



Agenda CAC

Citizens Advisory Committee
GMD Planning & Regulation
Conf. Room 609/610
2800 N. Horseshoe Drive
Naples, FL 34104

This is an in-person meeting

March 28, 2022, 2:00 PM

- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of the Agenda**
- 4. Approval of the February 28, 2022 Meeting Minutes**
- 5. Open to Public for Comments Items Not on the Agenda**
- 6. Agency Updates**
 - A. FDOT
 - B. MPO Executive Director
- 7. Committee Action**
 - A. Endorse Congestion Management Process (CMP) 2022 Update
 - B. Review & Comment on the Draft FY 2023-27 Transportation Improvement Program (TIP) Narrative
 - C. Endorse 2022 Transit Priorities
 - D. Endorse 2022 Bike-Ped Project Priorities
 - E. Endorse Amendment #5 to FY2022-2026 TIP and Authorizing Resolution
- 8. Reports & Presentations***
- 9. Member Comments**
- 10. Distribution Items**
- 11. Next Meeting Date**

April 25, 2022
- 12. Adjournment**

**May Require Committee Action*

PLEASE NOTE:

The meetings of the advisory committees of the Collier Metropolitan Planning Organization (MPO) are open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition of the Chairperson. Any person desiring to have an item placed on the agenda should contact the MPO Director at least 14 days prior to the meeting date. Any person who decides to appeal a decision of the advisory committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact the Collier Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-5814. The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO's planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Collier MPO Title VI Specialist Ms. Danielle Bates (239) 252-5814 or by email at: Danielle.Bates@colliercountyfl.gov, or in writing to the Collier MPO, attention: Ms. Bates, at 2885 South Horseshoe Dr., Naples, FL 34104.

**CITIZENS ADVISORY COMMITTEE of the
COLLIER METROPOLITAN PLANNING ORGANIZATION
MEETING MINUTES
February 28, 2022 2:00 p.m.**

1. Call to Order

Mr. Gelfand called the meeting to order at 2:02 p.m.

2. Roll Call

Ms. Bates called the roll and confirmed a quorum was present.

CAC Members Present

Neal Gelfand
Josh Rincon
Karen Homiak
Dennis DiDonna
Fred Sasser
Elaine Middelstaedt

CAC Members Absent

Rick Hart
Robert Phelan
Katelyn Harrington

MPO Staff

Anne McLaughlin, Executive Director
Brandy Otero, Principal Planner
Scott Philips, Principal Planner
Danielle Bates, Administrative Assistant

Others Present

Colleen Greene, Collier County Attorney's Office
Victoria Peters, FDOT

3. Approval of the Agenda

Mr. Sasser moved to approve the agenda. Mr. Rincon seconded. Carried unanimously.

4. Approval of the January 24, 2022 Meeting Minutes

Mr. Sasser moved to approve the January 24, 2022 meeting minutes. Mr. Rincon seconded. Carried unanimously.

5. Public Comments for Items not on the Agenda

None.

6. Agency Updates

A. FDOT

Ms. Peters: The MPO is developing the Transportation Improvement Program (TIP) and a few times during the year we do snapshots, freeze it, and send it to the legislature to approve on July 1. We are doing the download now. FDOT's Planning Studio is hosting a workshop focusing on safe speeds and counter measures to address speeding challenges. Safe speeds are one of the five elements in the safe systems approach to drive down fatalities and serious injuries. It will be a hybrid format to participate in person or online and is targeted towards elected officials and local staff from planning, engineering, and public works.

B. MPO Executive Director

None.

7. Reports and Presentations

7.A. Sunshine Law Presentation

Ms. Greene: Presented the Sunshine Law, and Ethics PowerPoint in the agenda Packet. Also elaborated on the following points: As members of the MPO advisory committees, the same rules that apply to elected officials and County committees apply to MPO committees. Best practice is to not be grouped up talking to other members or texting during the meeting as the public could make assumptions. Records should be kept for 7 years, the recommendation for advisory committee members is to compile any documents you make (related to service on the committee) in a binder and when you resign give it to the staff to comply with public records laws. Correspondence to the staff is maintained by the county, but an email to a citizen about a topic covered by the committee would count as something to keep. There is no test of reasonableness for a public records request, staff should try to get specifics to limit the request, especially as larger requests could cost more to compile. If you post something on your personal social media account about public service that would be considered public record, and if there is a comment by another member in response that could be a violation of the Sunshine law.

8. Committee Action

8.A. Elect Chair and Vice Chair

There was a discussion about bylaws, members can only serve two consecutive years as the chair, but the former Chair can be elected Vice-Chair, additionally there was discussion on who was interested in the positions.

Ms. Homiak moved to elect Ms. Elaine Middelstaedt for Chair. Mr. Gelfand seconded. Passed unanimously.

Ms. Homiak moved to endorse Mr. Gelfand for Vice-Chair. Mr. Rincon seconded. Passed unanimously.

8.B. Endorse 2050 LRTP Scope

Ms. McLaughlin: Presented the Executive Summary and pointed out revisions in response to comments from last month's meetings. The scope is more explicit about transit in the Long Range Transportation Plan (LRTP). Page 4, item A now includes adding transit facilities and routes in the existing network. Page 5 item C includes language about network alternatives, this was done for the 2045 LRTP but was not in the first draft of this scope. The TAC commented that on page 3, item IV of the goals criteria should read letters not letter(s), as Federal Highway Administration (FHWA) said follow all past letters in 2045.

Ms. Otero: We start early because of procurement, it's about an 11-month process. First, we're starting with the approval from committees, then next step is to transmit it to FDOT and FHWA. Concurrently we go to procurement to begin the solicitation request, it takes a few weeks to put together a complete package. Once they're done with the complete package it gets sent to the grants' office for clauses then that package goes back to FDOT and FHWA to ensure we have all required clauses. For us it is a large package—\$750,000-900,000. Each time you transmit these it takes about 30 days for review. Once you have everything ready, the completed package is advertised and consultants have thirty days to prepare a proposal. Next the selection committee meets to rank and score, then it goes to the MPO Board twice, first to approve the selection, and authorize negotiation, then to approve the contract. After the contract is negotiated, it goes to FDOT and FHWA to review again. We're looking at a February 2023 for the final contract award.

Mr. Gelfand: Is it reasonable to assume the people who worked on the 2045 Plan would have a leg up. Have there been many changes on consulting firms. Has it gone to different ones?

Ms. Otero: This would go out to thousands of consultants, and they chose who submits a response. We have general planning contract with 5 consultants that haven't changed, but this can't be part of that because of the high cost.

Ms. McLaughlin: He's asking, have they been done by different consultants? Yes, Stantec did the 2035 LRTP, Jacobs did the 2045 LRTP. If they learn from the process and they do a good job proposing that would give them a leg up. Every piece of information they've developed for past LRTPs is available to anyone else who bids on it. It depends on the quality of the proposal. Sometimes firms who think they have a leg up may not work as hard on the proposal as a new firm. The TAC did vote to endorse the scope to move forward and make minor changes as needed during the process. That's because we're so far ahead of the game on what FDOT and FHWA might advise us to include, we need to be flexible enough to adjust. We will report back if changes occur and they're significant enough to mention.

Ms. Homiak moved to endorse 2050 LRTP Scope. Mr. Gelfand seconded. Passed unanimously.

8.C. Review and Comment on Draft UPWP (new 2-year)

Ms. Otero: This is the new Unified Planning Work Program (UPWP) the MPO is required to develop and submit every two years which serves as resource and budget tool. It runs from July 1, 2022 to June 30, 2024. It will focus mostly on documents feeding into the LRTP and address results of the 2020 Census. Includes several studies. This is the first time we'll be using the consolidated planning grant, so PL funding and 5305 funding have been combined. There are several corrections to tables due to formula and carryover errors that will be updated. This document will come back on April 25th for final endorsement, then it will go to the MPO Board and FDOT for review for comments. The revised document will be presented to the CAC/TAC in April and the MPO Board in May. The final document must be transmitted to FDOT by May 15th.

Mr. Sasser: The CR 951 congestion relief study, on Pg 93, Appendix B, what does no build mean?

Ms. Otero: No build is doing nothing.

Mr. Rincon: Traffic and congestion has been cut down with the roundabout, but do we see something later? To get to 82 there's only one way.

Ms. Peters: When we widen SR 29 there will be a bypass to route freight and commercial traffic off Main Street. It will be owned by the County. It will be by the farmers and airport to remove a lot of heavy traffic for the townspeople and pop out closer to 82. In the CRA's own masterplan they're looking at Little League being an extension to 82 in the future. That's very far in the future though. The bypass is in design, we have to find construction funds, that should relieve some traffic.

Ms. McLaughlin: Information on Little League—the road is in the needs plan but not cost feasible, so it is not programmed. In the previous LRTP it was in the cost feasible.

Mr. Gelfand: Appendix B, there was going to be a study on US 41 from Immokalee Road to Bonita Beach Road, but it's not here, does anyone know? Not Old 41.

Ms. McLaughlin: You may be remembering we are planning to do a study on US 41 near Immokalee Road heading north because of congestion. It would look at all possible solutions, I don't remember what year its funded in. The UPWP is just a 2-year plan, this study is coming but later. It's because of this committee that it's in the LRTP

Mr. Gelfand moved to endorse Draft UPWP. Mr. Rincon seconded. Passed unanimously.

9. Member Comments

Mr. Gelfand: Since I've been on this committee, I'd like to say I'm very pleased by the level of performance by all the staff with such little money.

Mr. DiDonna: Attended the Naples Pathway Coalition (NPC) meeting and would like to see that presentation here, noticed it stops at the railroad. Also discussed the bed tax presentation he attended and the discussion with Commissioner Solis regarding purchasing the railroad Right-of-Way (ROW) because the cost may go up.

Mr. Sasser asked about the traffic study on US 41 in downtown Naples. **Ms. Peters** explained that FDOT is still working on that but they have to wait for Naples's Master Plan and Naples City Council. **Ms. Peters** also mentions that FDOT is looking at US 41 and Golden Gate Parkway and the left turn issues brought up at another meeting.

Mr. Rincon: The agencies are doing an excellent that with growth, but as the community grows people get stuck in traffic everywhere from Naples to Immokalee. There is still lots to go.

Ms. Homiak: Reminded other members not to confuse the County with the MPO.

Ms. McLaughlin: When we meet with the Chair, we should go over what should be on the agenda next time. MPO staff tries to keep the agenda focused on MPO topics that the committee has an interest in advising the MPO on. We can discuss growth from the MPO's perspective. The Naples Pathways Coalition (NPC) vision plan is a NPC plan and is being completed with funding they received directly, not from the MPO. We wrapped the MPO plan around the concept NPC has and take up where they left off. They were hoping to tap into SUN Trail money and hoping for an off-road multiuse path. This is not the only plan for Collier there are other plans. It would be valid to give you an update at some point in the future.

Ms. Middelstaedt: This meeting was enlightening and I'm looking forward to being of service.

Ms. Peters: The signal at Westclox Street and SR 29 was a grassroots effort from the CAC, especially former member Ms. Pam Brown, and collaboration with Commissioner McDaniel, and Collier Traffic Ops. It is one of the top incident locations with fatalities and injuries. The full signal should be put in by May.

10. Distribution Items

None.

11. Next Meeting Date

March 28, 2022– 2 p.m. – in person

Meeting was adjourned at 3:16 p.m.

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7A

Endorse 2022 Congestion Management Process Update

OBJECTIVE: For the committee to review and endorse the 2022 CMP Update after receiving a presentation from the consultant.

CONSIDERATIONS: The first Biennial Transportation System Performance (TSP) Report was approved by the MPO Board in September 2020 as called for in the MPO's Congestion Management Process (CMP). Recommendations of the TSP Action Plan included updating the CMP to address new sources of data for evaluating travel speeds, reliability and congestion bottlenecks, and to establish a consistent methodology for identifying congested locations based on a performance driven approach. The TSP Action Plan also called for updates to the MPO's 2017 CMP Goals, Objectives, and Performance Measures to be consistent with the analysis included in the Baseline Conditions Report.

The MPO Board approved the consultant scope of services to update the CMP at their November 2021 meeting. The consultant will provide the committee with an overview of the changes that have been included in the Draft 2022 CMP Update, provided as **Attachment 1**. The 2022 CMP Update provides an overview of the process followed by the MPO, guidelines for measuring current congested conditions, and developing effective congestion reduction strategies based on the CMP Objectives and Performance Measures. A copy of the consultant's presentation has been included as **Attachment 2**. The Congestion Management Committee (CMC) reviewed and endorsed the CMP update at their January meeting.

STAFF RECOMMENDATION: Endorse the 2022 CMP Update and recommend MPO Board approval.

Prepared By: Brandy Otero, Collier MPO Principal Planner

ATTACHMENT(S):

1. 2022 CMP Update
2. CMP Presentation



Congestion Management Process 2022 Update

Adopted by the Collier MPO on #####, 2022

This document was prepared by the Collier Metropolitan Planning Organization (MPO) in Collier County, Florida in collaboration with the Florida Department of Transportation and the advisory committees of the MPO.

The preparation of this document has been financed in part through grants from the Federal Highway Administration, U.S. Department of Transportation under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this document do not necessarily reflect the official views of the policy of the U.S. Department of Transportation.

Collier MPO Mission

Provide transportation planning leadership through a collaborative effort to maintain a safe, efficient, integrated, and multi-modal transportation system.

Collier MPO Vision

The MPO strives to provide a fully integrated and multi-modal transportation system that safely and efficiently moves people and goods while promoting economic development and protecting natural and man-made regional assets.

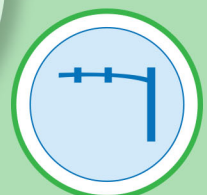
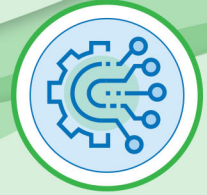


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1.0 Introduction

The Congestion Management Process (CMP) is a data-driven and systematic approach conducted by Metropolitan Planning Organizations (MPOs) to improve traffic operations and safety by identifying strategies that reduce travel demand or implement operational efficiencies. The Collier MPO is required by the federal government to implement a CMP as part of its routine planning efforts. The public benefits from having a functional CMP that results in low-cost improvements or strategies being implemented in a relatively short timeframe (5–10 years). Projects identified through the CMP are coordinated with the Long Range Transportation Plan (LRTP) in terms of identifying future revenue commitments and establishing consistency in the MPO’s planning process.

