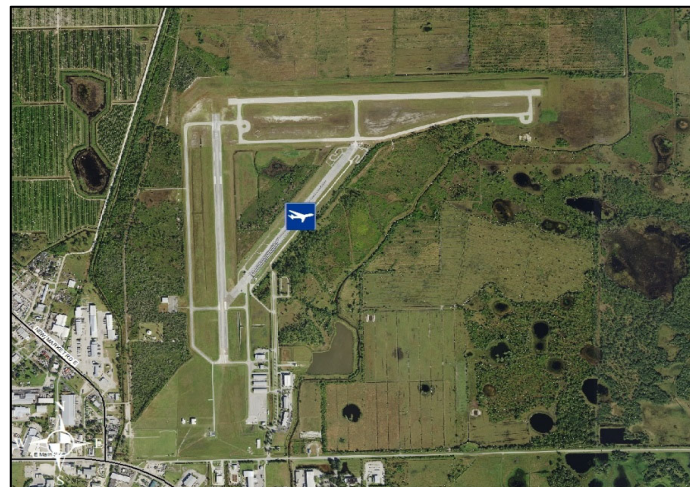
Project Description:

Prior Years Cost: N/A
 Future Years Cost: N/A
 Total Project Cost: N/A
 2045 LRTP: p5-7, Table 5-3

Work Summary: AVIATION ENVIRONMENTAL PROJECT

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
Total		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
 2045 LRTP: p5-7, Table 5-3

Work Summary: AVIATION REVENUE/OPERATIONAL

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
Total		0	0	0	0	750,000	750,000



4463621 MARCO ISLAND EXEC ARPT FUEL FARM EXPANSION

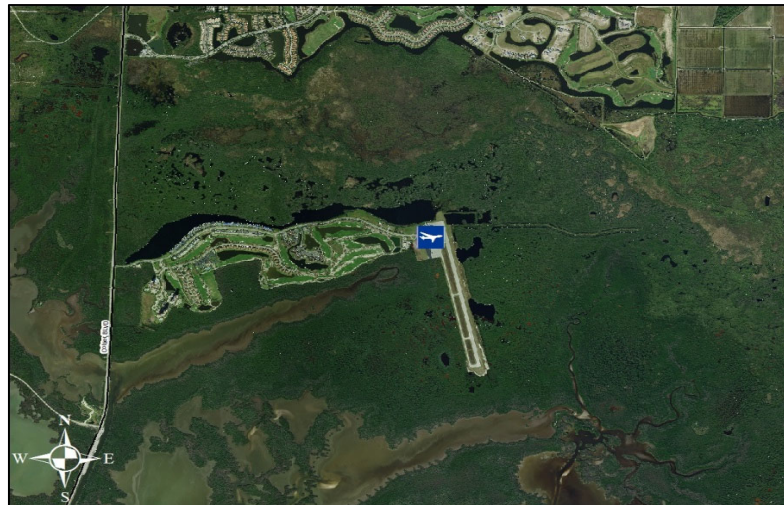
Project Description:

Prior Years Cost: N/A
 Future Years Cost: N/A
 Total Project Cost: N/A
 2045 LRTP: p5-7, Table 5-3

Work Summary: AVIATION REVENUE/OPERATIONAL

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
Total		0	0	375,000	0	0	375,000



4463531

NAPLES MUNICIPAL AIRPORT SOUTH QUADRANT BOX AND T-HANGARS

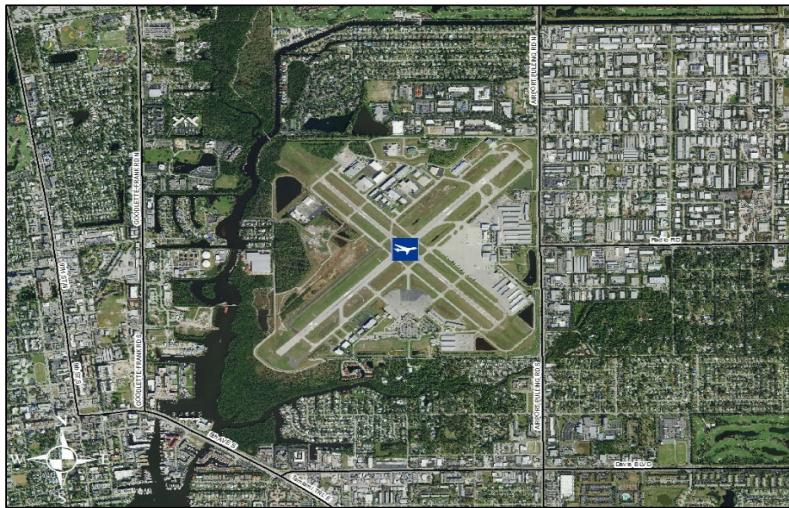
Project Description:

Prior Years Cost: NA
 Future Years Cost: NA
 Total Project Cost: NA
 2045 LRTP: p5-7, Table 5-3

Work Summary: AVIATION REVENUE/OPERATIONAL

Lead Agency: NAPLES AIRPORT AUTHORITY **Length:** N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	0	0	800,000	2,500,000	0	3,300,000
CAP	DPTO	0	0	0	0	2,500,000	2,500,000
CAP	LF	0	0	800,000	2,500,000	2,500,000	5,800,000
							0
							0
							0
							0
							0
							0
Total		0	0	1,600,000	5,000,000	5,000,000	11,600,000



4463851 NAPLES MUNICIPAL AIRPORT EAST QUADRANT APRON CONSTRUCTION

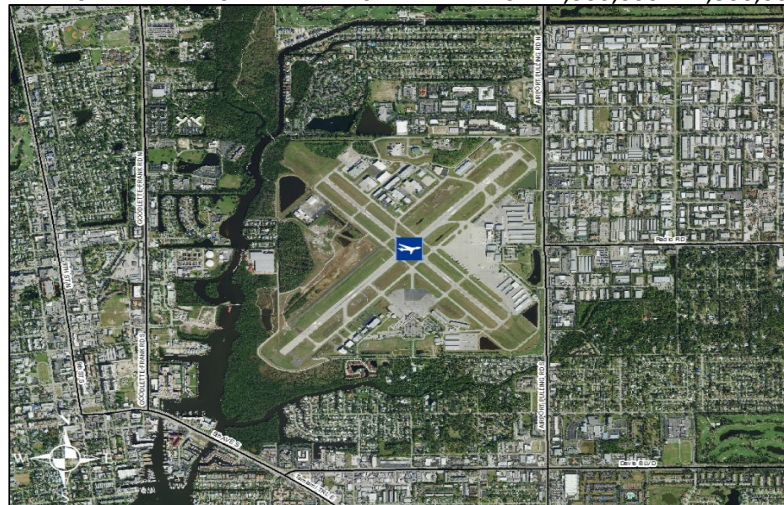
Project Description:

Prior Years Cost: N/A
 Future Years Cost: N/A
 Total Project Cost: N/A
 2045 LRTP: p5-7, Table 5-3

Work Summary: AVIATION CAPACITY PROJECT

Lead Agency: Naples Airport Authority **Length:** N/A

Phase	Fund	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	DDR	0	0	0	0	184,051	184,051
CAP	DPTO	0	0	0	0	1,965,949	1,965,949
CAP	LF	0	0	0	0	2,150,000	2,150,000
							0
							0
							0
							0
							0
							0
Total		0	0	0	0	4,300,000	4,300,000