1.1 Causes of Congestion

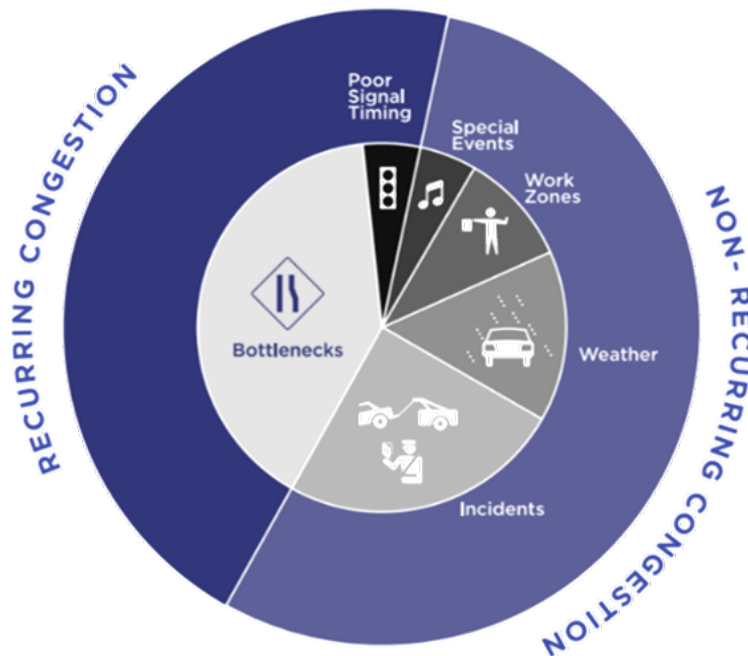
The process of congestion management begins by understanding the causes of the congestion. Congestion results from the interaction between many different sources but can be broadly classified into two categories:

1. **Recurring congestion** – when the number of vehicles attempting to use a roadway exceeds the capacity of that roadway during peak travel periods (e.g., commute hours). This type of congestion is predictable because travel routes follow a specific pattern with regards to time of day and route selection.
2. **Non-recurring congestion** – unexpected or non-regular disruptions to the normal flow of traffic on a roadway (e.g., traffic incidents, weather, road construction and maintenance, special events). This type of congestion is more difficult to measure and predict.

Figure 1-1 shows the results of a 2015 national study conducted by the Federal Highway Administration (FHWA) (*Incorporating Travel Time Reliability into the Congestion Management Process: A Primer*) on the sources of congestion and the type/category of congestion. The figure shows that while bottlenecks account the largest source disruption, non-recurring congestion events (e.g., special events, work zones, weather, incidents) account for over half of the causes of congestion. This national data is widely used in CMP updates due to the lack of comprehensive local studies on the causes of congestion. The data suggest that local causes are likely to be similar, with bottlenecks and traffic incidents typically being the top two causes of congestion.



Figure 1-1: Causes of Congestion



1.2 Purpose and Organization

To carry out the requirements related to congestion management, the Collier MPO regularly updates this CMP documentation, along with the 2020 Transportation System Performance (TSP) Baseline Conditions Report and Action Plan. These documents work together to define the objectives-driven, performance-based approach used by the MPO for integrating the selection and prioritization of congestion-reducing strategies with the Transportation Improvement Program (TIP) and the LRTP.

The outputs of the CMP, such as identified hot spot congested corridors/locations and their recommended mitigation strategies, are evaluated and then prioritized for implementation. The projects or strategies that are identified for implementation through the CMP are then moved into project development and programmed into the TIP for funding and implementation. Once completed, the implemented projects are monitored to evaluate the strategy effectiveness. In Collier County, CMP projects are typically funded using boxed funds identified in the LRTP along with other available local revenues. This allows the MPO to review current needs and fund strategies for implementation which best address congestion.

The 2022 CMP Update is designed to follow the eight actions of the CMP (described in Chapter 2) and is organized as follows:

- **Chapter 1: Introduction** provides an overview of the process and an introduction to the causes of congestion.
- **Chapter 2: CMP Overview** outlines the federal and state requirements governing the development of the CMP and describes the eight-actions of the CMP along with the



- general schedule associated with future updates of the Baseline Conditions Report and Action Plan.
- **Chapter 3: Congestion Management Objectives** describes the Goals and Objectives of the CMP.
 - **Chapter 4: CMP Network** illustrates the multimodal systems and study area that are evaluated through the CMP.
 - **Chapter 5: Congestion Management Performance Measures** presents a summary of system level performance measures and their association to the CMP objectives.
 - **Chapter 6: Performance Monitoring and Congestion Analysis** describes the data sources used to determine congested locations and the methodology used for analyzing the congestion hot spot locations.
 - **Chapter 7: Implementation Process and Strategy Selection** categorizes the range of congestion reducing strategies based on the causes of congestion and describes how strategies are evaluated and prioritized for implementation.
 - **Chapter 8: Evaluation of Implemented Strategies and Projects** defines the MPO's method for evaluating implemented strategies and determining the effectiveness of each relative to the CMP's performance measures.



2.0 CMP Overview

2.1 Federal Guidance

The initial federal requirements for congestion management were introduced by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and were continued under the successor law, the Transportation Equity Act for the 21st Century (TEA-21). The Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) was passed into law in August 2005, and the requirements were further expanded under Moving Ahead for Progress in the 21st Century Act (MAP-21) signed into law on July 6, 2012.

One of the significant changes included in the federal surface transportation program, SAFETEA-LU, was the updated requirement for a “congestion management process” in urban areas with greater than 200,000 people or TMAs, as opposed to a “congestion management system.” According to FHWA, the change in name was intended to be a substantive change in perspective and practice to address congestion management through a process that provides for effective management and operations, an enhanced linkage to the planning process based on cooperatively developed travel demand reduction and operational management strategies and capacity increases.

The Fixing America’s Surface Transportation (FAST) Act was passed on December 4, 2015. The FAST Act and current Florida Department of Transportation (FDOT) and FHWA guidance stress the importance of identifying performance measures and targets to monitor network performance by evaluating the effect of implemented strategies. The CMP creates a structured process for incorporating congestion issues into the metropolitan planning process – addressing congestion by developing congestion management objectives, developing performance measures to support the objectives, collecting data, analyzing problems, identifying solutions, and evaluating the effectiveness of implemented strategies.

Recently passed, the Infrastructure Investment and Jobs Act was signed into law by the President on November 15, 2021, and continues the performance-driven approach to addressing congestion. Future opportunities included in this legislation which aim to address carbon emissions and congestion management technologies will expand the strategies and funding opportunities available to the MPO for addressing congestion once rulemaking for the new legislation has been developed.

According to FHWA’s “Congestion Management Process: A Guidebook”, published in April 2011, a CMP is “a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs. The CMP is intended to move these congestion management strategies into the funding and implementation stages.”

The eight actions identified in the Guidebook for preparing a CMP are shown in Figure 2-1. These actions are shown individually through the remaining chapters to document where action is described in detail.



Figure 2-1: Eight Actions of the Congestion Management Process



2.2 State Requirements

In addition to the federal mandates for MPOs, Chapter 339.177, Florida Statutes, requires the FDOT to develop and implement a traffic congestion management process for managing programs and systems in cooperation with the 27 MPOs in the state of Florida.

2.3 Previous Updates

The original Naples (Collier County) Congestion Management System Manual was created in 1997 to be consistent with the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the 1995 National Highway System changes requiring the development and implementation of the Congestion Management System (CMS) and Traffic Monitoring System. A major update to the CMS was completed in December 2006 and was incorporated into the 2030 LRTP to identify the prioritization process for the MPO’s CMS funding set-aside (boxed funds) of Federal Transportation dollars. The 2006 CMS Update incorporated some of the management process changes required with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

In 2008, the MPO’s Congestion Management System / Intelligent Transportation System (CMS/ITS) Stakeholders Committee suggested revising the CMS Process to integrate the management and operations strategies required by the FHWA and Federal Transit Administration (FTA). In 2017, the Collier MPO updated the CMP to make the document current with the 2040 LRTP adopted in December 2015 and with new Moving Ahead for Progress in the 21st Century Act (MAP-21) federal legislation that was signed into law on July 6, 2012, and followed by the Fixing America’s Surface



Transportation (FAST) Act which was signed into law on December 4, 2015. MAP-21 and the FAST Act require performance-based and data-driven planning. MPOs are required to actively engage stakeholders in developing plans and performance targets. The MPO’s CMS/ITS Committee played an instrumental role in the development of the scope and revisions to the 2017 CMP Update.

2.3.1 2017 Initiatives

The CMS/ITS Committee, through a year-long process reviewed draft updates to the 2008 CMP and ultimately concluded that the following initiatives were necessary to lay the foundation for a data-driven planning process to identify congestion hot spots, analyze alternative solutions, and prioritize projects for MPO Board adoption.

Thinking Beyond the CMS Boxed Funds

The 2017 Update expanded the Committee’s focus beyond the typical signal timing adjustment and technology upgrade projects to consider multi-modal investments such as constructing bus shelters and bicycle/pedestrian facilities. The 2017 Update considered the full range of funding available to address congestion by adding capacity to the existing road system and seeking ways to increase transit ridership and ridesharing, and more proactively link access to transit stops from bicycle/pedestrian facilities, transit hubs and the “last mile” connectivity that transit users depend on.

Transportation System Performance Reports

The 2017 Update called for the completing of a biennial TSP reporting process to provide accurate, up-to-date information on system performance and assess alternative strategies for congestion management that meet state and local needs. The first Performance Report was completed in 2020 and included an action plan for improving the CMP as well as recommendations being incorporated into this document.

Performance Measures

Previous updates to the CMP identified various performance measures but stopped short of requiring their application. The 2017 Update identified performance measures used by project sponsors to establish baseline measures, project performance, and the ability to report future results to the MPO Board. The connection of performance measures with strategy effectiveness was further developed in the TSP Action Plan by correlating the performance measures with the objectives of the CMP.

Recurring Projects

The 2017 Update also identified and committed future funding for recurring projects reflective of good business practices – maintaining ITS infrastructure that is consistent with the FDOT Regional ITS architecture, for example. This category of projects does not lend itself to measuring system performance, but rather better connected to preserving the existing transportation infrastructure by remaining current with technology.



2.4 2022 Update

The 2022 CMP Update brings the document current with the MPO's 2045 LRTP adopted on December 11, 2020. This latest update also incorporates recommendations made by the MPO's initial TSP Baseline Conditions Report and Action Plan, which were approved by the MPO Board on September 11, 2020. The development process of the TSP Baseline Conditions Report and Action Plan identified congested roadway segments in Collier County, as well as strategies for addressing congestion, a new goal and objectives for the CMP, multimodal performance measures, and criteria for evaluating congestion management strategies and prioritizing congestion reducing projects. New information in this CMP update is mostly procedural in nature. The 2022 CMP Update is not based on an analysis of new congestion data or an evaluation of specific recent strategies. Instead, it incorporates the new elements from the initial TSP effort and defines how they will be a part of the MPO's CMP and larger planning process in the future. The MPO Congestion Management Committee (CMC), formerly the CMS/ITS Committee, helped steer the TSP process and the integration of its recommendations into this CMP update.

2.5 Future Updates

As part of the MPO's continual monitoring of the CMP, updates to this document and the TSP reports should be anticipated. These updates should coincide with regular updates of the MPO's core planning products, as well as changes in any CMP-related requirements in the future.

2.5.1 CMP Document

The CMP provides the framework of the process by outlining all 8 actions with a specific emphasis on the first 3. The policy direction included as part of the first three actions guides the technical analysis conducted as part of actions 4 through 8. The CMP document also serves as the guidance document for conducting future analysis of congested locations and evaluation of implemented strategies. Review and update of this document should be conducted on a five-year cycle consistent with the update cycle of the LRTP. Timing of the completion of CMP updates in advance of finalizing the LRTP would benefit integration of CMP strategies into the LRTP. Additional updates should be considered on a more frequent basis when changes are made in federal rules or local regulations.

2.5.2 Transportation System Performance Reports

The MPO has identified a biennial schedule for updating the TSP reports. This cycle allows for the identification of congested conditions and potential strategies consistent with the LRTP update cycle, and again between LRTP updates. This update cycle also provides the MPO with the opportunity to evaluate strategies that have been funded and implemented through the TIP.

2.5.3 Implementation of Strategies

Consistent with the MPO's current policy, funding for multimodal CMP projects occurs through the project prioritization process and TIP development. In addition to funding specific projects, the MPO can also incorporate corridor and feasibility planning studies in the Unified Planning Work Program as an opportunity to better define appropriate strategies for addressing congestion.



3.0 Congestion Management Objectives

1

Develop Regional Objectives

The first action of the CMP is to identify the Regional Objectives. The CMP Goal and Objectives are used to guide the process of monitoring congestion and improving the mobility of persons and goods in Collier County. They also inform the selection of CMP performance measures used to quantify congestion levels, as well as help to identify and prioritize congestion management strategies.

3.1 CMP Goal

The MPO’s overarching CMP Goal is to:

Improve Collier County’s transportation system performance and reliability through mitigating congestion and improving the safety and mobility of people and goods.

3.2 CMP Objectives

As a part of the TSP Action Plan’s recommended enhancements to the CMP process, a review was conducted of CMP goals and objectives used by other MPOs in Florida and nationwide that would complement the Collier MPO’s 2017 CMP Objectives.

The following Objectives were reviewed by the CMC and approved by the MPO Board for providing more specific guidance and direction in evaluating the performance measures and strategies of the CMP.

Objective 1: Improve the safety of transportation facilities.

Objective 2: Integrate the Congestion Management Process and its proposed improvements into the LRTP, TDP, and Bicycle/Pedestrian Master Plan, and support the integration of transportation and land use.

Objective 3: Develop, maintain, expand, and close gaps in pedestrian, bicycle, and shared-use path facility networks for efficient and safe movement of people. Connect these pedestrian and bicycle facilities to existing and future transit stops.

Objective 4: Reduce vehicle miles traveled (VMT) by encouraging alternative modes of transportation, supporting sustainable land use development, and creating an integrated multimodal transportation system.

Objective 5: Optimize the movement of goods.

Objective 6: Promote transportation investments that support the LRTP’s priorities, goals, and objectives.

3.3 LRTP Goals and Objectives Related to Congestion

In addition to the CMP Goal and Objectives, the MPO’s 2045 LRTP includes multiple goals and objectives that are either specifically intended to reduce roadway congestion or supplement the CMP effort. Because the eight actions followed by the CMP are integrated into the metropolitan planning process, the LRTP and other MPO planning efforts work in tandem with the CMP in terms



of desired outcomes. Even though the LRTP is focused on longer-term transportation investments as compared with the CMP's shorter-term implementation, an improved multimodal transportation system is a shared purpose of both efforts. As such, the most relevant CMP-related goals and objectives from the 2045 LRTP are listed below.

It should be noted that these are included for informational and planning consistency purposes only. They do not have corresponding performance measures that are formally evaluated as a part of the CMP.