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
		Amount		Amount		Amount		Amount		Amount		Amount
SUMMARY OF PROJECTS												
60188	Vanderbilt Beach Rd/Collier Blvd-16th	600	R	94,700	C	42,500	D/C/M					95,300
60201	Pine Ridge Rd (Livingston to TR)	1,500	D			33,100						44,000
66066	11 Bridge Replacements	33,100	D/C/M									33,100
60147	Randall/Immokalee Road Intersection	2,500	R	14,800	C/M	12,600	C/M					15,100
60190	Airport Rd/Vanderbilt Beach Rd to Immokalee Rd	3,100	D/R									17,800
60215	Triangle Blvd/Price St	6,800	R/C									6,800
60212	New Golden Gate Bridges (10)			15,500	D/C	6,100	D/C	27,000	D/C	8,500	D/C	57,200
60241	16th Street NE Bridge	11,800	D/C/M			1,251	C	4,895	C			11,900
60228	Sidewalks	1,416	D/C	2,281	D/C							9,943
60198	Veterans Memorial PH I and PH 2	7,000	D/C	2,700	R/D	13,400	C/M					7,000
60198	Veterans Memorial PH II HS to US41	1,000	R									17,100
60199	Vanderbilt Beach Rd US41 to E of Goodlette)											13,500
60219	Whippoorwill	700	C/A									700
60129	Santa Barbar/Logan Turnlimes	5,000	R/C	1,000	R/A	1,000	R/A	1,000	R/A	1,000	R/A	9,000
TBD	Oil Well (Everglades to Oil Well Grade)	2,000	A	300	A	300	A	300	A	300	A	8,750
60144	Oil Well (Everglades to Oil Well Grade)	13,000	A									7,579
33633	Tiger Grant	10,250	A	7,400	C			9,500	C			3,200
68856	Business Center (City Gate)					38,200	R/D/C	9,500	C			27,450
60065	Collier Blvd (Green to GG Main Canal)	250	R			2,309	D	634	A	9,368	A	3,250
TBD	Randall Blvd/Immok to Oil Well 9th to Everglades					500	S					12,300
TBD	Goodlette Rd (VBR to Immokalee Rd)											27,500
60229	Green Blvd (Santa Barbara Blvd to Sunshine)	7,100	D/R			20,500	C	20,500	C			27,600
TBD	Wilson Blvd (GG Blvd to Immokalee)					11,250	R/A	5,000	R/A			19,050
TBD	Vanderbilt Beach Rd (16th to Everglades)					300	C					300
TBD	Palmkana Professional Park							1,000	S/A			1,000
60016	Immokalee Rd (Livingston to Logan)							550		400		1,757
60226	Intersections Improvements Shoulder Widening	217		300		300						1,350
60227	16th Ave (3th St SW to 23rd St SW) Shoulders			1,350	C	1,200	C					1,350
TBD	Corkscrew Rd (Lee County Line) Shoulders					100	D/C	1,450	C			1,550
60233	Randall Blvd/Immok Rd to Desoto Blvd/Shoulder	1,400	C									1,400
60242	Corkscrew Rd (Lee City Line to SR82 Curve)	625	D/C	350	C							1,400
TBD	Randall Blvd at Everglades Blvd											975
60237	Immok Rd at Northrooke Dr/Traffon Bay Blvd											1,800
60073	Everglades Blvd (Oil Well to Immok Rd/Shoulder											1,800
	Dave Myalic DCA Reimb	500										500
	Contingency											
Total		109,858		144,481		131,310		75,708		42,545		504,002
Operations Improvements/Programs												
66066	Bridge Repairs/Improvements	2,500	FY21	6,000	FY22	6,500	FY23	6,500	FY24	2,500	FY25	24,000
60130	Wall/Barrier Replacement	456		250		250		250		250		1,250
60131	Road Resurfacing 11/10/1	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
60188	LED Replacement Program	565		300		750		750		750		3,115
60188	City of Palmetto Sidewalks Non P/L L.A.P											
60083	Palmetto/Sidewalks Bike Lanes Main/Frihan											
60037	Asset Mgmt	251		100		100		100		100		651
60146	TMC Replication Fund 310			500		500		500		500		2,500
60197	RM Facility Fund 310											
69333--339	District 1, 2, 3, 4, 5, 6 Sidewalk P/L											
60191	Lap Design Phase											
Subtotal Operations Improvements/Programs												
60066	Congestion Mgmt Fare	15,804		14,675		17,625		17,625		12,925		76,654
60086	Public Gaming	50	D/C	50	D/C	50	D/C	50	D/C	50	D/C	250
60086	TRF	250	S	250	S	250	S	250	S	250	S	1,250
60086	PUD Monitoring	500	S	500	S	500	S	500	S	500	S	2,500
60109	Planning Consulting	300	S	300	S	300	S	300	S	300	S	1,500
60163	Traffic Studies											
60171	Multi Project	11,318		250		250		250		250		11,318
	Transfer to Fund 325 STO											
	Advance/Repay to 325 STW											
	Impact Fee Refunds	13,317		13,131		13,132		13,576				11,318
	Debt Funding Payments											
	Total Funding Request All Funds	151,397		173,837		163,421		108,299		66,920		659,634
REVENUES												
	Sales Tax	48,732	FY21	95,781	FY22	32,585	FY23	13,895	FY24		FY25	191,043
	COA Revenue	19,460		19,500		19,500		19,500		15,500		77,460
	Gas Tax Revenue	23,052		23,500		23,750		24,000		24,250		116,552
	DCA	534										534
	Grants/Reimbursements*	19,434		4,928		9,800		-		6,806		40,988
	Grant from 711 60200											
	Transfer 001 to 310	9,067		9,389		9,389		9,389		9,389		46,623
	Transfer 111 to 310	3,000		3,000		3,000		3,000		3,000		12,000
	Interest Gas Tax-Impact Fees	2,245		1,000		1,000		1,000				5,245
	Carry Forward 313-310-Impact Fees	59,834										59,834
	Potential Debt Funding/Unfunded Needs											
	Expected FEMA Reimbursement	(1,992)		8,500	(2,025)	56,657	(2,025)	43,500	(2,025)			100,137
	Revenues Reserve 5%											8,500
	Total Revenues	179,446		199,973	(2,025)	149,436	(2,025)	108,299	(2,025)	66,920	(2,025)	659,634
	Grass Stipends/Shortfall	28,049		14,084		(13,985)		-		-		-
	Cumulative Surplus/Shortfall	28,049		(13,985)		(13,985)		-		-		-
	Total	19,434		4,928		9,800		-		6,806		63,062
	Project	FY21		FY22		FY23		FY24		FY25		FY 21-25
16th St Bridge		4,934								2,692		7,626
11 Bridge Immok-CR#46												
Tiger Grant		13,000								4,214		17,214
VBR US41 to Goodlette												
Collier Blvd GGG to Green						1,600						1,600
Collier Blvd GGG to Immok						2,450						2,450
Pine Ridge Blvd to Immok						5,450						5,450
Airport VBR to Immok		1,500		4,928								6,428
Total		19,434		4,928		9,800		-		6,806		63,062

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

Sales Tax Projects:	FY21		FY22		FY23		FY24		FY25		
	Amount		Amount		Amount		Amount		Amount		
Vanderbilt Beach Ext	1,500		74,000		21,500						
Pine Ridge Rd (Livingston Intersection Imp)	33,000				7,000						
Immok/Randall Rd Intersections			4,000								
Airport Rd VBR to Immok Rd	6,000										
Triangle Blvd/Price St			15,500		2,634						
New Golden Gate Bridges (11)							9,000				
47th Street Bridge	6,886				1,251						
16th Street Bridge	9,886						4,895				
Sidewalks	48,732		95,781		32,585		13,895				
Total	109,858		144,481		131,310		75,708		42,545		504,002

Section B: CITY OF NAPLES CAPITAL IMPROVEMENT PROJECTS – TRANSPORTATION

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

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

CITY OF NAPLES



CAPITAL PROJECTS - ALL FUNDS FISCAL YEARS 2021-25

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

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

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

MARCO ISLAND

FUNDING

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

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

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

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

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

Section D: CITY OF EVERGLADES CAPITAL IMPROVEMENT PROJECTS – TRANSPORTATION

The City of Everglades City continues to focus attention on 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.

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

COLLIER MPO

HIGHWAYS
=====

ITEM NUMBER:417540 1 PROJECT DESCRIPTION:SR 29 FROM OIL WELL ROAD TO SR 82 *SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:PD&E/EMO STUDY
ROADWAY ID:03080000 PROJECT LENGTH: 16.961MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2020
-----	-----
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	13,000
TOTAL 417540 1	13,000
TOTAL 417540 1	13,000

ITEM NUMBER:417540 3 PROJECT DESCRIPTION:SR 29 FROM SUNNILAND NURSERY ROAD TO S OF AGRICULTURE WAY *SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:03080000 PROJECT LENGTH: 2.548MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	2020
-----	-----
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	179,981
TOTAL 417540 3	179,981
TOTAL 417540 3	179,981

ITEM NUMBER:417540 4 PROJECT DESCRIPTION:SR 29 FROM S OF AGRICULTURE WAY TO CR 846 E *SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:03080000 PROJECT LENGTH: 2.251MI LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2

FUND CODE	2020
-----	-----
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	1,012,261
TOTAL 417540 4	1,012,261
TOTAL 417540 4	1,012,261

ITEM NUMBER:430878 1 PROJECT DESCRIPTION:CR 953/BARFIELD DR FROM CR 92 (SAN MARCO RD) TO INLET DRIVE *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:SIDEWALK
ROADWAY ID:03000601 PROJECT LENGTH: 1.100MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2020
-----	-----
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF MARCO ISLAND	
TALU	169,413
TOTAL 430878 1	169,413
TOTAL 430878 1	169,413

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

HIGHWAYS
=====

ITEM NUMBER:431895 1 PROJECT DESCRIPTION:8TH STREET NE BRIDGE FROM GOLDEN GATE BLVD TO RANDALL BLVD
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID:03000000 PROJECT LENGTH: 3.212MI

NON-SIS
TYPE OF WORK:NEW BRIDGE CONSTRUCTION
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 2

FUND CODE	2020
SA	-37,925
TOTAL 431895 1	-37,925
TOTAL 431895 1	-37,925

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

ITEM NUMBER:433173 1 PROJECT DESCRIPTION:SR 84 (DAVIS BLVD) FROM COUNTY BARN RD TO SANTA BARBARA BLVD
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID:03001000 PROJECT LENGTH: 1.009MI

NON-SIS
TYPE OF WORK:WIDEN/RESURFACE EXIST LANES
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2020
SU	-6,159
TOTAL 433173 1	-6,159
TOTAL 433173 1	-6,159

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

ITEM NUMBER:433176 1 PROJECT DESCRIPTION:PINE RIDGE RD AT VARIOUS LOCATIONS
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID:03504000 PROJECT LENGTH: .191MI

NON-SIS
TYPE OF WORK:ADD TURN LANE(S)
LANES EXIST/IMPROVED/ADDED: 5/ 5/ 1

FUND CODE	2020
SU	1,204,083
TOTAL 433176 1	1,204,083
TOTAL 433176 1	1,204,083

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY

ITEM NUMBER:433185 1 PROJECT DESCRIPTION:HARBOUR DR FROM CRAYTON RD TO BINNACLE DR
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID:03516000 PROJECT LENGTH: .315MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 1/ 0/ 0

FUND CODE	2020
SA	-10,740
TOTAL 433185 1	-10,740
TOTAL 433185 1	-10,740

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

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

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

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		-370
TOTAL 433188 1		-370
TOTAL 433188 1		-370

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

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		-561
TOTAL 433540 1		-561
TOTAL 433540 1		-561

ITEM NUMBER:434990 1	PROJECT DESCRIPTION:GOLDEN GATE VARIOUS LOCATIONS	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	
ROADWAY ID:03000000	PROJECT LENGTH: .001MI	TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2020	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY 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	
ROADWAY ID:03010000	PROJECT LENGTH: 1.174MI	TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0
FUND CODE	2020	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		-2,724
TOTAL 435029 1		-2,724
TOTAL 435029 1		-2,724

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

COLLIER MPO

HIGHWAYS
=====

ITEM NUMBER:435030 1	PROJECT DESCRIPTION:SUNSHINE BLVD FROM 17TH AVE SW TO GREEN BLVD	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	
ROADWAY ID:03000000	PROJECT LENGTH: .001MI	TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2020	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY		
SU	37,746	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	40	
TOTAL 435030 1	37,786	
TOTAL 435030 1	37,786	

ITEM NUMBER:435042 1	PROJECT DESCRIPTION:YELLOWBIRD ST FROM JAMAICA RD TO COLLIER BLVD	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	
ROADWAY ID:03000000	PROJECT LENGTH: .001MI	TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF MARCO ISLAND		
TALU	-6,469	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALU	-951	
TOTAL 435042 1	-7,420	
TOTAL 435042 1	-7,420	