LRTP Goal #4: Reduce Roadway Congestion

CMP-Related Objectives

- Reduce the number of deficient roadways (those with a high volume-to-capacity ratio) identified in the 2045 existing-plus-committed (E+C) network
- Reduce travel delay between residential areas and key destinations

LRTP Goal #5: Promote Freight Movement

CMP-Related Objectives

- Enhance movement on major regional freight mobility corridors or freight distribution routes

LRTP Goal #6: Increase the Safety of the Transportation System for Users

CMP-Related Objectives

- Reduce the number of fatalities, injuries, and crashes
- Ensure adequate bicycle and pedestrian facilities are incorporated into new highway and transit projects
- Implement safety-related improvements on high crash corridors

LRTP Goal #7: Promote Multimodal Solutions

CMP-Related Objectives

- Improve frequency and reliability of public transit service routes and improve access to park-and-ride lots
- Improve pedestrian and bicycle facilities
- Implement Complete Streets policies

LRTP Goal #8: Promote the Integrated Planning of Transportation and Land Use

CMP-Related Objectives

- Coordinate with local governments and partner agencies to assure transportation plans and programs support local land use plans and a sustainable transportation system
- Assure that local growth management objectives are reflected in transportation plans and programs



4.0 CMP Network

2

Define CMP Network

The second action is to define the CMP Network. This involves defining both the geographic scope and transportation elements which are analyzed in the CMP. It should be noted that the CMP network described in the sections below is for demonstration purposes. Defining this network is an ongoing process. In the future the most recent version of the CMP network, which incorporates the most recent elements of other MPO planning products, should always be used.

4.1 CMP Coverage Area

The Collier MPO CMP covers 2,025 square miles which is the entire physical area of Collier County (including the City of Naples, Marco Island, and Everglades City). The population of Collier County increased by approximately 53% from 1990 to 2000, 28% from 2000 to 2010, and 17% from 2010 and 2020. Based on the 2020 Census results, 375,752 people reside in Collier County. This estimate is expected to grow to 510,237 by 2045 per the Collier Interactive Growth Model (CIGM) projections used for the 2045 LRTP. The County is also anticipated to see continued growth in employment with a projected 212,780 jobs in 2045, representing a 49% increase over the total employment in 2015. The coverage area for the CMP is illustrated on the maps shown on the following pages.

4.2 Roadway Network

The CMP roadway network (Figure 4-1) includes all existing functionally classified roadways and those funded for construction, known as the existing-plus-committed (E+C) network. Updated for the TSP Baseline Conditions Report, this network reflects the roadway network anticipated to be open to traffic in 2023.

4.3 Bicycle & Pedestrian Network

The CMP network also includes the bicycle, sidewalk, and shared use path facilities identified in the MPO's *Bicycle/Pedestrian Master Plan*, which was adopted in March 2019 and amended in February 2020. In addition to providing more transportation options, implementation of these non-motorized facilities (shown in Figure 4-2) in can also help address roadway congestion:

- **Shared Use Paths:** a facility separated from motorized vehicular traffic and only open to non-motorized traffic.
- **Connector Sidewalks:** a sidewalk that provides cyclists the option of a connection that is separate from vehicular traffic, identified only where there are gaps in the cycling network.
- **Bike Lanes:** a portion of a roadway which has been designated by striping, signing, and pavement markings for the use of bicyclists.

4.4 Transit Network

The transit routes operated by Collier Area Transit (CAT) provide a vital component of the CMP when considering transportation options and the ability to reduce dependence on private autos in congested locations. Existing transit routes included in the 2021-2030 Transit Development Plan (TDP) (Figure 4-3) complete the transportation systems included in the MPO's CMP Network. Potential improvements to this transit network must be consistent with the most recent CAT TDP and the transit element of the MPO's most recent LRTP.



Figure 4-1: Collier MPO CMP Network (2023 Planned Number of Lanes)

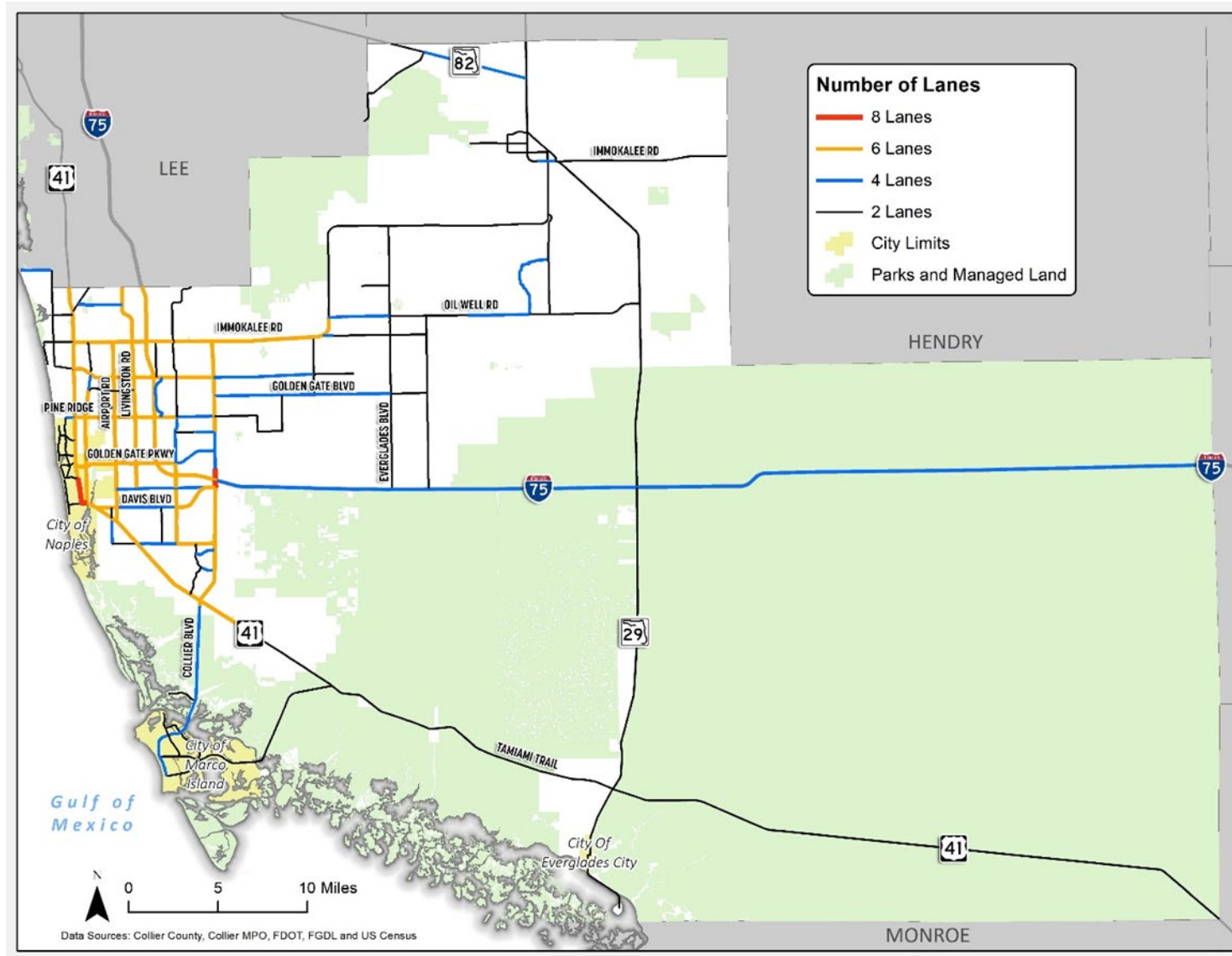


Figure 4-2: Bicycle and Pedestrian Facilities Along the CMP Network

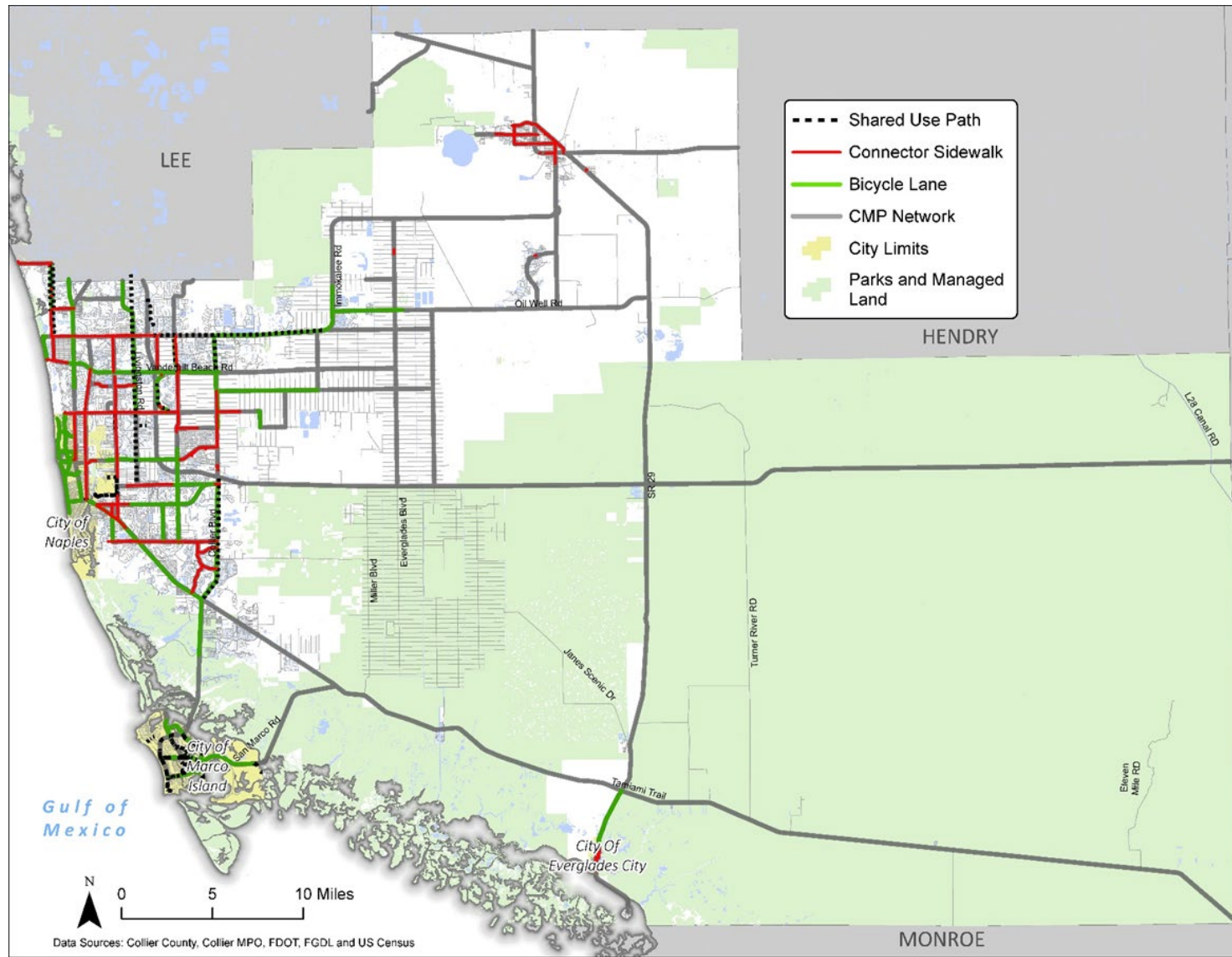
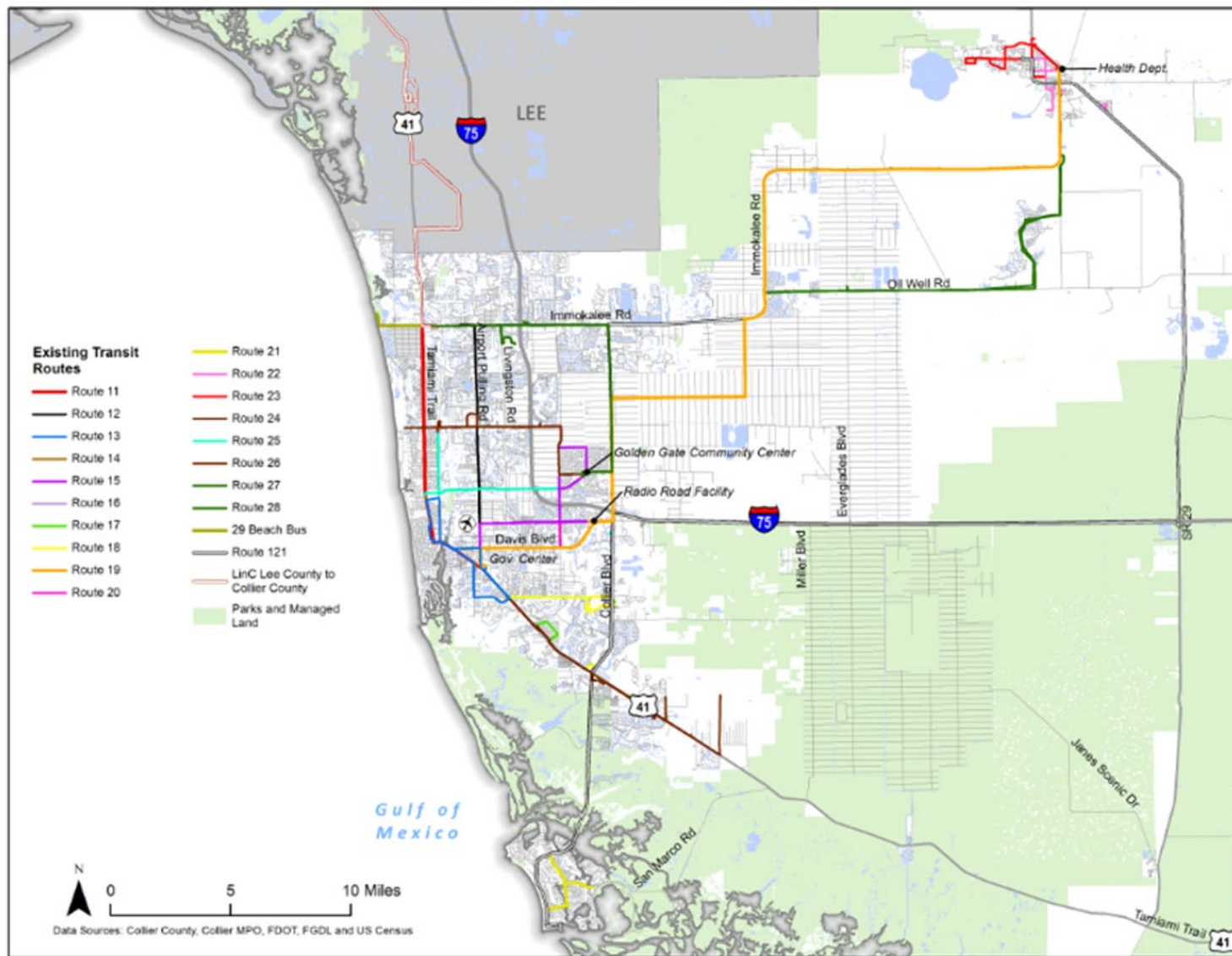


Figure 4-3: Transit Routes Operated by Collier Area Transit



5.0 Congestion Management Performance Measures

Developing performance measures related to and in support of the CMP objectives for evaluating congestion is the third action of the CMP. These performance measures are data-based methods used to measure and monitor the effectiveness of the transportation system in the CMP.