ITEM NUMBER:435110 1	PROJECT DESCRIPTION:CR 887 (OLD US 41) FROM US 41 TO LEE COUNTY LINE	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	
ROADWAY ID:03514000	PROJECT LENGTH: 1.550MI	TYPE OF WORK:PD&E/EMO STUDY
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND CODE	2020	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	9,342	
TOTAL 435110 1	9,342	
TOTAL 435110 1	9,342	

ITEM NUMBER:435116 1	PROJECT DESCRIPTION:GOLDEN GATE COLLECTOR SIDEWALKS VARIOUS LOCATIONS	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	
ROADWAY ID:03513000	PROJECT LENGTH: 1.213MI	TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY		
SA	1,000	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	185	
TOTAL 435116 1	1,185	
TOTAL 435116 1	1,185	

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

ITEM NUMBER:435117 1 PROJECT DESCRIPTION:NORTH NAPLES SIDEWALKS AT VARIOUS LOCATIONS *NON-SIS*
 DISTRICT:01 COUNTY:COLLIER
 ROADWAY ID:03631000 PROJECT LENGTH: 1.248MI TYPE OF WORK:SIDEWALK
 LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY		
SU		96,683
TOTAL 435117 1		96,683
TOTAL 435117 1		96,683

ITEM NUMBER:435118 1 PROJECT DESCRIPTION:CR 862 (VANDERBILT) FROM CR 901 TO GULF PAVILLION DR *NON-SIS*
 DISTRICT:01 COUNTY:COLLIER
 ROADWAY ID:03550000 PROJECT LENGTH: .674MI TYPE OF WORK:BIKE LANE/SIDEWALK
 LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY		
SA		100
TOTAL 435118 1		100
TOTAL 435118 1		100

ITEM NUMBER:435119 1 PROJECT DESCRIPTION:49TH TERRACE SW FROM 20TH PLACE SW TO 19TH PLACE SW *NON-SIS*
 DISTRICT:01 COUNTY:COLLIER
 ROADWAY ID:03000000 PROJECT LENGTH: .001MI TYPE OF WORK:SIDEWALK
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2020	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY		
TALT		-8,340
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT		-670
TOTAL 435119 1		-9,010
TOTAL 435119 1		-9,010

ITEM NUMBER:435368 1 PROJECT DESCRIPTION:CR 846/IMMOKALEE RD AT RANDALL BLVD *NON-SIS*
 DISTRICT:01 COUNTY:COLLIER
 ROADWAY ID:03590000 PROJECT LENGTH: .200MI TYPE OF WORK:PD&E/EMO STUDY
 LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	2020	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		27,111
TOTAL 435368 1		27,111
TOTAL 435368 1		27,111

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

ITEM NUMBER:436585 1 PROJECT DESCRIPTION:SR 84 (DAVIS BLVD) FROM SR 90 (US 41) TO AIRPORT PULLING RD *NON-SIS*
 DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:RESURFACING
 ROADWAY ID:03001000 PROJECT LENGTH: .952MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	2020
<hr/>	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-58,860
TOTAL 436585 1	-58,860
TOTAL 436585 1	-58,860

ITEM NUMBER:436971 1 PROJECT DESCRIPTION:TRAFFIC COUNT STATIONS UPDATES COLLIER COUNTY *NON-SIS*
 DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:TRAFFIC OPS IMPROVEMENT
 ROADWAY ID:03000000 PROJECT LENGTH: .001MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2020
<hr/>	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY	
SU	325,820
TOTAL 436971 1	325,820
TOTAL 436971 1	325,820

ITEM NUMBER:437096 1 PROJECT DESCRIPTION:COPELAND AVE SIDEWALK FROM S CITY LIMIT TO NE CORNER BROADWAY/COPELAND *NON-SIS*
 DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:SIDEWALK
 ROADWAY ID:03600000 PROJECT LENGTH: .953MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2020
<hr/>	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	308,455
TALU	185,000
TOTAL 437096 1	493,455
TOTAL 437096 1	493,455

ITEM NUMBER:437185 1 PROJECT DESCRIPTION:NAPLES BEACH ACCESS SIDEWALKS AT VARIOUS LOCATIONS *NON-SIS*
 DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:SIDEWALK
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2020
<hr/>	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-44,101
TOTAL 437185 1	-44,101
TOTAL 437185 1	-44,101

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

HIGHWAYS
=====

ITEM NUMBER:439002 1
DISTRICT:01
ROADWAY ID:03080000

PROJECT DESCRIPTION:SR 29 FROM NORTH 1ST STREET TO NORTH 9TH STREET
COUNTY:COLLIER
PROJECT LENGTH: .524MI

SIS
TYPE OF WORK:PEDESTRIAN SAFETY IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND
CODE

2020

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
SU

69,223
69,223
69,223

TOTAL 439002 1
TOTAL 439002 1

ITEM NUMBER:439555 1
DISTRICT:01
ROADWAY ID:03030000

PROJECT DESCRIPTION:SR 951 FROM JUDGE JOLLEY BRIDGE TO FIDDLERS CREEK PARKWAY
COUNTY:COLLIER
PROJECT LENGTH: 3.031MI

NON-SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND
CODE

2020

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
SA

1,152,678
1,152,678
1,152,678

TOTAL 439555 1
TOTAL 439555 1

ITEM NUMBER:440128 1
DISTRICT:01
ROADWAY ID:03080000

PROJECT DESCRIPTION:N 15TH ST (SR 29) INTERSECTION LIGHTING RETROFIT
COUNTY:COLLIER
PROJECT LENGTH: .200MI

NON-SIS
TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND
CODE

2020

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
HSP

-11,904
-11,904
-11,904
4,591,627
4,591,627

TOTAL 440128 1
TOTAL 440128 1
TOTAL DIST: 01
TOTAL HIGHWAYS

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

ITEM NUMBER:439314 2
 DISTRICT:01
 ROADWAY ID:

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

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

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

ITEM NUMBER:439314 3
 DISTRICT:01
 ROADWAY ID:

PROJECT DESCRIPTION:COLLIER COUNTY MPO FY 2020/2021-2021/2022 UPWP
 COUNTY:COLLIER
 PROJECT LENGTH: .000

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

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

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

ITEM NUMBER:433002 1
 DISTRICT:01
 ROADWAY ID:

PROJECT DESCRIPTION:HURRICANE IRMA COUNTY WIDE (03) DISASTER RECOVERY
 COUNTY:COLLIER
 PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK:EMERGENCY OPERATIONS
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2020
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT ER17	15,690
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT ER17	42,554
TOTAL 433002 1	58,244
TOTAL 433002 1	58,244

ITEM NUMBER:438094 1
 DISTRICT:01
 ROADWAY ID:03000000

PROJECT DESCRIPTION:SIGNAL PRE-EMPTION FOR THE CITY OF NAPLES
 COUNTY:COLLIER
 PROJECT LENGTH: .001MI

NON-SIS
 TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2020
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	-959
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY CITY OF NAPLES SU	-5,400
TOTAL 438094 1	-6,359
TOTAL 438094 1	-6,359
TOTAL DIST: 01	51,885
TOTAL MISCELLANEOUS	51,885

GRAND TOTAL 6,357,447

Section F: FTA OBLIGATED PROJECTS FOR 2020

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

PENDING as of 5/12/21

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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

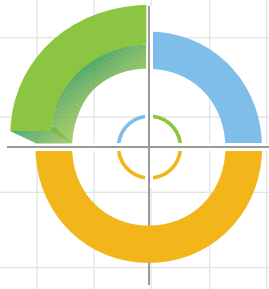
Fund	Fund Name	<2022	2022	2023	2024	2025	2026	>2026	All Years
	TOTAL OUTSIDE YEARS	86,268,148	0	0	0	0	0	0	86,268,148
ACBR	ADVANCE CONSTRUCTION (BRT)	0	0	0	0	2,459,296	0	0	2,459,296
ACCM	ADVANCE CONSTRUCTION (CM)	0	1,590,083	0	0	0	0	0	1,590,083
ACNP	ADVANCE CONSTRUCTION NHPP	751,737	4,696,866	50,000	41,158,790	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.

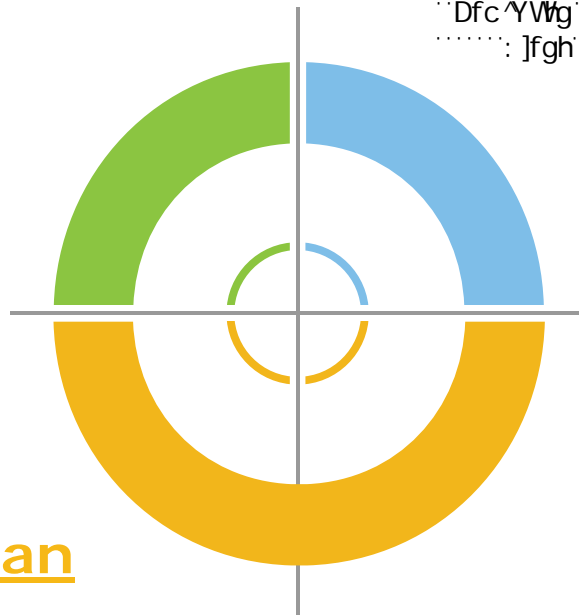
Update Cycle: Adopted annually by the Legislature, effective July 1st each year with the start of the new fiscal year.

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

Second Five Year Plan

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

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



Cost Feasible Plan

The Cost Feasible Plan illustrates projects on the SIS that are considered financially feasible during the last fifteen years (years 11 to 25) of the 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/BEEELINE 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/BEEELINE 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/BEEELINE 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/BEEELINE 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/BEEELINE 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/BEEELINE 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:

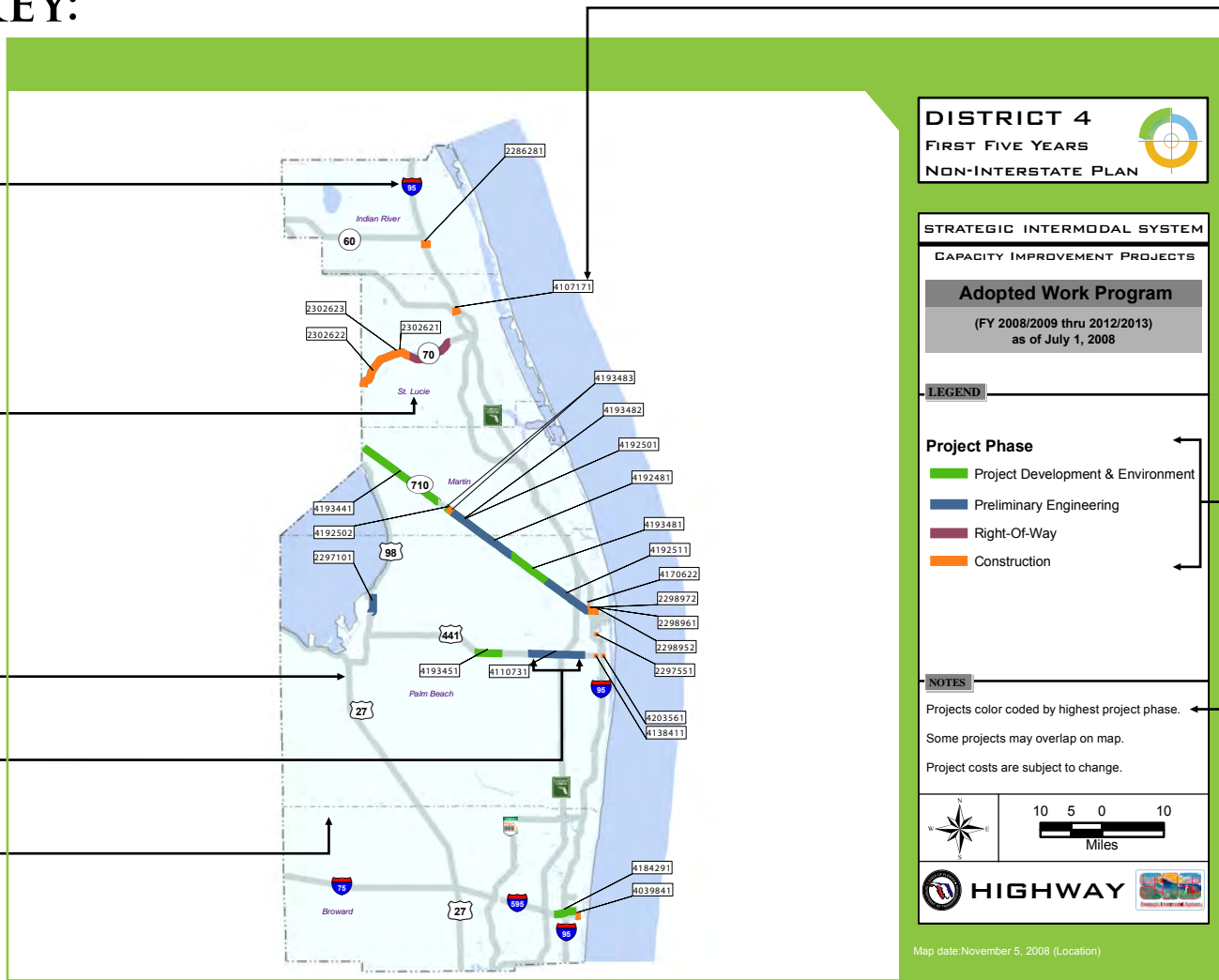
Facility

County Name

SIS Roadway

Project Limits

County Boundary



Map ID number which corresponds to more detailed project information in the facing table above.

Project Phases

In terms of typical project phase sequence as listed in the legend above (e.g. construction is the highest phase)

Some projects are funded in other phase sequences

DISTRICT 4
FIRST FIVE YEARS
NON-INTERSTATE PLAN

STRATEGIC INTERMODAL SYSTEM
CAPACITY IMPROVEMENT PROJECTS

Adopted Work Program
(FY 2008/2009 thru 2012/2013)
as of July 1, 2008

LEGEND

Project Phase

- Project Development & Environment
- 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.

Map date: November 5, 2008 (Location)

Project Phases

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

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

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

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

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



SIS Adopted 1st 5 Year Program District 1 Interstate Plan



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

All Values in Thousands of "As Programmed" Dollars

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

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

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

DISTRICT 1

First Five Years

Interstate Plan



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

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

LEGEND

Project Phase

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

NOTES

Projects color coded by highest project phase.

Some projects may overlap on map.

Project costs are subject to change.

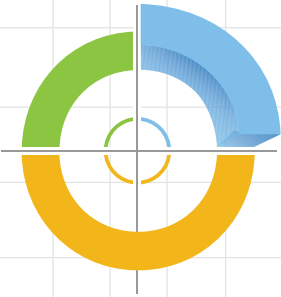


HIGHWAY





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



SECOND FIVE YEAR PLAN



Multi-Modal

FY 2025/2026 through FY 2029/2030

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

2025/2026 FY 2029/2030

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.

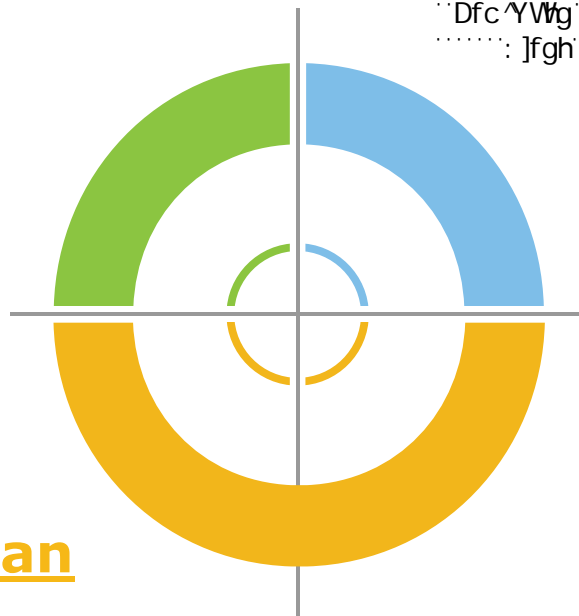
Update Cycle: Adopted annually by the FDOT Secretary, effective July 1st each year with the start of the new fiscal year.

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

Second Five Year Plan

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

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



Cost Feasible Plan

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

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


TABLE KEY:

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


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

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

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



DISTRICT 5 SIS PLAN



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

All Values in Thousands of "As Programmed" Dollars

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

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

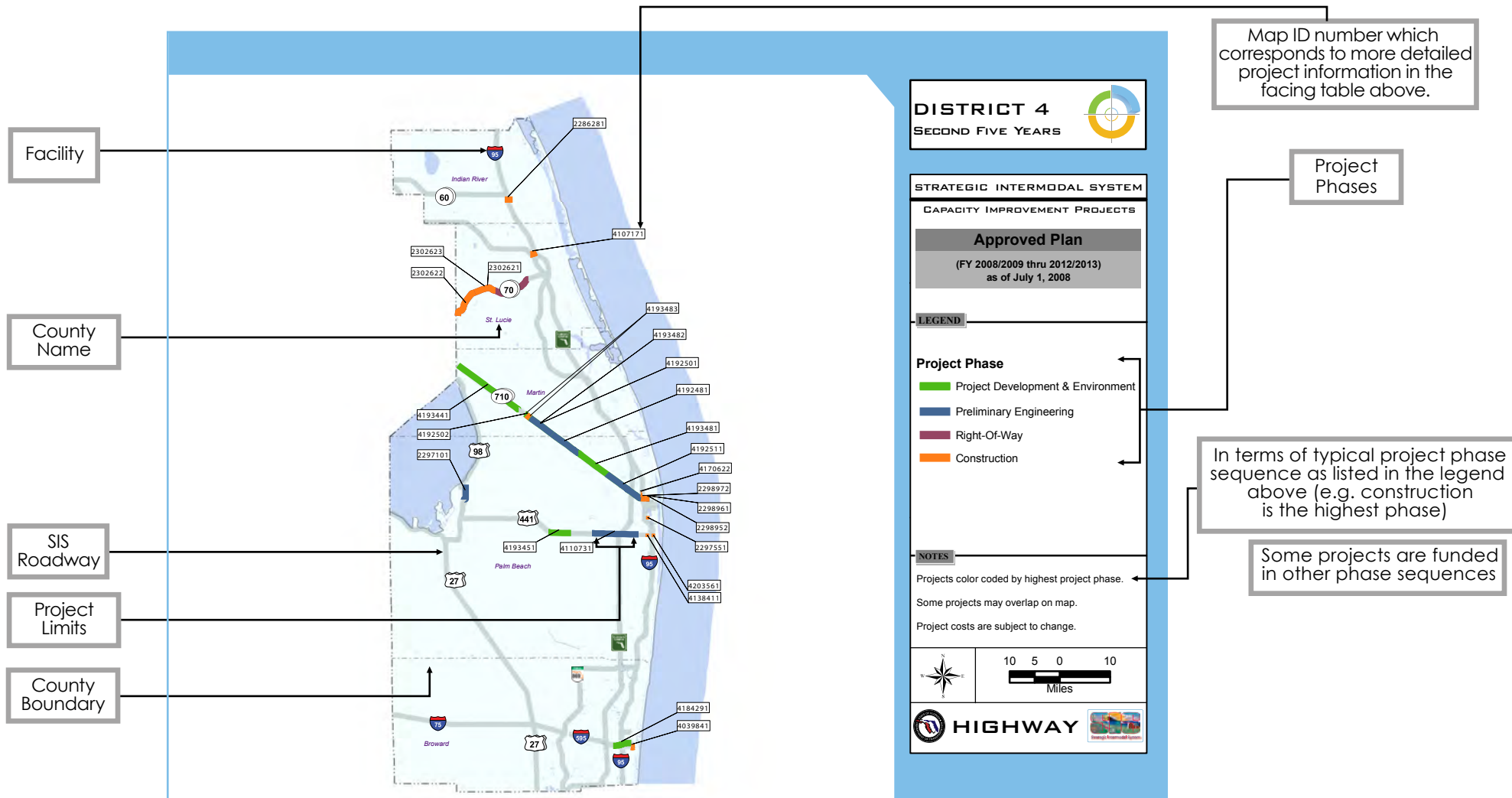
A summary row is provided for a District-wide review of project totals.