5.1 Multimodal Performance Measures

3 Develop Multimodal Performance Measures

The MPO’s CMC has previously researched, evaluated, and established performance measures during prior updates of the CMP. As part of the 2020 TSP process, the list was modified and expanded to include the following measures, which have been selected to track system performance over time, measure progress towards meeting the CMP Objectives, and evaluate the effectiveness of congestion management strategies. These performance measures are organized into a series of categories based on the multimodal system and transportation users:

TRAVEL DEMAND:

- Percent of roadway miles by volume-to-capacity (V/C) ratio
- Percent of vehicle miles traveled (VMT) by V/C ratio
- Number of signalized intersections connected to Advanced Traffic Management System (ATMS)

SAFETY:

- Total crashes
- Motor vehicle severe injury crashes
- Motor vehicle fatal crashes
- Pedestrian and bicycle severe injury and fatal crashes

TRANSIT TRAVEL:

- Average bus route service frequency and number of routes
- Passenger trips (annual ridership)
- Passenger trips per revenue hour
- Transit on-time performance

GOODS MOVEMENT:

- VMT on designated truck routes with a V/C ratio greater than 1.0
- Number of crashes Involving heavy vehicles/trucks

PEDESTRIAN/BICYCLE FACILITIES:

- Centerline miles of bicycle lanes
- Linear miles of connector sidewalks on arterial roadways
- Linear miles of shared-use paths adjacent to roadways

TRANSPORTATION DEMAND MANAGEMENT (TDM):

- Number of people registered in the FDOT Commute Connector database that have an origin in Collier County

ACCESSIBILITY:

- Share of regional jobs within a ¼-mile of transit
- Share of regional households within a ¼-mile of transit

INCIDENT DURATION

- Mean time for responders to arrive on-scene after notification
- Mean incident clearance time
- Road Ranger stops

CUSTOMER SERVICE

- Nature of comments/responses and customer satisfaction

SYSTEM RELIABILITY

- Average Travel Speed
- Travel Time Index
- Congestion %



5.2 Alignment with CMP Objectives

Table 5-1 illustrates the alignment between the multimodal performance measures and the objectives that guide the CMP. It shows how each measure assesses system performance to help achieve the desired outcome stated by the CMP Goal and Objectives discussed in Chapter 3.

Table 5-1: CMP Performance Measure and Objective Alignment

Category	Performance Measures	Objectives					
		1	2	3	4	5	6
Travel Demand	Percent of roadway miles by volume-to-capacity (V/C) ratio		✓			✓	✓
	Percent of vehicle miles traveled (VMT) by V/C ratio		✓			✓	✓
	Number of signalized intersections connected to Advanced Traffic Management System (ATMS)		✓			✓	✓
Safety	Total crashes	✓		✓			✓
	Motor vehicle severe injury crashes	✓		✓			✓
	Motor vehicle fatal crashes	✓		✓			✓
	Pedestrian and bicycle severe injury and fatal crashes	✓		✓			✓
Transit Travel	Average bus route service frequency and number of routes		✓		✓		✓
	Passenger trips (annual ridership)		✓		✓		✓
	Passenger trips per revenue hour		✓		✓		✓
	Transit on-time performance		✓		✓		✓
Pedestrian/Bicycle Facilities	Centerline miles of bicycle lanes			✓	✓		✓
	Linear miles of connector sidewalks on arterial roadways			✓	✓		✓
	Linear miles of shared-use paths adjacent to roadways		✓	✓	✓		✓
Goods Movement	VMT on designated truck routes with a V/C ratio greater than 1.0		✓			✓	✓
	Number of Crashes Involving Heavy Vehicles/ Trucks	✓	✓			✓	✓
TDM	Number of people registered in the FDOT Commute Connector database that have an origin in Collier County		✓		✓		✓
Accessibility	Share of regional jobs within a ¼-mile of transit		✓		✓		✓
	Share of regional households within a ¼-mile of transit		✓		✓		✓
Incident Duration	Mean time for responders to arrive on-scene after notification	✓					✓
	Mean incident clearance time	✓					✓
	Road Ranger stops	✓					✓
Customer Service	Report on nature of comments/responses and customer satisfaction.		✓				✓
System Reliability	Average Travel Speed		✓				✓
	Travel Time Index		✓				✓
	Congestion %		✓				✓



6.0 Performance Monitoring and Congestion Analysis

Once the framework of the CMP has been established through the first three actions, the monitoring of system performance and analysis of congestion should lead to more effective investment decisions that result in a safer and more efficient transportation network.

6.1 Monitoring System Performance

4

Collect Data/Monitor System Performance

As the fourth action of the CMP, collecting data and monitoring conditions provides insight into the performance of the transportation system. Cooperatively with the MPO’s planning partners, the process of data collection should be an ongoing activity. The ongoing nature of data collection provides a benefit to the MPO in preparing updates to the TSP reports through access to current and updated information. Consistent with the measures presented previously in Table 5-1, monitoring system performance includes review of data from all modes of travel considered in the CMP. Shown in Table 6-1, the system performance monitoring plan outlines the measures and data sources to be used in future updates of the TSP process.

Table 6-1 Performance Monitoring Plan

Performance Measures	Monitoring Activity	Data Source & Responsible Agency
<ul style="list-style-type: none"> • % of roadway miles by volume-to-capacity (V/C) ratio • & of vehicle miles traveled (VMT) by V/C ratio • VMT on designated truck routes with a V/C ratio > 1.0 	MPO CMP Database; LOS analysis	Collier County AUIR; FDOT LOS spreadsheet; Naples traffic counts
<ul style="list-style-type: none"> • Number of signalized intersections connected to Advanced Traffic Management System (ATMS) 	Collier County CIP	Collier County Traffic Operations
<ul style="list-style-type: none"> • Total crashes • Motor vehicle severe injury crashes • Motor vehicle fatal crashes • Pedestrian and bicycle severe injury and fatal crashes • Number of Crashes Involving Heavy Vehicles/Trucks 	Safety Performance Measures Report; Crash Data Analysis	Collier MPO / FDOT Collier County CDMS
<ul style="list-style-type: none"> • Average bus route service frequency and number of routes • Passenger trips (annual ridership) • Passenger trips per revenue hour • Transit on-time performance 	National Transit Database Reporting	Collier Area Transit
<ul style="list-style-type: none"> • Centerline miles of bicycle lanes • Linear miles of connector sidewalks on arterial roadways • Linear miles of shared-use paths adjacent to roadways 	Bicycle/Pedestrian Master Plan	Collier MPO
<ul style="list-style-type: none"> • Number of people registered in the FDOT Commute Connector database that have an origin in Collier County 	District 1 Commute Connector	FDOT
<ul style="list-style-type: none"> • Share of regional jobs within a ¼-mile of transit • Share of regional households within a ¼-mile of transit 	GIS analysis during TSP Update	Collier MPO / RITIS Database
<ul style="list-style-type: none"> • Mean time for responders to arrive on-scene after notification • Mean incident clearance time • Road Ranger stops 	Road Rangers Performance Measures Report	FDOT



Performance Measures	Monitoring Activity	Data Source & Responsible Agency
<ul style="list-style-type: none"> Report on nature of comments/responses and customer satisfaction. 	Traffic Operations Citizen Survey	Collier County Traffic Operations
<ul style="list-style-type: none"> Average Travel Speed Travel Time Index Congestion % 	Data Analysis during TSP Update	Collier MPO / RITIS Database

6.2 Measuring Congestion in Collier County

5

Analyze Congestion Problems and Needs

The fifth action of the CMP is to analyze congestion problems and needs using data and analysis to identify the location and causes of congestion that exist. To accomplish this, the Collier MPO CMP utilizes a variety of data sources to evaluate recurring and non-recurring sources of congestion.

6.2.1 Identifying Congestion Hot Spots

Congestion is traditionally understood to be the level at which the transportation system performance is no longer acceptable due to traffic delays. Consistent with the multimodal nature of congestion and the causes of congestion, the CMP includes a multi-data approach for identifying areas of congestion. The data sources chosen to evaluate and provide context to congestion within the CMP network include:

- **Volume-to-Capacity Ratios:** Existing plus committed (E+C) roadway segments with a V/C ratio greater than, or equal to 1
- **Travel Time/Speed Based Results:** Roadways with recorded speeds of less than, or equal to 23 mph.
- **School Related Congestion:** Road segments adjacent to schools with congestion issues.
- **Hot Spot Safety Locations:** Intersections and road segments with the highest frequency and rate of crashes
- **Congestion Survey:** Public Outreach Results

The results and analysis of these data sources serves as an essential bridge between the evaluation of system performance data and the identification of potential strategies to address congestion. Congested areas based on these data sources are measured, for the purpose of identifying hot spots and needed network improvements.

Problem congestion areas identified by conducting a geospatial analysis of the recurring and non-recurring data sources is used to identify congestion hot spot locations within Collier County. The hot spot locations are sorted into three tiers to further identify which of the hot spot locations had the most causes of congestion.

- **Tier 1:** represents road segments influenced by 3 or more congestion causes.
- **Tier 2:** represents road segments influenced by 2 congestion causes.
- **Tier 3:** represents road segments influenced by 1 congestion cause.



6.2.2 Analyzing Congested Locations and Needs

Prior to conducting analysis of the congestion hot spots, the most recent CMP network is compared against projects already programmed through the MPO's current TIP. Once areas of overlapping congestion and programmed projects with committed funding have been identified, the MPO's CMP focuses on various analyses of congested areas in order to develop an understanding of the needs and causes of congestion:

- **Safety Analysis:** as part of future TSP updates or as a result of independent safety studies, analysis of crash trends identifies crash trends and recommended safety countermeasures to be considered.
- **School Analysis:** The School District of Collier County keeps a list of traffic congestion concerns and related schools. Compared with schools that have a high percentage of school bus eligible students is used to prioritize locations where the School Congestion Matrix (Appendix A) can be reviewed to determine the most appropriate strategies for implementation.
- **Transit Analysis:** In cooperation with Collier Area Transit, the MPO's CMP recognizes the transit capital and infrastructure improvements that are programmed through the Transit Development Plan. Providing reliable and dependable transportation alternatives to the personal automobile will result in lowered auto-oriented travel demand and congestion. Past efforts have included a regional park and ride study as well as a Transit Impact Assessment for developing standards and funding strategies.
- **Bicycle and Pedestrian Analysis:** Completing gaps in the bicycle and pedestrian network is a key component for providing a safe and connected transportation network. Comparing the Bicycle and Pedestrian Master Plan projects with areas of congestion emphasizes those areas where the objectives of both planning efforts can be prioritized for implementation.
- **Intersection Analysis:** Addressing intersection operations within the hot spot congestion locations is accomplished through the use of microsimulation programs designed to identify changes to traffic signal timing and intersection modifications. Additional analysis to consider alternative intersection designs and concepts is completed through use of the Intersection Control Evaluation (ICE) Process.
- **Travel Time Reliability Analysis:** Using probe data sources that record travel speeds, congestion, and delay, is provided through the Regional Integrated Transportation Information System (RITIS) database. This level of traffic data helps to identify time-of-day specifics related to congestion and transportation reliability.



6.3 Congestion Management Strategies

6 Identify and Assess Strategies

Federal guidance recommends that the identification of congestion management strategies be based on their ability to support regional congestion management objectives, meet local context, and contribute to other regional goals and objectives. Strategies that effectively manage congestion and achieve the previously mentioned CMP Goal and Objectives have been selected to meet Collier County’s specific needs. The 2022 CMP Update process includes the following CMP Strategies that were identified and added to the existing strategies list based on the analysis that was conducted in the 2020 TSP Baseline Conditions Report, which also identified causes and locations of congested corridors, and the TSP Action Plan, which analyzed and identified congestion mitigation strategies for the specific corridors. The main additions made for this CMP update include safety strategies and strategies to address school-related congestion. Table 6-2 lists the category and respective CMP Strategies identified to mitigate congestion on the CMP Network in Collier County.

Table 6-2: CMP Strategies

<p>STRATEGIES: Demand Management (Programmatic), Transportation & Land Use Policy</p>	Improved incident management
	Carpool/Vanpool Assistance and Carpool/Vanpool Technology, including School Carpooling Apps
	Flexible Work Hours
	Transit Vouchers
	Transit Oriented Development
	Jobs/Housing Regional Balance
	Implement Complete Streets Policy All New Development
	High-Density and Mixed-Use Fixed Route Corridor
	School Dismissal timing (e.g., stagger dismissal times, dismissal automation software)
	Walking, Biking, Transit, and School Bus Awareness/Education Campaigns
	Safe Routes to School or School Zone Traffic Congestion Study
Origin-Destination Study	
<p>STRATEGIES: Safety</p>	Signage and Pavement Markings (e.g., special emphasis crosswalks, yield/stop for pedestrian signs, advanced signs)
	Visibility and Sightline Improvements
	New and upgraded street lighting
	Traffic control devices (e.g., left turn signals, variable message signs, pedestrian hybrid beacons)
	New and upgraded existing bicycle and pedestrian crossings



STRATEGIES: Transit	Amenities to Attract New Ridership
	MPO transit service expansion and improvement (e.g., frequency, hours of operation, re-align routes)
	Regional Transit system expansion
	Bus rapid transit corridor
	Park-and-Ride facilities
	Intermodal Hubs
	Transit ITS and MOD
	Arrival Prediction Technology
	Park-and-Ride lots
STRATEGIES: ITS & Access Management - Active Roadway Management	Expanded traffic signal timing & coordination - ITS
	Traffic Center Operations Enhancements
	Traffic signal equipment modernization - ITS
	Traveler information devices - ITS
	Communications networks & roadway surveillance - ITS
	Access management
	School Zone Traffic Calming Measures
	School Zone pedestrian and traffic signal optimization
School off-site waiting lots and curbing and parking zones	
STRATEGIES: Physical Roadway Capacity Enhancement	Intersection Improvements
	Replace intersections with roundabouts and other innovative designs
	Deceleration lanes and turn lanes
	New grade-separated intersections
	New travel lanes (general purpose)
	New roadway network connections
STRATEGIES: Bicycle & Pedestrian Facilities	New off-street pedestrian and multi-use facilities to close gaps in the transportation network and make connections to key destinations
	Integrated into TODs, High Density Corridors
	Regional Bike/Ped Facilities
	Complete Streets on New Facilities and Retrofit On-street Bicycle Facilities
	Supporting bicycle infrastructure (e.g., secure and convenient parking, bike repair, pumps)



Using the full list of strategies available for mitigating congestion, the primary purpose of the CMP, Action 6, is to identify a set of recommended strategies for to manage congestion and achieve the CMP Objectives. To accomplish this task, the MPO has developed the CMP Implementation Matrix that is included in Appendix B.

In the 2017 CMP Update, this matrix presented congestion management/ITS projects from the 2040 LRTP Cost Feasible Plan and evaluated projects submitted as congestion management strategies. As a part of the development process of the 2020 TSP reports, the CMP Implementation Matrix was updated to target the congestion hot spot locations identified in the TSP Baseline Conditions Report. The updated CMP Implementation Matrix lists the congested corridors and identifies the most appropriate CMP Strategies that can be used along the corridors to mitigate the causes of congestion. These strategy recommendations are based on the analysis documented in the TSP Action Plan, and provide the MPO’s planning partners with an expanded opportunity to develop future projects which address a range of multimodal and congestion reduction considerations.



7.0 Implementation Process and Strategy Selection

The sections below summarize the implementation and management of CMP Strategies, including the process for selecting strategies/projects for implementation on congested corridors, as well as the sources and funds for implementing the proposed projects consistent with Action 7.

7.1 CMP Strategy Evaluation Criteria

7

Program and Implementation Strategies

The MPO CMC plays an integral role in identifying congestion mitigation strategies with the greatest potential benefit. The purpose of the CMP Strategy Evaluation Criteria is to screen project submittals for consistency with the CMP Goal and Objectives, Strategies, and identified hot spots. Once projects are developed consistent with the strategies identified in the CMP Implementation Matrix and submitted for funding, the evaluation and prioritization of these projects is conducted by the CMC using the CMP Strategy Evaluation Criteria. These criteria were updated as part of the development of the 2020 TSP Action Plan to incorporate certain performance measures from the 2017 CMP Update that were better suited as strategy evaluation criteria. This 2022 CMP Update includes these changes, with the updated CMP Strategy Evaluation Criteria shown in Appendix C.

The CMC uses these criteria as the basis for making project recommendations to the MPO Board as priorities for funding in the 5-year TIP cycle, consistent with the current LRTP. The CMP projects that are moved into project development and programmed in the TIP are funded using boxed funds identified in the current LRTP, along with other available local revenues. The typical annual funding allotment and cumulative programmable amounts are outlined in the TIP.

In addition to the boxed funds available for CMP projects, the MPO has access to additional state and federal revenues through partnership with FDOT and other regional partners. While not exclusively allocated to transportation projects in Collier County, other revenues managed by FDOT are available for transportation projects within Southwest Florida. By identifying and prioritizing congestion reduction projects, the MPO can request funding from a variety of sources available for that purpose. These potential revenue sources include:

- National Highway Performance Program
- Highway Safety Improvement Program
- Surface Transportation Program Block Grant– Any Area
- Transportation Regional Incentive Program

7.2 Future Studies

In addition to location specific strategies, the MPO has identified future potential studies which support the objectives of the CMP. These studies can be considered for inclusion in the MPO's Unified Planning Work Program (UPWP). Potential funding sources include Planning (PL) funds, CMS/ITS "Box" funds, and Transit Planning funds based on funding eligibility and study purpose.

Past examples of studies funded through the UPWP have included the first iteration of the TSP reports, Regional Park and Ride Study, and Land Use & Transportation Scenario Testing.

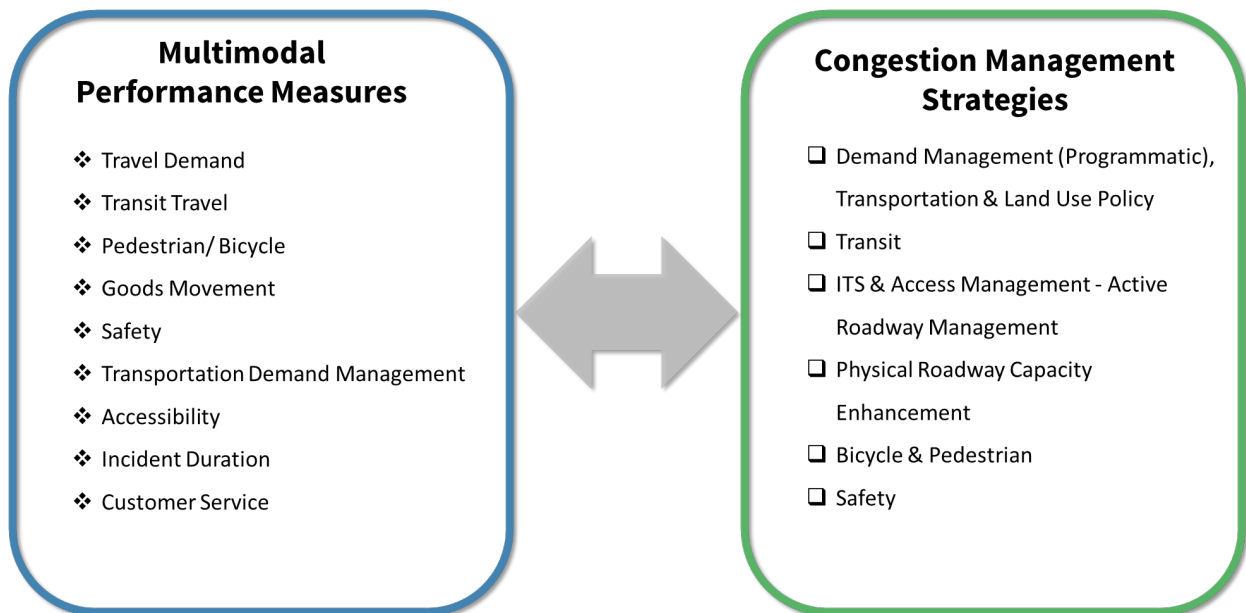


8.0 Evaluation of Implemented Strategies and Projects

This final action of the CMP is to evaluate the effectiveness of implemented strategies. To accomplish this, the MPO has developed the following methods and schedule for monitoring system performance and tracking the effectiveness of implemented congestion management strategies/projects, which is a key responsibility shared between sponsoring agencies and the MPO. The evaluation of strategies is an MPO requirement for Major LRTP Updates, and enables decision makers, the CMC, and the public the opportunity to identify the most effective CMP Strategies for future implementation. These results also provide valuable feedback that allow the MPO to make necessary changes to the CMP.

Monitoring the effectiveness of implemented strategies is conducted at a systemwide and project-level scale using the quantifiable CMP Performance Measures. The framework for this monitoring process was established in the 2020 TSP Baseline Condition Report, which set an initial baseline using 2018-2020 data for comparison against future evaluations and CMP analyses.

Additionally, the performance measures serve as a tool to evaluate project level effectiveness of the implemented congestion management strategies.



8.1 Project Evaluation Process

8 Evaluate Strategy Effectiveness

The Congestion Management Project Application Submittal Form (Appendix D) requires each sponsoring agency to identify the:

1. CMP Strategy Category the project is using,
2. CMP Performance Measure(s) the project will address, and
3. Data and criteria that will be used to measure the effectiveness of the project.



The sponsoring agency is responsible for compiling the necessary data, conducting the performance evaluations, and producing a user-friendly, performance-based report that demonstrates the link between the results of the project and stated CMP Strategies and Performance Measure(s). The report must be presented to the CMC within one year of the project becoming fully operational, and must include the change in conditions resulting from the project. As congestion management projects are implemented, their impacts will be reviewed and accounted for in the MPOs planning process.

Table 8-1 shows an example of a CMP Project Evaluation and Monitoring Matrix which includes previously funded congestion management projects. CMP priorities previously identified were not required to establish strategies and performance measures when approved. This model, however, will be used for upcoming projects for post-implementation measuring. Future congestion management priority projects will be transitioned to this evaluation model and should be updated by the sponsoring or implementing agency, in conjunction with the MPO staff, as the projects advance.

8.2 CMP and TSP Report Updates

The CMP is reviewed annually and updated on an as needed basis. At a minimum, the CMP needs to be updated to maintain consistency when updates to the TSP Report and LRTP occur. The TSP reports are reviewed periodically and updated as needed, whereas the LRTP is updated on a regular schedule every five years and amended as necessary in between. As congestion management projects are implemented, their impact will be reviewed and accounted for in the LRTP and other parts of the MPO's planning process.

8.3 Public Feedback

Regular feedback is received regarding roadway segment operation throughout the metropolitan transportation system planning process. This manifests itself in the ongoing activities of MPO staff and from interaction with local public officials. The Collier MPO website (www.colliermopo.com) describes the CMP and accepts public comments on the process or congestion in Collier County. Written public comment may also be submitted to:

Collier Metropolitan Planning Organization
 Attention: Executive Director
 2885 South Horseshoe Drive
 Naples, FL 34104

Feedback may indicate that an additional segment is congested or has the potential to develop a congestion problem. Such a segment should be added to the CMP coverage area to ensure an increased level of scrutiny. Once added, the segment would then automatically be reviewed during the ongoing CMP evaluation activities.



Table 8-1: CMP Evaluation and Project Monitoring Matrix

Project	Description	FPN	Funded Amt	TIP/CIP YR	Congestion Management Strategy	CMP Performance Measure(s)	Benefits Achieved	Prioritization Date(s)
SR 82/Immokalee Rd at CR 850/Corkscrew Rd	Add turn lanes	4331751	\$906,348	CST 2017	<i>Deceleration Lanes and Turn Lanes</i>	<ul style="list-style-type: none"> <i>Level of Service</i> <i>Average Travel Speed</i> 	<i>Not measured</i>	Priority 2012-02
Airport-Pulling Rd & Pine Ridge Rd Signal Timing	ATMS - Arterial Traffic MGMT	4350191	\$452,560	CST 2019	<i>Expanded Traffic Signal Timing & Coordination - ITS</i>	<ul style="list-style-type: none"> <i>Level of Service</i> <i>Average Travel Speed</i> 	<i>Not measured</i>	Priority 2015-03
US 41 (N of Pine Ridge Rd to S of Pelican Bay Blvd)	Sidewalk	4350401	\$2,253,587	CST 2017	<i>New Pedestrian Facilities</i>	<ul style="list-style-type: none"> <i>Linear Miles of Connector Sidewalks</i> 	Y	Priority 2015-04 2014-05
US 41 (CR 846/111th Ave to N of 91st Ave)	6' Sidewalk on East Side and 3 Bus Shelters	4350291	\$1,075,658	PE 2017 ENV 2019 CST 2020	<i>New Pedestrian Facilities / Amenities to Attract New Ridership</i>	<ul style="list-style-type: none"> <i>Linear Miles of Connector Sidewalks</i> <i>Passenger Trips</i> 	Y	Priority 2013-06
Signal Pre-emption City of Naples	Traffic Control Devices at 22 Intersections	4380941	\$234,200	CAP 2018	<i>Traffic Control Devices</i>	<ul style="list-style-type: none"> <i>Total Crashes</i> 	Y	Priority 2015-06

Note: These priority projects were not required to establish strategies and performance measures at the time of approval. Information shown in italics is for illustrative purposes only, and is not based on actual performance monitoring. It is intended to provide an example of how the matrix should be used for future CMP projects.



Appendix A: School Congestion Matrix.



Network Congestion Management Strategies for Schools in Collier County with High Traffic Congestion

ROAD NETWORK CONGESTION MANAGEMENT STRATEGIES			
RESULTS		<ul style="list-style-type: none"> • Reduces congestion • Lowers motor vehicle speeds in school zones • Improves pedestrian and bicyclist safety 	
EXAMPLES		Circulation Improvement: - Evaluate and optimize traffic signals around school dismissal times - Evaluate pedestrian signal timing (crossing and wait times) - Evaluate the street network to optimize routing to and from school sites	Infrastructure Tools: - Traffic calming measures (curb extensions, chicanes, lateral shifts, roundabouts, etc.) - Traffic control devices (traffic signals, variable message signs, pedestrian hybrid beacons) - Pavement markings and signage (Marked crosswalks, guidance signage, warning signage, speed feedback signage)
POTENTIAL EFFECTIVENESS OF CONGESTION MANAGEMENT STRATEGIES	Gulf Coast High (GCH)	Medium	Low
	Laurel Oak Elementary (LOE)	Medium	Low
	Marco Island Academy (MIA)	Low	Low
	Naples High (NHS)	High	Medium
	North Naples Middle (NNM)	Medium	Low
	Oakridge Middle School (OMS)	Medium	Medium
	Pelican Marsh Elementary (PME)	Medium	Medium
	Palmetto Ridge High (PRH)	Medium	Low
	Pine Ridge Middle (PRM)	High	Medium



SCHOOL SITE CONGESTION MANAGEMENT STRATEGIES			
RESULTS		<ul style="list-style-type: none"> • Eliminates peak volume times, reducing congestion • Reduces congestion in drop-off and pick-up areas 	
EXAMPLES		Site-Design: <ul style="list-style-type: none"> - Establish off-site waiting lots and curbing and parking zones - Designate separate entrances and additional entrances for different modes of travel (bus, drop-off/ pick-up, pedestrians/ bicyclists) - Establish a priority parking and loading zone for carpool vehicles - Provide a pull-through lane to the left side of the on-site drop-off zones to permit passing 	Demand scheduling: <ul style="list-style-type: none"> - Stagger dismissal times - School Dismissal Automation Software (e.g. PikMyKid, School Pass)
POTENTIAL EFFECTIVENESS OF CONGESTION MANAGEMENT STRATEGIES	Gulf Coast High (GCH)	Medium	High
	Laurel Oak Elementary (LOE)	High	High
	Marco Island Academy (MIA)	High	Medium
	Naples High (NHS)	Medium	High
	North Naples Middle (NNM)	Medium	Medium
	Oakridge Middle School (OMS)	High	Medium
	Pelican Marsh Elementary (PME)	High	Medium
	Palmetto Ridge High (PRH)	Low	High
	Pine Ridge Middle (PRM)	High	Medium



TRANSPORTATION MODE CONGESTION MANAGEMENT STRATEGIES			
RESULTS		<ul style="list-style-type: none"> • Reduces volume of vehicle traffic • Improves pedestrian and bicyclist safety 	
EXAMPLES		Encouragement Solutions: - Awareness campaign about school bus routes among eligible students - School Carpooling Apps (e.g GoKid, KiD CarPool, Carpool to School, Carpools-Kids, Zūm, Hop Skip Drive, Sheprd, Kango) - Waking/biking school bus - Walk/ride to school days	Infrastructure Solutions: - Fill gaps in the pedestrian and bicycle network - Path and trail connection from school to adjacent properties - Secure and convenient bicycle parking
POTENTIAL EFFECTIVENESS OF CONGESTION MANAGEMENT STRATEGIES	Gulf Coast High (GCH)	High	Medium
	Laurel Oak Elementary (LOE)	High	Low
	Marco Island Academy (MIA)	High	Low
	Naples High (NHS)	High	High
	North Naples Middle (NNM)	High	Low
	Oakridge Middle School (OMS)	High	Medium
	Pelican Marsh Elementary (PME)	High	Medium
	Palmetto Ridge High (PRH)	High	Low
	Pine Ridge Middle (PRM)	High	Low



Appendix B: Congestion Management Process Implementation Matrix



PLACEHOLDER PAGE FOR IMPLEMENTATION MATRIX



Appendix C: Congestion Management Committee Strategy Evaluation Criteria



Congestion Management Committee Evaluation Criteria and Scores

A. Pre-Project Evaluation

Q1 – Does this project address a congested roadway?