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

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

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

MAP KEY:



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

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

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

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



SIS Approved 2nd 5 Year Program District 1 Highway Plan



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

All Values in Thousands of "As Programmed" Dollars

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

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

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

DISTRICT 1

Second Five Years



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Approved Plan

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

LEGEND

Project Phase

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

NOTES

- Projects color coded by highest project phase.
- Some projects may overlap on map.
- Project costs are subject to change.



HIGHWAY



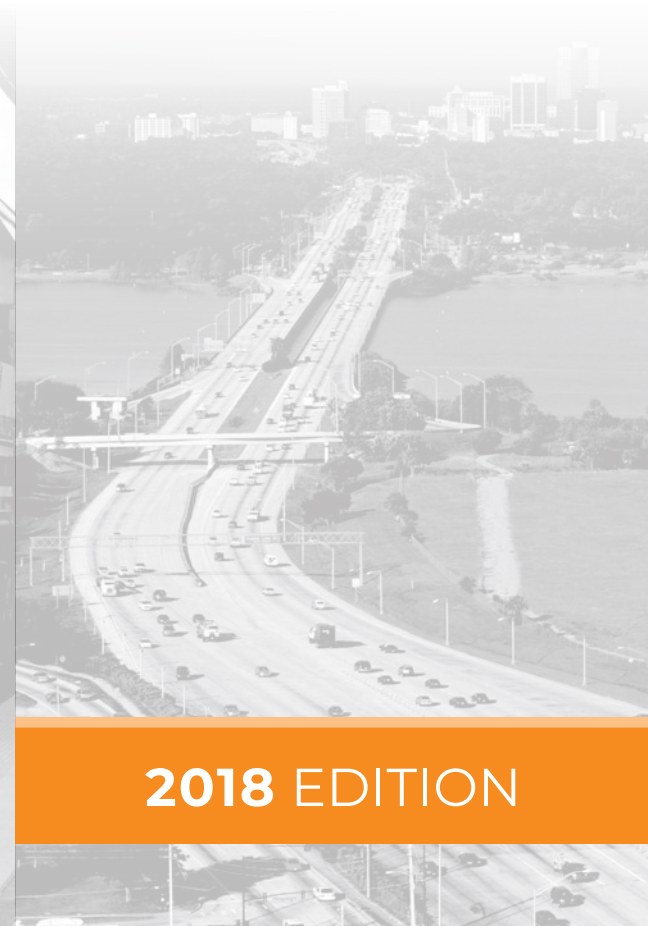


State of Florida Department of Transportation
Intermodal Systems Development
Systems Planning Office
<http://www.dot.state.fl.us/planning/systems/>



Strategic Intermodal System

Long Range Cost Feasible Plan FY 2029-2045



PRESENT DAY COSTS

2018 EDITION

Cost Feasible Plan 2045 Executive Summary

EXECUTIVE SUMMARY

I. Purpose of SIS Cost Feasible Plan

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

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

II. Florida Transportation Plan (FTP)

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

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

FTP Goals and Objectives

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

- ***Invest in transportation systems to support a globally competitive economy***

Florida's economic competitiveness is closely related to the state's ability to provide connectivity and mobility for both people and freight. Transportation investments are a key contributor to statewide economic growth and diversification over the next 50 years;

- ***Make transportation decisions to support and enhance livable communities***

Vibrant cities, suburbs, small towns and villages, rural areas, and open space all appeal to different groups of Floridians. Although transportation alone cannot make a community livable, effective transportation planning and investment can support the viability of these desired community types;

- ***Make transportation decisions to promote responsible environmental stewardship***

As Florida grows and develops an important priority must be to ensure Florida's environment is sustainable for future generations. Transportation planning must be integrated with land use, water, and natural resource planning and management to support statewide goals for protecting critical habitats, lands, and waters;

- ***Provide a safe and secure transportation system for all users***

Safety is a top priority for the Department and factors into all planning and operational improvements undertaken by FDOT. The fatality rate in Florida has declined for four consecutive years; and

- ***Improve mobility and connectivity for people and freight***

The most fundamental purpose of transportation is mobility and connectivity linking people to jobs and services, businesses to suppliers and customers, visitors to destinations, and students to schools. Florida should provide residents, visitors, and businesses with more choices among transportation modes. All modes must function together as an integrated transportation system.

IV. Strategic Intermodal System (SIS)

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

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

2016 Strategic Intermodal System Policy Plan

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

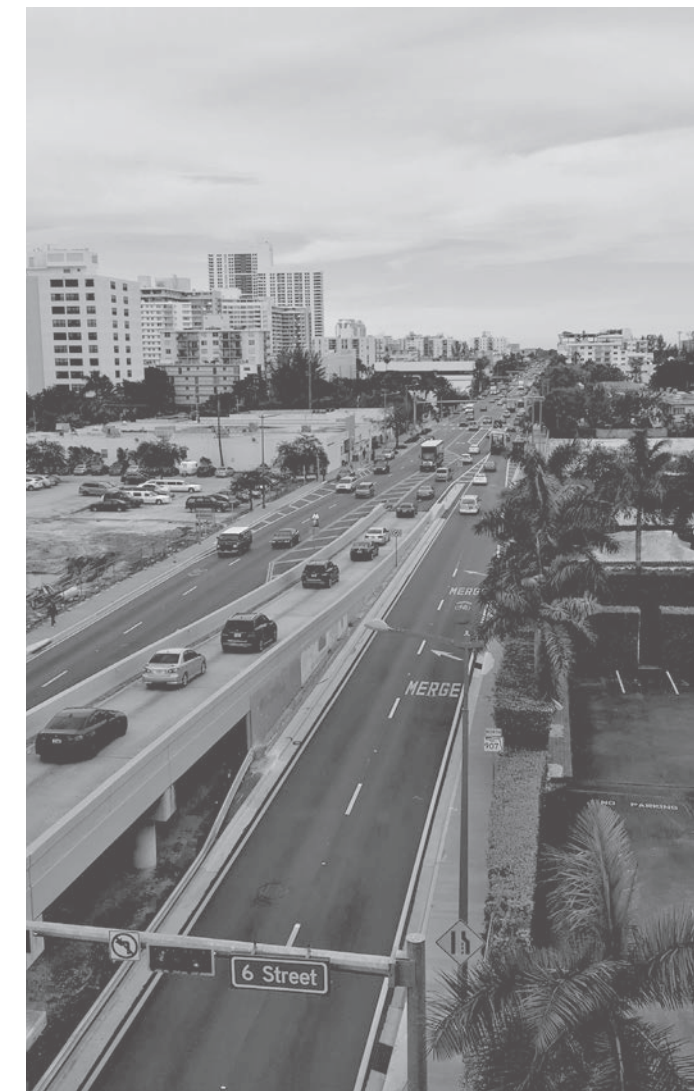
SIS Designation

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

SIS Eligibility

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

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



V. SIS Planning Process

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

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

SIS Funding Strategy

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

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

Adopted and Tentative SIS Work Program

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

SIS 2nd Five-Year Plan

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

SIS Cost Feasible Plan

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

SIS 2045 Multimodal Unfunded Needs Plan

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

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

VI. Cost Feasible Plan Development

Methodology and Process

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

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

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

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





SIS CFP Project Selection

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

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

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

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

VII. Current and Future Transportation Initiatives

Bottlenecks

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

Managed Lanes

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

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

Future Corridors

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

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

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

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

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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		
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

Long Range Cost Feasible Plan FY 2029-2045

District 1

LEGEND



Bridge, Interchange, Intersection Improvements (Project with highest phase funded)

- Construction & Mega Projects (CON)
- Right of Way (ROW)
- Preliminary Engineering (PE)
- Project Development and Environmental (PDE)




Add Lanes, New Roads, etc. Improvements (Project with highest phase funded)

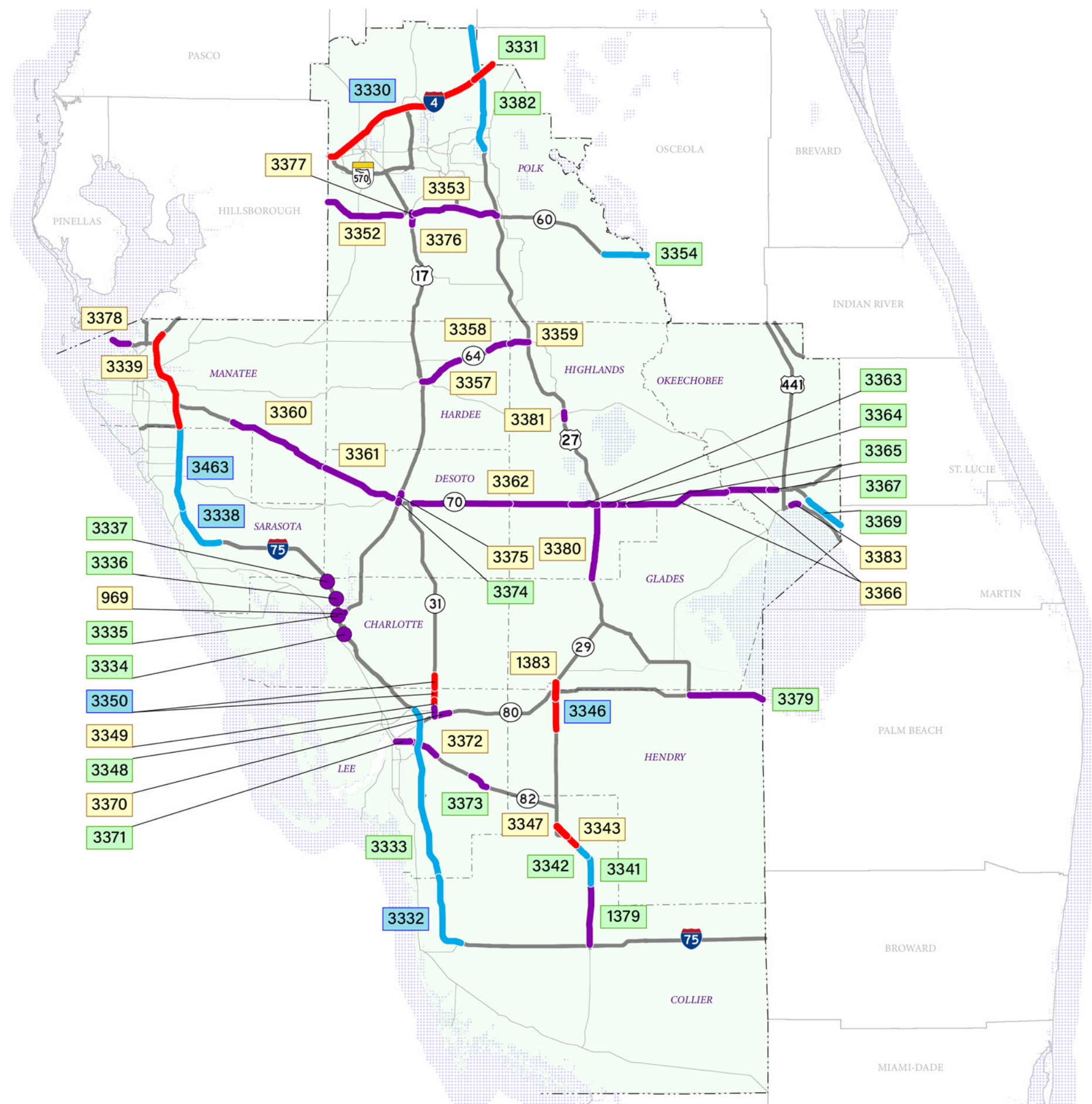
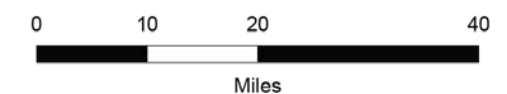
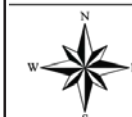
- Construction & Mega Projects (CON)
- Right of Way (ROW)
- Preliminary Engineering (PE)
- Project Development and Environmental (PDE)