- Yes
- No

B. General Project Evaluation

Q2 – Is this application supported by multiple jurisdictions?

- Yes – 3 pt.
- No (blank) – 0 pt.

Q3 – Are there specific technical and/or monetary local contributions for this project?

- Yes – 3 pt.
- No – 0 pt.

Q4 – Does this project require the acquisition of right-of-way?

- Yes – 0 pt.
- No – 3 pt.

C. Project Specific Evaluation:

Q5 - Uses TSM Approach?

- High – 5 pts. – Incorporates intersection improvements such as turn lanes, signal improvements etc.; or significantly enhances operational response time for emergency vehicles on intersections/facilities which have an existing Level of Service (LOS) “F”
- Med – 3 pts. – Incorporates intersection improvements such as turn lanes, signal improvements, etc.; or significantly enhances operational response time for emergency vehicles on intersections/facilities which have an existing LOS “E”
- Low – 1 pt.- incorporates intersection improvements such as turn lanes, signal improvements, etc.; or establish and/or improves traffic diversion capability on intersections/facilities (for example signage for alternative routes) which have an existing LOS “D”

Q6 - Uses TDM strategy?

- High – 5 pts. – Reduces congestion and increases efficiency of the system by adding a new a transit route or a new park & ride facility or cooperating with regional TDM program
- Med – 3 pts. – Reduces congestion and increases system efficiency by increasing existing carpooling, vanpooling, transit or a park & ride facility.
- Low – 1 pt. – Reduces congestion and increases system efficiency by adding new bicycle or pedestrian facilities



Q7 - Supports/enhances and effectively integrates with existing ITS and maintains concurrency with FDOT Regional ITS Architecture and technological advances in TOC equipment and operations?

- High – 5 pts. – Project affects arterial roadways; or addresses a critical need due to insufficient communication and/or system expansion
- Med – 3 pts. – Project affects collector roadways; or addresses a critical need
- Low – 1 pt. – Project location is not specific; or project is to address contingency system backup or to purchase miscellaneous equipment

Q8 - Increases Security?

- Yes – 3 pt.
- No (blank) – 0 pt.

Q9 - Increases Safety?

- High – 5 pts. – Addresses a documented safety problem; reduces the total number of vehicle-related crashes or serious injuries; reduces the total number of bicycle-related or pedestrian related crashes; reduce the number of transit related injuries
- Med – 3 pts. – Increases bicycle or pedestrian safety at high traffic location; and/or increases/improves safety of emergency responders at incident sites; or to reduce the number of secondary incidents as a result of a primary incident

Q10 - Promote Regional Connectivity?

- High – 5 pts. – Enhances the inter-county connectivity of highways or transit
- Med – 3 pts. – Enhances the inter-county connectivity of pathways/bikeways/trails
- Low – 1 pt. – project is on a facility identified on the regional network

Q11 - Promotes Multi-Modal Solutions?

- High – 5 pts. – Improves at least three modes; increases connectivity between motorized and non-motorized modes; advances recommendations from existing MPO Bicycle/Pedestrian Safety Studies, Audits, and Community Walkability Studies
- Med – 3 pts. – Enhances at least two modes of transportation
- Low – 1 pt. – Improves one mode; increases transit ridership on a specific route; increases transit enhancements such as park and ride lots or bus shelters; and other enhancements for non-motorized facilities etc.

Q12 - Protect Environmental Resources?

- High – 5 pts. – Reduces air quality emissions; reduces fuel consumption by reducing corridor congestion
- Med – 3 pts. – Reduces fuel consumption by reducing specific intersection delays; improves monitoring and reporting capability
- Low – 1 pt. – Supports general congestion avoidance measures



Q13 - Promotes Economic Development or Freight Movement?

- High – 5 pts. – Project is located at and directly affects access to airports, major activity centers, or freight activity centers
- Med- 3 pts. – Project is located near and affects access to, airports, high employment areas, or freight activity centers
- Low – 1 pt. – Project is not located near to airports, or high employment areas but can promote overall economic development of the community



Appendix D: Congestion Management Process Project Application Submittal Form



PLACEHOLDER PAGE FOR APPLICATION FORM





Congestion Management Process Update

TAC & CAC Meetings

March 28, 2022





Today's Agenda

- Introductions
- CMP Update Schedule Overview
- 2022 CMP Document Update:
 - CMP Process
 - Changes from 2017 Update
 - Organization of Revised Report
- Next Steps
- Requested Actions





2022 CMP Document Update

What is a CMP?

- Ongoing 8-step process for improving transportation system performance by reducing traffic congestion impacts
- Federally required for MPOs with a population greater than 200,000
- Provides a framework for the approach, process, and analysis in the form of a guidance document

Congestion Management Process 8-Step Framework

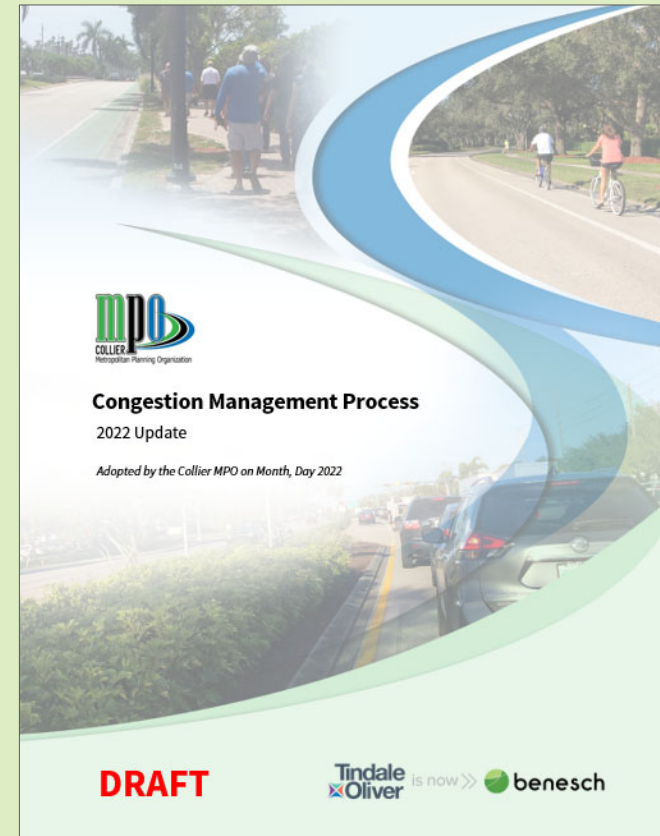




2022 CMP Document Update

Changes from 2017 CMP Update

- Incorporates recommendations from 2020 TSP Baseline Conditions Report and Action Plan:
 - Objectives and performance measures
 - Congestion management Strategies
 - Strategy evaluation criteria and effectiveness monitoring
- Revised look and graphic elements
- New organization to incorporate TSP reporting and better define the Process





2022 CMP Document Update

Organization of 2022 CMP Document

- Chapters 3 through 8 follow and reference the 8 steps from federal guidance
- Tables and appendices contain practical tools, matrices, and forms used in the process by the MPO, CMC, and partner agencies

Collier MPO – Congestion Management Process
2022 Update





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2022 Update




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2022 CMP Document Update



- Chapter 3
- Chapter 4
- Chapter 5
- Chapter 6 (Section 6.1)
- Chapter 6 (Section 6.2)
- Chapter 6 (Section 6.3)
- Chapter 7
- Chapter 8



Next Steps

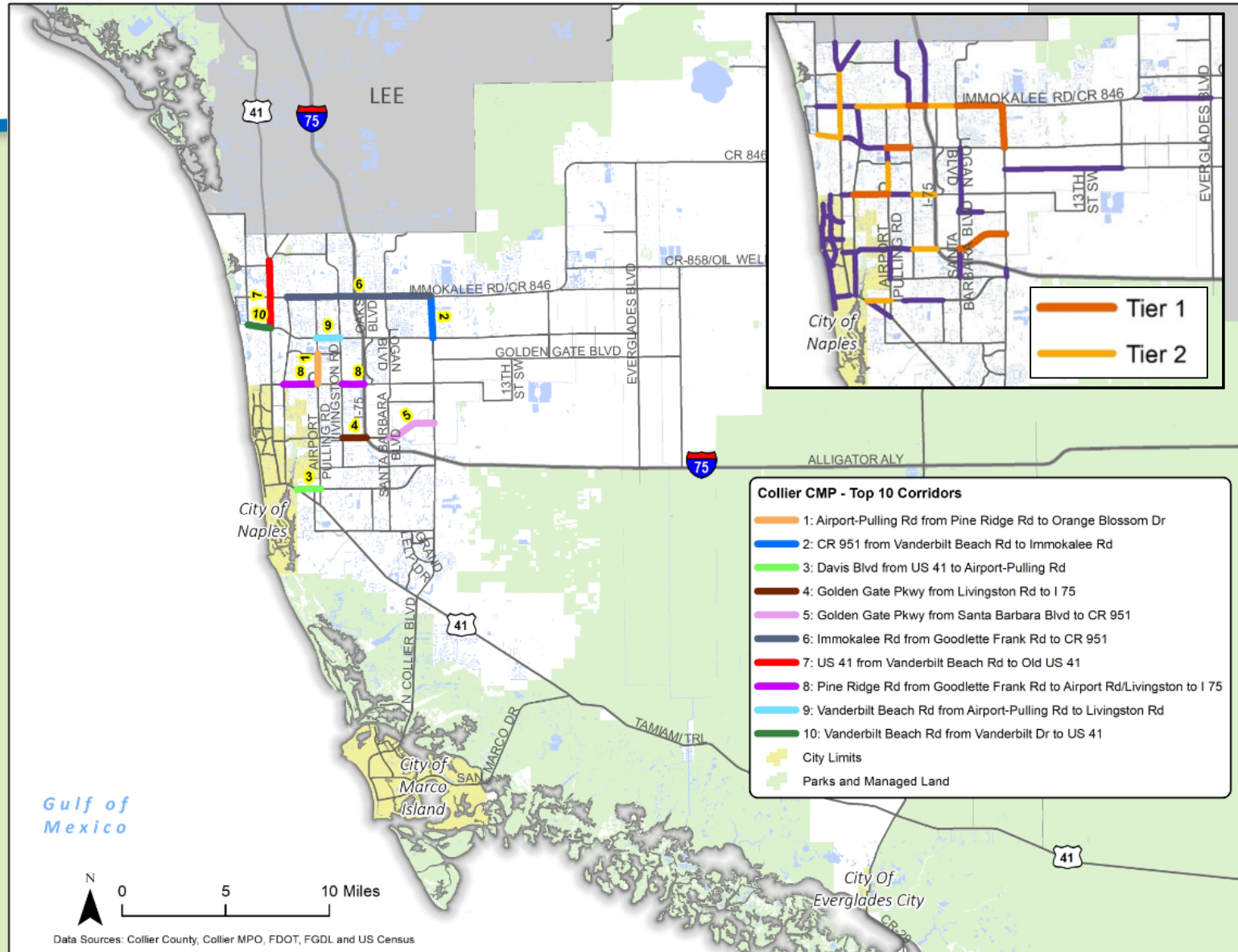
- Present 2022 CMP to MPO Board for adoption
- Prepare fact sheets for congested corridors

Topic & Meeting Dates	
• Corridor Evaluation Results	CMC March 16
• Draft Summaries with Potential Strategies for Top 10 Corridors • Methodology for Countywide O&D Analysis	CMC May 18
• Countywide O&D Analysis Results • Top 10 Corridor Summary Fact Sheets	CMC July 20 TAC/CAC August 22



Corridor Consolidation

- All 15 original corridors into a new Top 10
- Based on common roadways
- Allows all Tier 1 & Tier 2 corridors to be included in summary fact sheets



Congested Corridors Evaluation Results

Data and Visualization

- Data/Metric Preferences?
 - Speed, travel time, congestion %
 - Bottleneck queue length, duration, location
 - Delay costs, hours of delay
 - Trip O/D, purpose, length, mode
- Visualization Preferences?
 - Maps (aerial vs. graphic)
 - Bar graphs / Line charts
 - Roadway congestion diagrams
 - Colorized matrix
 - Infographics with key stats

8.5x11 FRONT COVER

Alameda County Highways, Arterials, and Major Roads
FACT SHEET | January 2020

Alameda County Roadways: Critical Connectivity for Every Mode

Highways, arterials, and major roads are important connectors for both goods and people making local and regional trips. Many of these roads serve multiple users, including bicycles, pedestrians, cars, public transit, trucks and emergency vehicles. They connect communities to employment, activity centers, and other important destinations.

IMPORTANCE OF HIGHWAYS, ARTERIALS, AND MAJOR ROADS

Support all transportation modes: Alameda County's roadway network provides critical connectivity for cyclists, pedestrians, transit riders, trucks and cars.

Provide direct access to housing, employment, and activity centers: Arterials and major roads are the critical link between the regional and local transportation networks. They provide connectors to homes, work and almost everywhere else.

Support growth supporting planned land use: Continuous and limited by the street grid, they help pace with the growth of each of which is network available.