- 1234 Green Band - FY 2028/2029 to FY 2034/2035
- 1234 Yellow Band - FY 2035/2036 to FY 2039/2040
- 1234 Blue Band - FY 2040/2041 to FY 2044/2045
- 1234 Mega Projects Phased Over Time

-  Interstate Highway
-  U.S. Highway
-  State Highway
-  Toll Roads

Existing Conditions for SIS Highways

-  SIS Highways
-  Other State roads
-  Planned Add





State of Florida Department of Transportation

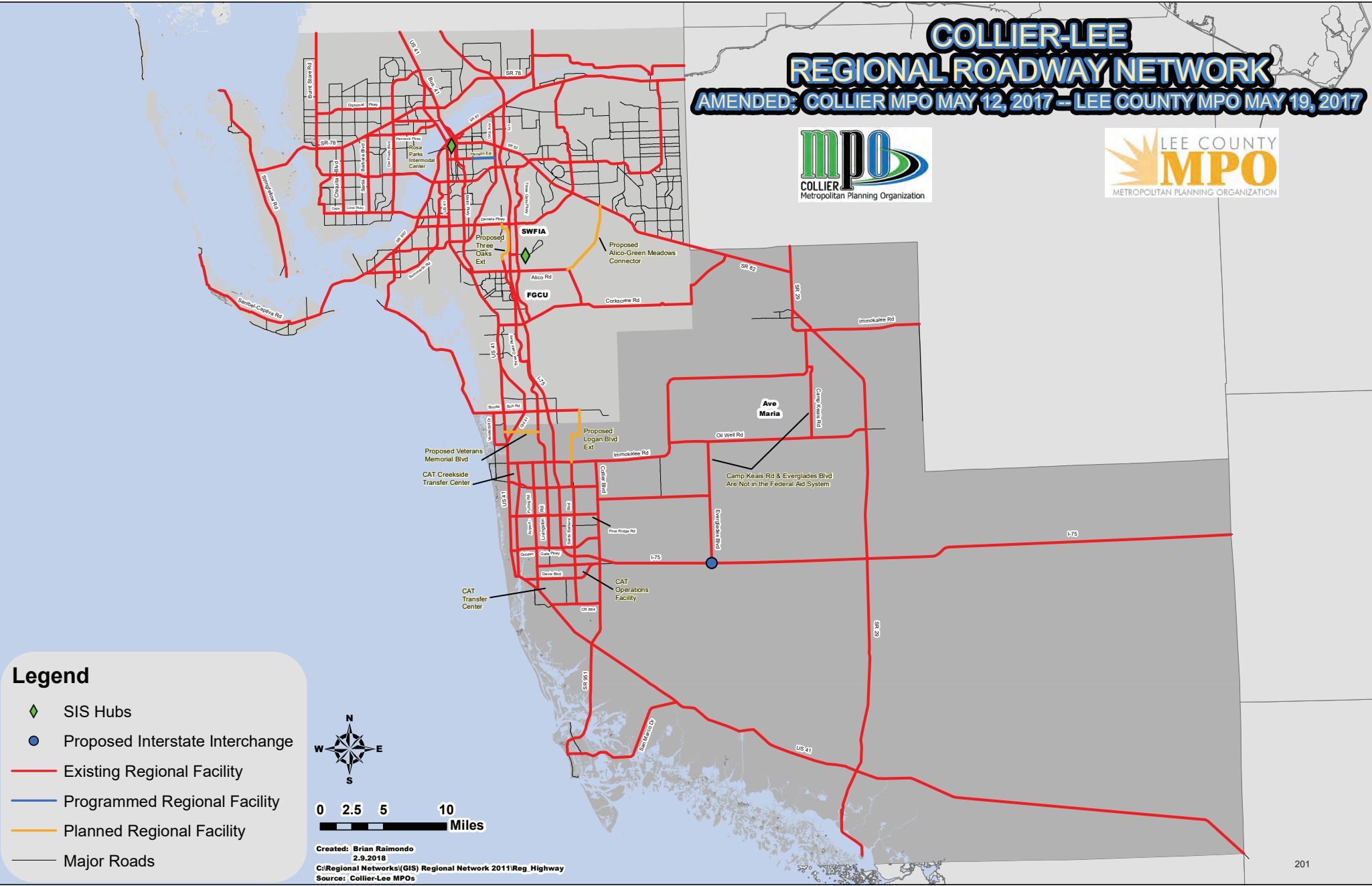
Systems Implementation Office
605 Suwannee Street • Tallahassee, FL 32399

www.dot.state.fl.us

APPENDIX B: COLLIER-LEE REGIONAL HIGHWAY MAP

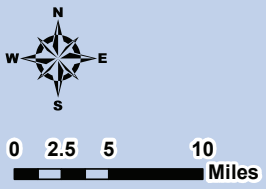
COLLIER-LEE REGIONAL ROADWAY NETWORK

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



Legend

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



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

APPENDIX C: AIRPORT CAPITAL IMPROVEMENT PROGRAMS (JACIP)

**INCLUDES:
EVERGLADES AIRPARK
IMMOKALEE REGIONAL AIRPORT
MARCO ISLAND AIRPORT
NAPLES MUNICIPAL AIRPORT**

The Naples and Collier County Airport Authorities develop annual aviation project priorities. These project priorities are listed in their Joint 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 Priority	Sponsor	Sponsor Year	Federal	Sponsor Requested Funding Breakdown			
					State	Local		
Airport Master Plan Update								
UPIN: PFL0010198 FDOT Item No.:	3	4	2021	\$180,000	\$0	\$0	\$180,000	
Wildlife Hazard Site Study								
UPIN: PFL0013246 FDOT Item No.:			2021	\$0	\$20,000	\$5,000	\$25,000	
Reconstruct and widen Runway 15/33								
UPIN: PFL0003358 FDOT Item No.: 448060 1	2	2	2021	\$2,700,000	\$0	\$0	\$2,700,000	
Install VASI System								
UPIN: PFL0008819 FDOT Item No.:	4		2021	\$150,000	\$0	\$0	\$150,000	
Yearly Total 2021				\$3,030,000	\$20,000	\$5,000	\$3,055,000	
Land Acquisition								
UPIN: PFL0008818 FDOT Item No.:	5	5	2022	\$1,125,000	\$0	\$0	\$1,125,000	
Airport Master Plan Update								
UPIN: PFL0010198 FDOT Item No.:	3	4	2022	\$0	\$10,000	\$10,000	\$20,000	
Reconstruct and widen Runway 15/33								
UPIN: PFL0003358 FDOT Item No.: 448060 1	2	2	2022	\$0	\$150,000	\$150,000	\$300,000	
Install VASI System								
UPIN: PFL0008819 FDOT Item No.:	4		2022	\$0	\$8,250	\$8,250	\$16,500	
Yearly Total 2022				\$1,125,000	\$168,250	\$168,250	\$1,461,500	
Design, Permit, Bid and Construct Apron								
UPIN: PFL0008820 FDOT Item No.:			2023	\$150,000	\$0	\$0	\$150,000	
Land Acquisition								
UPIN: PFL0008818 FDOT Item No.:	5	5	2023	\$0	\$56,250	\$56,250	\$112,500	
Yearly Total 2023				\$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
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Design, Permit, Construct T-Hangar

UPIN: PFL0008311	FDOT Item No.:	2024	\$0	\$600,000	\$150,000	\$750,000
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Yearly Total	2024		\$0	\$792,500	\$207,500	\$1,000,000
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AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

Airport: Immokalee Regional Airport
Sponsor: Collier County Airport Authority

Local ID: IMM
Sponsor ID: MKY

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

Project Description:	Fed Priority	Sponsor	Sponsor Year	Federal	Sponsor Requested Funding Breakdown			
					State	Local		
Construct Extension of Taxiway C								
UPIN: PFL0003510 FDOT Item No.: 441783 1	3		2021	\$0	\$111,850	\$111,850		\$223,700
Rehabilitate Runway 18/36								
UPIN: PFL0009405 FDOT Item No.: 438977 1			2021	\$0	\$5,280,000	\$1,320,000		\$6,600,000
Design, Permit & Bid Perimeter Road & Taxiway A Modifications								
UPIN: PFL0012380 FDOT Item No.: 446359 1			2021	\$237,330	\$0	\$0		\$237,330
Wildlife Hazard Site Study								
UPIN: PFL0013247 FDOT Item No.:			2021	\$0	\$20,000	\$5,000		\$25,000
Yearly Total 2021				\$237,330	\$5,411,850	\$1,436,850		\$7,086,030
Design, Permit, Construct Aircraft Storage Hangars								
UPIN: PFL0008323 FDOT Item No.:			2022	\$0	\$1,200,000	\$300,000		\$1,500,000
Design, Permit & Bid Perimeter Road & Taxiway A Modifications								
UPIN: PFL0012380 FDOT Item No.: 446359 1			2022	\$0	\$13,185	\$13,185		\$26,370
Construct Perimeter Road & Taxiway A Modifications								
UPIN: PFL0012381 FDOT Item No.: 446359 1			2022	\$900,000	\$0	\$0		\$900,000
Yearly Total 2022				\$900,000	\$1,213,185	\$313,185		\$2,426,370
Design Airport Maintenance and Operations Building								
UPIN: PFL0008318 FDOT Item No.:			2023	\$0	\$40,000	\$10,000		\$50,000
Construct Perimeter Road & Taxiway A Modifications								
UPIN: PFL0012381 FDOT Item No.: 446359 1			2023	\$0	\$50,000	\$50,000		\$100,000
Environmental Assessment for Airpark Boulevard Extension								
UPIN: PFL0013386 FDOT Item No.:			2023	\$150,000	\$0	\$0		\$150,000
Yearly Total 2023				\$150,000	\$90,000	\$60,000		\$300,000