11x17 INSIDE

Alameda County Highway Inventory

Highway	Route	Class	Direction	Highway Miles	Peak Daily Volume	Average AM Peak Hour ADT	Average PM Peak Hour ADT
Albany Ave	18-13	Beltway	E/W	3.6	40,000	21.6	14.7
Avicenne Dr, I-880, Broadway, Grand Ave, Colma Ave, Redwood St	18-41	Arterial	N/S	6.7	41,000	22.3	22.6
East Ave	18-77	Outgoing	E/W	0.4	10,000	19.2	22.3
Elgin Canyon, Hamilton Ave, Hamilton Ave, Fremont Ave, Nimitz Ave	18-84	Francisco Regional Outgoing	E/W	21.9	71,000	34.2	22.7
Frederick Ave, Jackson St	18-92	Highway	E/W	3.4	40,000	23.4	18.8
Deane St	18-112	San Leandro	E/W	1.8	25,000	16.3	13.8
San Pablo Ave	18-122	Alameda/Berkeley Outgoing	N/S	5.2	37,000	15.4	18.2
International Blvd	18-166	Outgoing/Lennox	N/S	6.7	35,000	18.7	14.4
Mission Blvd	18-206	Mission/Clay City	N/S	29.3	51,000	27.1	24.7
Walden Parkway, Lakes	18-242	Arterial/Outgoing	N/S	1.4	30,000	25.5	22.3
Mission Blvd	18-243	Resort	E/W	1.4	30,000	21.4	24.5

ARTERIALS AND MAJOR ROADS
Alameda CTC has a designated Congestion Management Program network, which evaluates roadway performance every two years. This information is reported in charts and graphs as part of this fact sheet.

LOCAL ROADS
Local jurisdictions manage a network of about 3,500 miles of roads and report their condition to the Metropolitan Transportation Commission annually, which is captured in the Pavement Condition Index (PCI).

8.5x11 BACK COVER

Challenges and Opportunities for Major Roads

Highways, arterials, and major roads serve a unique role as a connector between the regional and local transportation systems and directly link to local land uses (commercial and residential centers). They must facilitate throughput for all modes and support local land use.

Traffic Volume
40 percent of daily trips on Alameda County roads carried by 1,500 miles of arterials.

CHALLENGES

Demand for roadway use is rising: Regional economic and population growth have increased demand for goods and services, and a variety of users, including cars, transit, bikes and trucks are competing to access the same roads.

High Divergence: Widespread congestion on freeways diverts trips onto adjacent arterials and local roads. The proliferation of wayfinding apps has exacerbated this problem, opening more local roads to cut-through traffic.

Arterial and Road Performance

In 2018, even as congestion on freeways stabilized, congestion on arterial roads continued to build. This may be the result of chronic congestion on freeways, as motorists seek out new routes using arterial roads.

Auto travel speeds are declining. Morning and afternoon peak travel speeds on arterials both decreased about 15 percent in the last four years. Travel speeds on arterial roads continued to fall in 2018 even as speeds on freeways and highways remained stable.

Bus travel speeds are falling. Most bus operator speeds dropped for the third consecutive year. Building congestion on arterial roads has slowed buses and trucks. This has contributed to rising operating costs. In 2019, commercial bus speeds improved for AC Transit for the first time since 2007. However, average speeds for AC Transit and AVTA are down around 10 percent since 2010.

Road conditions are stable. Countywide, PCI has remained stable over the last decade, matching the Bay Area average. In 2018, some of the worst performing jurisdictions, Berkeley and Oakland, improved the most.



Today's Requested Actions

For the Committee to:

- Endorse the 2022 CMP Update and recommend MPO Board approval.



Contact

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MPO Project Manager

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EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7B

Review & Comment on the Draft FY 2023-27 Transportation Improvement Program (TIP) Narrative

OBJECTIVE: For the committee to review and comment on the Draft FY 2023 – 27 TIP narrative.

CONSIDERATIONS: The narrative component of the Draft FY 2023-2027 TIP is revised every year to update references to calendar and fiscal years, annual reporting on performance measures, newly adopted plans, changes to project evaluation criteria, the prior year’s List of Project Priorities (adopted in June of each year) and new State or federal guidance if applicable. In addition, this year’s draft revisions include the following:

- Acronyms moved to the front of the document
- Executive Summary added
- Description of Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law added
- Funding summaries regrouped under Federal, State and Local heading; added descriptions of HSIP, PL and Local funding categories; deleted text on project eligibility under TAP category
- Description of Consolidated Planning Grant Program added
- Deleted reference to jointly adopted Lee/Collier MPO SIS priorities

Proposed revisions are shown in Track Changes in **Attachment 1** and as a clean copy in **Attachment 2**. Note that the formatting will be refined in the final version to improve legibility of inserted text and tables.

MPO staff will bring the draft TIP in its entirety to the committee for endorsement at the April 25, 2022 meeting, followed by the MPO Board for preliminary review at their May 13, 2021 meeting and adoption at the June 10, 2022 Board meeting.

STAFF RECOMMENDATION: That committee members review and comment on the draft FY 2023 – 27 TIP narrative.

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENT(S):

1. Draft Narrative Component, FY 2023 – 27 TIP – Track Changes
2. Draft Narrative Component, FY 2023 – 27 TIP – Clean Version

MPO RESOLUTION #20221-07XX
A RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION ADOPTING
THE FY 20224/232 – 20265/276 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:

The FY 20224/232 – 20265/267 Transportation Improvement Program and the projects programmed therein are hereby adopted.

The Collier Metropolitan Planning Organization’s Chairman is hereby authorized to execute this Resolution certifying the MPO Board’s endorsement of the FY 20224/232 – 20265/267 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 104th day of June 20224.

Attest:
ORGANIZATION

COLLIER METROPOLITAN PLANNING

By: _____
Anne McLaughlin
MPO Executive Director

By: _____
~~Council Member Paul Perry~~~~Councilwoman Elaine Middelstaedt~~
Collier MPO Chairman

Approved as to form and legality:

Scott R. Teach, Deputy County Attorney

Acronyms

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

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

Phase Codes

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

FDOT Fund Codes

As Of: 1/27/2020

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

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

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

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

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

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

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

EXECUTIVE SUMMARY

The Collier MPO Transportation Improvement Program (TIP) is the federally mandated, collaboratively developed, five-year program of surface transportation projects that will receive federal funding or are subject to federal review or action within the Collier Metropolitan Planning Area (MPA). (Figures 1 & 2 on following pages) The Collier MPA encompasses all of Collier County, and the Cities of Naples, Everglades City, and Marco Island. The Collier MPO is the federally designated Metropolitan Planning Organization (MPO) for the Collier MPA and is the body designated by federal and state statutes to develop and administer the TIP. The TIP is updated annually, and all projects in the TIP must be consistent with the Collier MPO Long Range Transportation Plan (LRTP).

The TIP represents the transportation improvement priorities for the Collier MPO planning area and is financially constrained. This means that each project programmed in the TIP has been vetted by the MPO, Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and local partners to address the planning area's transportation needs and provides sufficient financial information to demonstrate that the projects can be funded as programmed. Only projects with funds that are reasonably expected to be available may be programmed in the TIP. The TIP is subject to approval by FDOT, FHWA, and FTA, and may be periodically amended or modified to reflect changes to a project's scope, schedule, and/or cost, or to add a new or remove an existing project. In addition to federal and FDOT approvals, the TIP is also reviewed by the Florida Department of Economic Opportunity (DEO) to ensure the projects programmed in the TIP are consistent with local government comprehensive plans.

The Collier MPO's TIP has been developed with input and assistance from FDOT, FHWA, FTA, elected officials, municipal staff, and the public. Projects identified in the TIP are prioritized by the MPO and its partners to implement, support, and enhance regional mobility, and improve the safety, condition, and efficiency of the region's transportation system. The TIP includes projects for all transportation modes including roadways, bicycle and pedestrian, transit, and aviation. Development of the TIP includes input from all transportation system users, including those traditionally underserved by existing transportation systems who may face challenges accessing employment and other services.

Figure 1: Collier Metropolitan Planning Area (MPA)

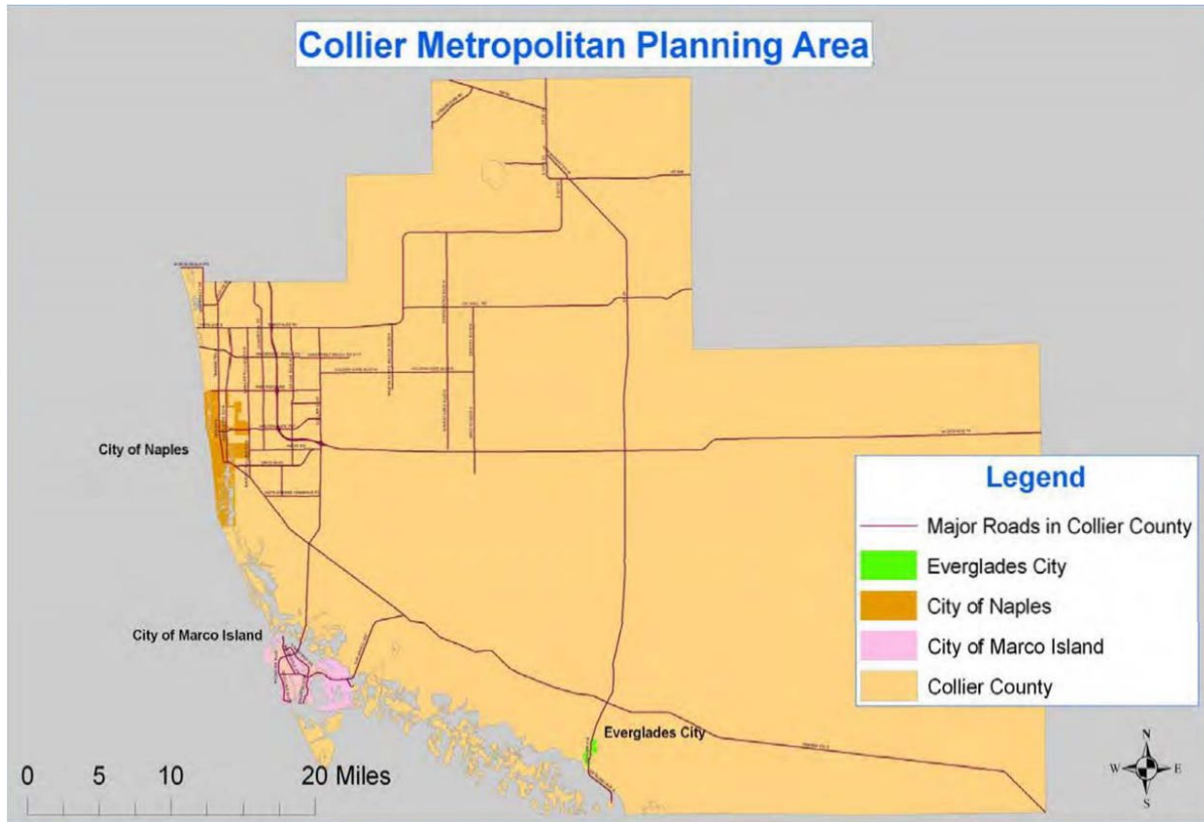
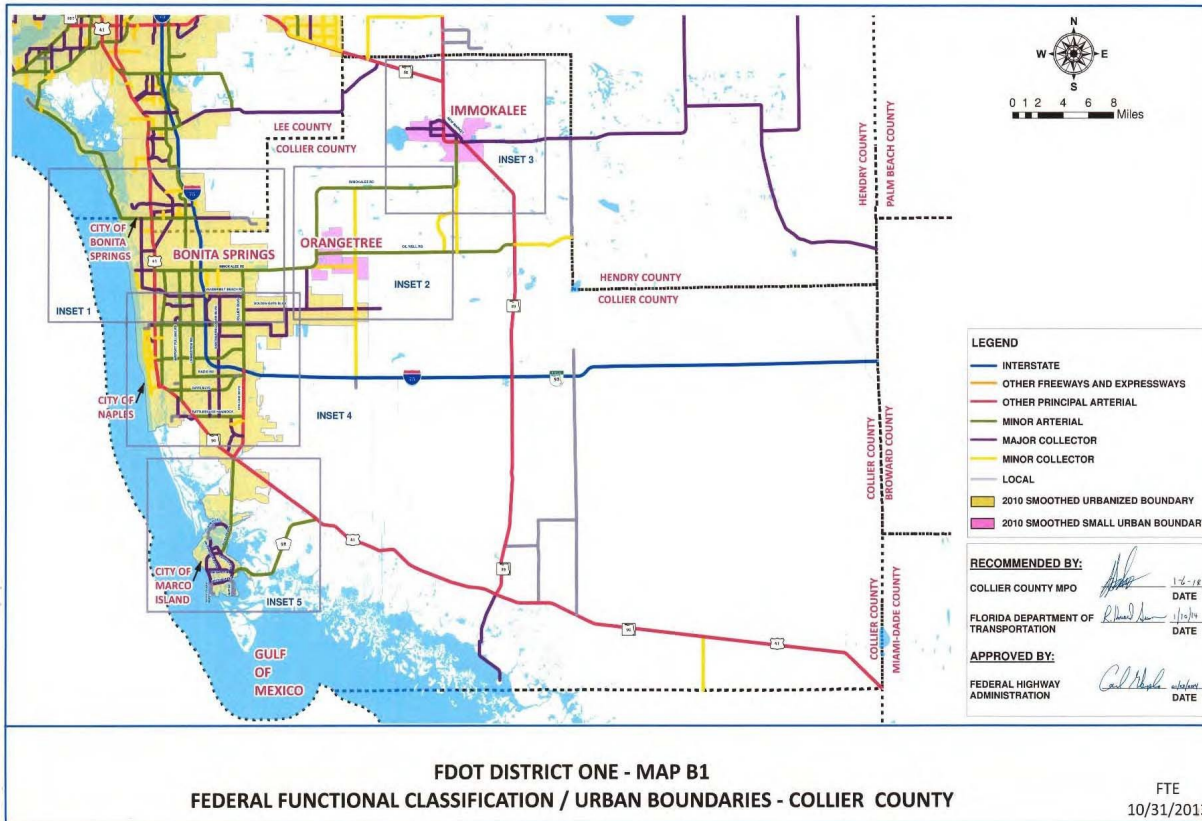


Figure 2: Bonita Springs – Naples Urbanized Area Map



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.

In November 2021 the Infrastructure Investment and Jobs Act (IIJA), commonly referred to as the Bipartisan Infrastructure Law (BIL), was signed into law. (Public Law 117-58). This legislation carries forward the policies, programs and initiatives established by preceding legislation and addresses new and emerging issues that face the nation's transportation system. These issues include mitigating impacts to existing infrastructure due to climate change, developing and maintaining system resiliency, ensuring equity, researching and deploying new technologies, and improving safety for all users. Project eligibility and flexibility have been added to existing programs such as the Surface Transportation Block Grant Program (STBG) and the Highway Safety Improvement Program (HSIP). For example, the STBG program project eligibility has been expanded to include electric vehicle charging infrastructure and the HSIP has been expanded to introduce new eligible project types to calm traffic and reduce vehicle speeds to improve pedestrian and bicycle safety. The legislation also introduced new competitive grant programs that require further by federal and state governments before they are put into effect.