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	Local ID: MKY	NPIAS No.: 12-0142
Sponsor: Collier County Airport Authority	Sponsor ID: MKY	Site No.: 03315.44*A

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

AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

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

Local ID: APF
Sponsor ID: APF

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

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

Class 3 ARFF Vehicle								
UPIN:	PFL0013320	FDOT Item No.:		2022	\$0	\$0	\$400,000	\$400,000
Airport Perimeter Fencing Improvements Design/Build								
UPIN:	PFL0013285	FDOT Item No.:	1	2022	\$0	\$500,000	\$500,000	\$1,000,000
Construct RW 5 Service Road, Relocate RW 23 Service Road, Relocate RW 32 Service Road								
UPIN:	PFL0013286	FDOT Item No.:	2 1	2022	\$159,300	\$8,850	\$8,850	\$177,000
Rehabilitate East Quad Fuel Tank to 100LL Self-Serve Facility								
UPIN:	PFL0013290	FDOT Item No.:		2022	\$0	\$0	\$82,000	\$82,000
North Quadrant Site Preparation (regrade site and stormwater pond)								
UPIN:	PFL0013288	FDOT Item No.:		2022	\$0	\$0	\$3,100,000	\$3,100,000
EA of Short Term Improvements								
UPIN:	PFL0013033	FDOT Item No.:		2022	\$360,000	\$20,000	\$20,000	\$400,000
14 CFR Part 150 Study Update								
UPIN:	PFL0012915	FDOT Item No.:	446899 1	2022	\$150,000	\$7,500	\$180,500	\$338,000
Taxiway B Extension and North Apron - Design and Construction								
UPIN:	PFL0011418	FDOT Item No.:	4 3	2022	\$0	\$154,000	\$154,000	\$308,000
Yearly Total	2022				\$669,300	\$690,350	\$14,897,174	\$16,256,824
East Quadrant Apron Reconstruction								
UPIN:	PFL0009409	FDOT Item No.:	446385 1 5	2023	\$157,000	\$8,800	\$8,800	\$174,600
Aircraft Storage Hangars Aviation Dr S - Design/Construct								
UPIN:	PFL0013429	FDOT Item No.:		2023	\$0	\$282,500	\$282,500	\$565,000
East Quadrant Clearspan Hangars Phase I Design and Phase II Construction								
UPIN:	PFL0013284	FDOT Item No.:		2023	\$0	\$0	\$3,309,446	\$3,309,446
Construct RW 5 Service Road, Relocate RW 23 Service Road, Relocate RW 32 Service Road								
UPIN:	PFL0013286	FDOT Item No.:	2 1	2023	\$1,288,800	\$71,600	\$71,600	\$1,432,000
New General Aviation Terminal Landside Improvements - Design								
UPIN:	PFL0013298	FDOT Item No.:		2023	\$0	\$0	\$216,000	\$216,000
Expand Airport Observation Deck								
UPIN:	PFL0013297	FDOT Item No.:		2023	\$0	\$0	\$282,000	\$282,000

Taxiways A and B Safety Improvements Design and Construction										
UPIN:	PFL0013032	FDOT Item No.:		3	2	2023	\$324,000	\$18,000	\$18,000	\$360,000
Master Drainage Plan Update										
UPIN:	PFL0013291	FDOT Item No.:				2023	\$0	\$0	\$393,000	\$393,000
Taxiway B Extension and North Apron - Design and Construction										
UPIN:	PFL0011418	FDOT Item No.:		4	3	2023	\$0	\$2,118,000	\$2,118,000	\$4,236,000
New General Aviation Terminal - Design										
UPIN:	PFL0013296	FDOT Item No.:				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										
UPIN:	PFL0009409	FDOT Item No.:	446385 1	5		2024	\$2,167,500	\$120,250	\$120,250	\$2,408,000
Aircraft Storage Hangars Aviation Dr S - Design/Construct										
UPIN:	PFL0013429	FDOT Item No.:				2024	\$0	\$4,175,000	\$4,175,000	\$8,350,000
Construct North Quad 100LL Self-Serve Fuel Tank Facility										
UPIN:	PFL0013293	FDOT Item No.:				2024	\$0	\$0	\$835,000	\$835,000
Construct South Quadrant 100LL Self-Serve Fuel Tank Facility										
UPIN:	PFL0013294	FDOT Item No.:				2024	\$0	\$0	\$577,000	\$577,000
Taxiways A and B Safety Improvements Design and Construction										
UPIN:	PFL0013032	FDOT Item No.:		3	2	2024	\$1,296,000	\$72,000	\$72,000	\$1,440,000
Taxiway A-3 Relocation - Design and Construction										
UPIN:	PFL0013499	FDOT Item No.:				2024	\$67,500	\$3,750	\$3,750	\$75,000
New General Aviation Terminal Construction										
UPIN:	PFL0008813	FDOT Item No.:			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										
UPIN:	PFL0012395	FDOT Item No.:			5	2025	\$0	\$160,000	\$160,000	\$320,000
Taxiway A-3 Relocation - Design and Construction										
UPIN:	PFL0013499	FDOT Item No.:				2025	\$450,000	\$25,000	\$25,000	\$500,000
New General Aviation Terminal Construction										
UPIN:	PFL0008813	FDOT Item No.:			4	2025	\$0	\$2,500,000	\$11,400,000	\$13,900,000

Yearly Total	2025				\$450,000	\$2,685,000	\$11,585,000	\$14,720,000
Commercial Terminal Apron Rehabilitation and Expansion- Design and Construction								
UPIN:	PFL0012395	FDOT Item No.:	5	2026	\$0	\$2,797,500	\$2,797,500	\$5,595,000
Expand Commercial Airline Terminal Apron Phase 2								
UPIN:	PFL0013295	FDOT Item No.:		2026	\$0	\$80,000	\$80,000	\$160,000
Rehabilitate Primary Runway 5-23 with LED MILs and Blastpads - Design/Build								
UPIN:	PFL0013299	FDOT Item No.:		2026	\$0	\$2,596,500	\$2,596,500	\$5,193,000
New General Aviation Terminal Construction								
UPIN:	PFL0008813	FDOT Item No.:	4	2026	\$0	\$2,500,000	\$0	\$2,500,000
Yearly Total	2026				\$0	\$7,974,000	\$5,474,000	\$13,448,000
Expand Commercial Airline Terminal Apron Phase 2								
UPIN:	PFL0013295	FDOT Item No.:		2027	\$0	\$1,239,700	\$1,239,700	\$2,479,400
Yearly Total	2027				\$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
PKMI	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 2021–25 (YOE)	Plan Period 1 (TIP): 2021–2025			Plan Period 2: 2026–2030			Plan Period 3: 2031–2035			Plan Period 4: 2036–2045			Total Cost 2026–2045
						PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	
29	I-75 (SR-93) Managed (Toll) Lanes [4425192]	E of Collier Blvd (SR 951)	Collier/Lee County Line	New 4-Lane Express (Toll) Lanes (10-lanes)	\$0.03	0.02						63.25				145.43	\$208.67	
46	SR 29 [4178784]	SR 82	Hendry County Line	Widen from 2-Lanes to 4-Lanes	\$1.37	0.05	1.32										\$0.00	
48	SR 29 [4344901]	I-75 (SR 93)	Oil Well Rd	Widen from 2-Lane to 4 Lanes	\$0.02	0.02						4.33					\$4.33	
50	SR 29 [4175406]	New Market Rd North	North of SR 82	Widen from 2-Lanes to 4-Lanes (with center turn lane)	\$1.52	0.43	1.09			30.36							\$30.36	
51	SR 29/New Market Rd W (New) [4175405]	Immokalee Rd (CR 846)	New Market Rd N	New 4-Lane Road	\$6.82	1.05	5.77									49.91	\$49.91	
52	SR 29 [4175404]	Agriculture Way	CR 846 E	Widen from 2-Lanes to 4-Lanes	\$0.30	0.30						5.63				23.32	\$28.95	
53	SR 29 (SEGMENT D) [4175403]	Sunniland Nursery Rd	Agriculture Way	Widen from 2-Lanes to 4-Lanes	\$0.50	0.50						2.38					\$2.38	
54	SR 29 (SEGMENT E) [4175402]	Oil Well Rd	Sunniland Nursery Rd	Widen from 2-Lanes to 4-Lanes	\$8.33	8.33						4.55					\$4.55	
Totals					\$17.47	\$10.70	\$8.18	\$0.00	\$0.00	\$0.00	\$30.36	\$67.58	\$12.55	\$0.00	\$0.00	\$145.43	\$73.22	\$329.14
						\$18.88			30.36			80.13			218.65			

PRE-ENG PRE-ENG includes PD&E and Design

PDC Present Day Cost

ROW Right-of-Way

CST Construction

Table 6-2. Collier MPO 2045 LRTP Cost Feasible Plan Projects – FDOT Other Roads Projects and Local Roadway Projects

(in millions \$)

Map ID	Facility	Limits from	Limits to	Description	Total Project Cost (PDC 2019 \$)	TIP Funding 2021-25 (YOE)	Plan Period 1 (TIP): 2021-2025			Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026-2045 (YOE \$ without SIS)	Total SIS Costs	County	OA PRE-ENG	OA ROW and CST	Funding Source
							PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST						
PLAN PERIOD 2 CONSTRUCTION FUNDED PROJECTS																								
12	Everglades Blvd	Vanderbilt Bch Rd Ext.	Randall Blvd	Widen from 2-Lanes to 4-Lanes	\$32.80					\$5.59	\$2.38	\$35.31							\$43.27	\$43.27				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								\$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								\$77.67	\$77.67				County
59	US 41	Collier Blvd		Major Intersection Improvement	\$17.25					\$2.81									\$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						\$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: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026- 2045
	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	
MPO Supplemental Planning Funds	\$0.70			\$0.80			\$1.90			\$3.40
Bicycle Pedestrian Box Funds			\$10.17			\$10.13			\$20.15	\$40.45
Congestion Management/Intelligent Transportation Box Funds			\$10.17			\$10.13			\$20.15	\$40.45
Bridge Box Funds			\$4.96			\$4.94			\$9.80	\$19.70
Safety			\$0.80			\$0.80			\$1.50	\$3.10

Table ES-10. 2045 Transit Cost Feasible Summary

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

Table ES-10. 2045 Transit Cost Feasible Summary

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

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

Table 5-3. Airport Capital Revenue Projections

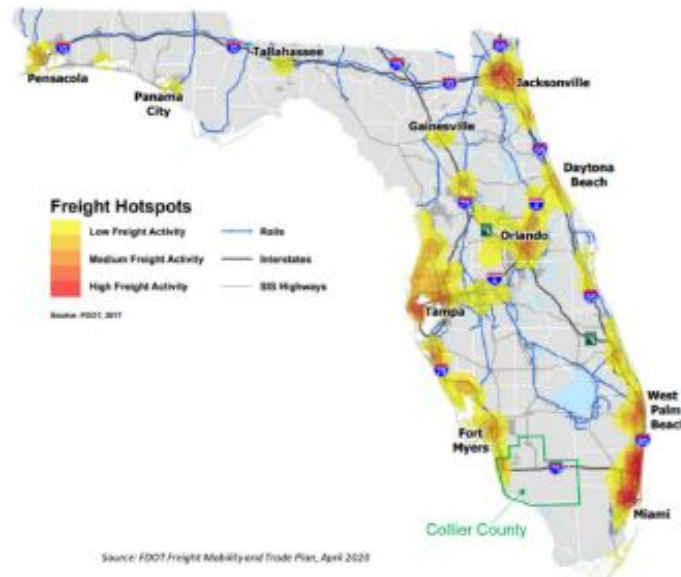
Airport	Funding Source	2020-2024	2026-2030	2031-2035	2036-2045	TOTAL
Collier County Airport Authority						
Immokalee Regional Airport	FAA, FDOT, Local		\$8,400,000	\$15,000,000	\$38,800,000	\$62,200,000
Everglades Airpark	FAA, FDOT, Local		\$2,000,000	\$3,000,000	\$5,100,000	\$10,100,000
Marco Island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

6-4 Freight Network Projects

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

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

Figure 6-11. Freight Hotspot Locations



6-5 Airport Transportation Projects

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

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

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

APPENDIX F: FEDERAL LANDS APPROPRIATIONS

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

FY2021-FY2024 Transportation Improvement Program

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 CRR1 (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	-	-	-	-
BND5	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 TTS - STATE 100%	600,000	-	-	-	-
DPTO	STATE - PTO	1,250,724	269,753	1,494,278	1,231,344	5,481,952
DS	STATE PRIMARY HIGHWAYS & PTO	123,657	2,939,015	6,906,909	-	-
DSB2	EVERGLADES PKY/ALLIGATOR ALLEY	49,551,731	47,076,928	1,445,150	1,400,000	1,400,000
DU	STATE PRIMARY/FEDERAL REIMB	443,232	483,535	458,797	575,559	709,854
FAA	FEDERAL AVIATION ADMIN	2,239,830	900,000	150,030	-	180,000
FTA	FEDERAL TRANSIT ADMINISTRATION	3,628,723	4,324,206	5,077,455	5,495,630	5,666,403
GMR	GROWTH MANAGEMENT FOR SIS	-	-	-	-	-
IMID	INTERSTATE MAINTENANCE DISCRET	-	-	-	-	-
LF	LOCAL FUNDS	4,322,127	7,955,415	8,682,538	13,506,067	8,555,962
LFR	LOCAL FUNDS/REIMBURSABLE	2,459,296	-	-	-	-
PL	METRO PLAN (85% FA; 15% OTHER)	548,485	547,684	547,684	547,684	547,684
REPE	REPROPOSED FEDERAL EARMARKS	-	-	-	-	-
SA	STP, ANY AREA	-	-	3,336,146	-	-
SR2T	SAFE ROUTES - TRANSFER	663,333	90,943	-	771,516	-
STED	2012 SB1998 STRATEGIC ECON COR	-	-	-	-	-
SU	STP, URBAN AREAS > 200K	4,613,102	4,593,239	4,577,314	4,596,008	4,557,309
TALT	TRANSPORTATION ALTS- ANY AREA	120,383	380,000	649,759	-	-
TALU	TRANSPORTATION ALTS->200K	377,460	375,835	374,532	376,061	372,895
TCSP	TRANS, COMMUNITY & SYSTEM PRES	-	-	-	-	-
TLWR	2015 SB2514A-TRAIL NETWORK	-	-	-	-	1,100,000
TOO2	EVERGLADES PARKWAY	5,375,000	5,385,000	5,385,000	5,325,000	4,385,000
TRIP	TRANS REGIONAL INCENTIVE PROGRAM	-	-	2,714,534	3,173,552	-
TRWR	2015 SB2514A-TRAN REG INCI 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: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026- 2045
	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	
MPO Supplemental Planning Funds	\$0.70			\$0.80			\$1.90			\$3.40
Bicycle Pedestrian Box Funds			\$10.17			\$10.13			\$20.15	\$40.45
Congestion Management/Intelligent Transportation Box Funds			\$10.17			\$10.13			\$20.15	\$40.45
Bridge Box Funds			\$4.96			\$4.94			\$9.80	\$19.70
Safety			\$0.80			\$0.80			\$1.50	\$3.10

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

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

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

Bicycle and Pedestrian Projects

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

Safety

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

Equity

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

Connectivity

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

Congestion Management Projects

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

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

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

Bridge Project Application Criteria

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

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

Transit Project Selection

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

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

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

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

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

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

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

The LRTP and the TIP

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

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

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

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

APPENDIX J: ADDITIONAL PLANS AND STUDIES

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

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

TABLE OF CONTENTS

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

1 - PURPOSE

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

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

MPOs may incorporate this template language and adapt it as needed as they update their TIPs. In most sections, there are two options for the text, to be used by MPOs supporting statewide targets or MPOs establishing their own targets. **Areas that require MPO input are shown in bolded text.** This can range from simply adding the MPO name and adoption dates to providing MPO-specific background information and relevant strategies and prioritization processes.

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

The document is organized as follows:

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

2 - BACKGROUND

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

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

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

3 - HIGHWAY SAFETY MEASURES (PM1)

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

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

3.1 Language for MPO that Supports Statewide Targets

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

Table 3.1. Statewide and MPO Safety Performance Targets

Statewide Safety Performance Targets	Statewide Target (2021)	MPO Target (2021)
Number of fatalities	0	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0	0
Number of serious Injuries	0	0
Rate of serious 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 an community with a large minority and immigrant population and high number of crashes involving pedestrian and cyclists (**FPN 4175405 SR 29 from CR 846 to N of New Market Road W**), lane repurposing projects

(County has approved lane repurposing on CR 29 in Everglades City to add bike lanes in both directions as part of repaving project) , new and improved pedestrian crosswalks; improved curve radii and lane width on **Corkscrew Road (FPN 4463231 and 4463232)**; installation of bicycle detection equipment at intersections **(FPN 4462531)**

- Behavioral safety examples: Safe Routes to Schools education/enforcement activities, pedestrian/bicycle safety education **(Funded with PL funds in MPO's UPWP: Local Roads Safety Plan scheduled for approval by MPO Board in May 2021)**
- Emergency services – **FPN 4353891** funds operations at fire station 3 on I-75 which enhances emergency response time.

None of these projects use HSIP funds.

4 - PAVEMENT & BRIDGE CONDITION MEASURES (PM2)

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

This rule establishes the following six performance measures:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4.1 Language for MPOs that Support Statewide Targets

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

Table 4.1. Statewide Pavement and Bridge Condition Performance Targets

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

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

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

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

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

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

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

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

Collier MPO's NHS roadways are:

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

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

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

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

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

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

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

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

National Highway Performance Program (NHPP)

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

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NO_x, VOC, CO, PM₁₀, and PM_{2.5}) for CMAQ funded projects.

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

LOTTR Measures

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

TTTR Measure

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

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

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

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable¹; and
- Two-year and four-year targets for truck travel time reliability.

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

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

5.1 Language for MPOs that Supports Statewide Targets

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

Table 5.1. Statewide System Performance and Freight Targets

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

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

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

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

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

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

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

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

System performance and freight are addressed through several statewide initiatives:

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

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

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

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

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

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

6 - TRANSIT ASSET MANAGEMENT MEASURES

Transit Asset Performance Measures

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

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

Table 6.1. FTA TAM Performance Measures

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

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

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

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

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

Table 6.2. Florida Group TAM Plan Participants

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

¹no longer in service

²provider service area covers portions of Districts 1 and 2

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

6.1 Language for MPO that Supports Public Transportation Provider Targets

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

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

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

FY19 Transit Asset Management Assets Performance & Performance Targets for FY20

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

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

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

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

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

General Condition Assessment Rating Scale

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

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

Transit Asset Management in the TIP

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

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

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

7 - TRANSIT SAFETY PERFORMANCE

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

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

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

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

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

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

7.1 Local Safety Targets

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

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

Table 7-1 – Collier Area Transit Safety Targets 2020

Section 3.1 – Annual Safety Performance Targets

VRM = Vehicle Revenue Miles

MB = Motor Bus (Fixed Route)

DR = Demand Response (Paratransit)

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

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

APPENDIX L: AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

To be inserted as they occur.