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)

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 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.~~ ~~Thwell. Theis~~ 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 ~~Appendix G. 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~~ List of Transportation Project Priorities (LOPP) 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 2040-2045 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 MPO's LRTP and TIP ~~is~~ are developed with

consideration of the ten planning factors from MAP-21 and the FAST Act which are listed below.

Planning Factors

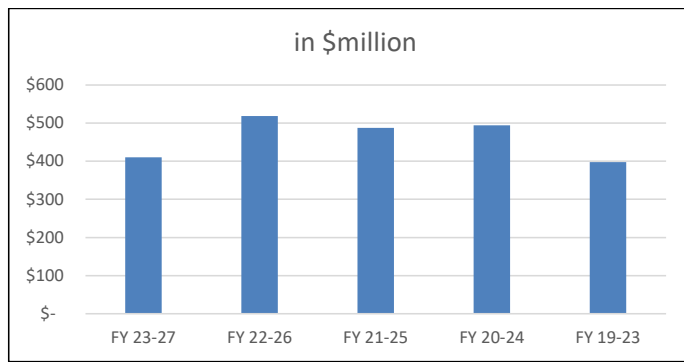
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for the motorized and 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) 20223-20267 Work Program (~~April 5, 2024~~ **Date Pending** Snapshot). The tables and charts below compare funding amounts from year to year and by project type. The total funding fluctuates from one fiscal year to another based on the phases that projects are in and the size and number of projects programmed in that year. The two largest categories of funding are Maintenance and Operations and Highway Capacity Improvements.

Total funding for the current TIP, ~~updated to reflect the based on the Draft Tentative Work Program produced on 10/21/2021 April 5, 2021 FDOT Work Program Snapshot~~, is \$~~519.410~~ million, an ~~increase~~ **decrease** of \$~~21.109~~ million in comparison with the FY20242 - FY20256 TIP. ~~(Figure 3 below) 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.~~

Figure 3: Total Initial Funding Amounts, Last 5 TIPs



The three major investment categories - Highway Capacity, Multimodal and State Maintenance and Operations – are shown as percentages in Figure 4. (The summary chart of the prior TIP, FY 2022-2026, is shown in Figure 5 for comparison purposes.) Multimodal investments have gained a few percentage points in this year’s TIP (from 22%-26%); and State investment in Maintenance and Operations has grown relative to Highway Capacity (42% versus 30%).

Figure 4: Percent Funding by Major Category FY 23-27

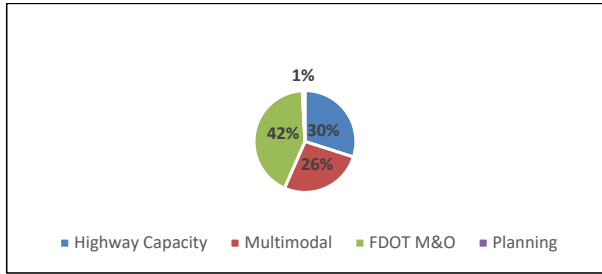
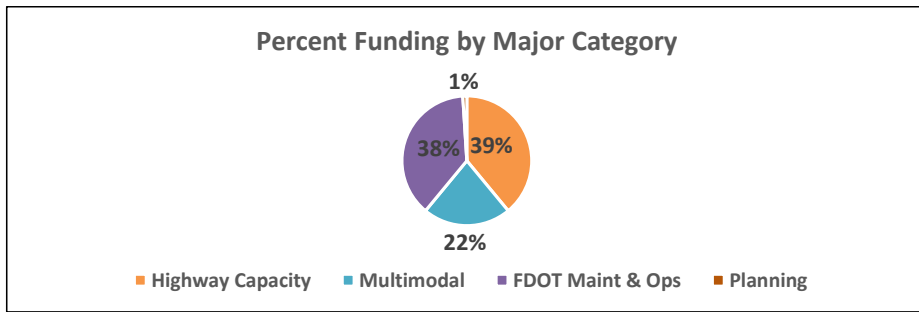


Figure 5: Percent Funding by Major Category FY 22-26



Resurfacing projects are shown in Figure 6 by Fiscal Year.

Figure 6: Map Showing Resurfacing Projects by Fiscal Year

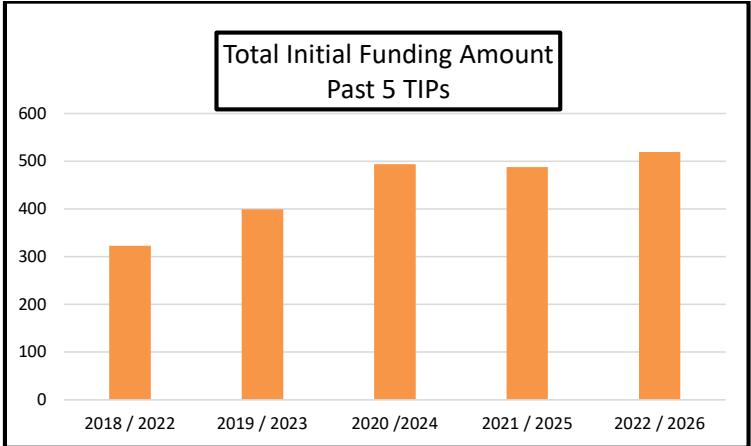
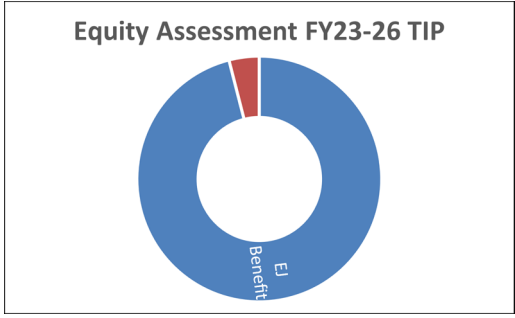
Resurfacing Projects			
FPN	Roadway	FY	Jurisdiction
4415611	US 41 Whistler's Cove to SR 951	23	BCC - D1
4440083	I-75 (Alligator Alley)	23	BCC - D1 & 5
4496681	CR 846 (Tradeport Pkwy)	23	BCC - D5
4415121	US 41 Dunruss Crk-Gulf Park Dr	24	BCC - D2
4475561	I-75 SR 951 to Lee County Line	24	BCC - D3, 4, 2
4440084	I-75 (Alligator Alley)	25	BCC - D1 & 5
4489291	SR 29 Wagon Wheel Rd to I-75	25	BCC - D1 & 5
4489301	US41 Thomasson to SW Blvd	25	BCC - D1

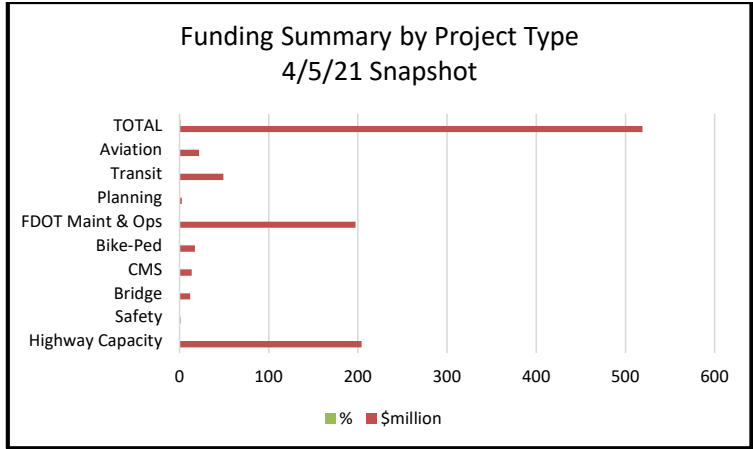
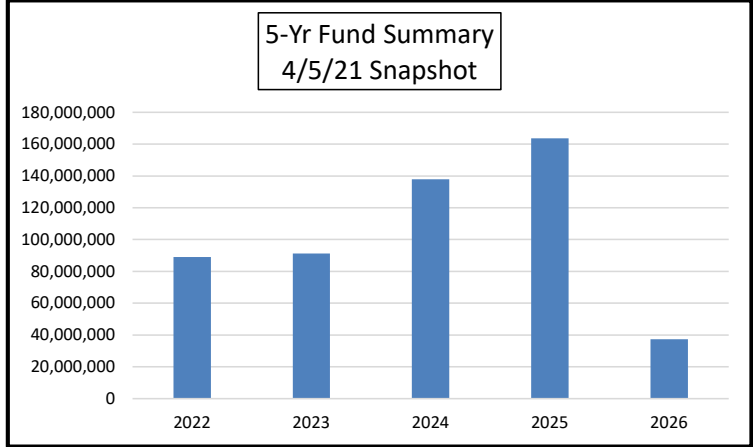
This year's Equity Assessment is similar to the prior year's TIP in that 96% of the programmed investment in Highway Capacity, Safety, Bicycle and Pedestrian, Transit and Congestion Management (SU Box Funds) is of benefit to traditionally underserved minority populations within Collier County.

Table 1: Equity Funding Analysis

EQUITY ANALYSIS	Total Funding
Highway Capacity	\$ 121,092,286
Safety	\$ 4,310,461
Bike-Ped	\$ 18,312,041
Transit	\$ 51,687,752
CM SU Box	\$ 6,993,905
-	\$ 202,396,445
Expenditures benefiting	\$ 193,908,677
EJ Communities	-
Other	\$ 8,487,768

Figure 7: Equity Assessment





HIGHWAY FUNDING SOURCES

The following highlights the primary federal and state funding sources used to support MPO planning activities; the design and construction of transportation projects; and facilitate transit operations and capital acquisitions.

Federal (FHWA)

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. STBGP-Urban (SU) funds are allocated to MPOs with over 200,000 population, as is Collier MPO. Such MPOs are referred to as Transportation Management Areas (TMA).

Transportation Alternatives Program (TAP): The TAP ~~P~~ was established by MAP-21 as a new funding program pursuant to 23 U.S.C. 213(b). Eligible activities under TAP include :
Transportation Alternatives (TA) as defined in 23 U.S.C. 101(a)(29) and MAP-21 §1103. TA funds are primarily used for the construction, planning and design of bicycle and pedestrian facilities, traffic calming techniques, compliance with the Americans with Disabilities Act of 1990 [42 USC 1201 et seq.], environmental mitigation activities, the Recreational Trails Program (RTP) under 23 USC 206, and Safe Routes to Schools. TA funds cannot be used for routine maintenance and operations.

Highway Safety Improvement Program (HSIP): HSIP funds highway safety improvements and may be used to fund any identified highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trail; or any project to maintain minimum levels of retro reflectivity with respect to a public road without regard to whether the project is included in an applicable State strategic highway safety plan. Terms, including "highway safety improvement project" are defined in 23 U.S.C. 148.

Metropolitan Planning Program (PL): FHWA allocates funding for this program to FDOT, which in turn allocates funds by formula to MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of the

Unified Planning Work Program (UPWP), the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP) and other planning documents.

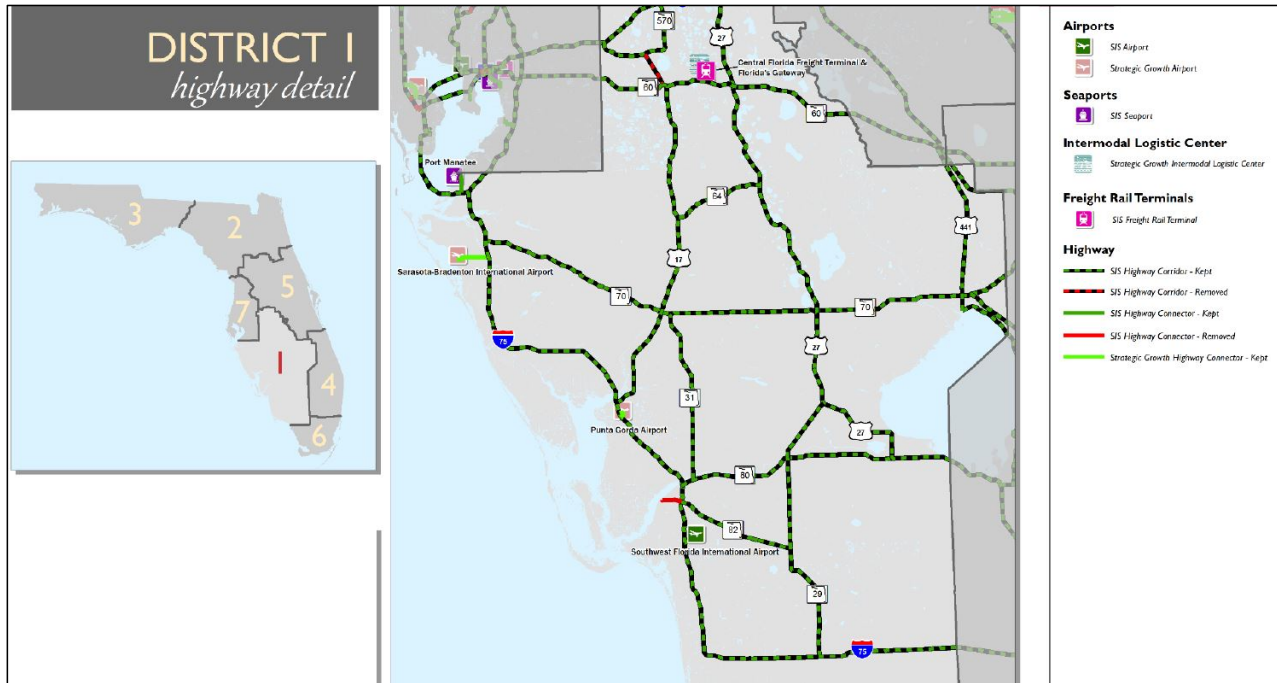
State (FDOT)

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, -shown in Figure 9 below, 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. FDOT programs SIS funds through the development of the Strategic Intermodal System Funding Strategy (Appendix A). See Figure 8 on the following page.

-

Figure 8: SIS System



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 Lee County/Collier MPO Joint Regional Roadway Network (see Appendix B). FDOT may program State dedicated revenues to fund prioritized regionally significant projects.

Local

Local Funds: Local Funds are programmed when a portion of a project's funding is being provided from a local or third party source. This source could be a city, a county, an expressway authority, etc. Local funds may be used for all program areas and may be required for some federal and state programs. For example, projects funded under the Transportation Regional Incentive Program and County Incentive Grant Program require a 50% local match. Projects funded with federal aid that are off-system - off the state highway system (SHS) - also require a 50% local match. Please refer to Individual program areas for these requirements.

~~Transportation Alternatives Program (TAP): The TAP was established by MAP-21 as a new funding program pursuant to 23 U.S.C. 213(b). Eligible activities under TAP include:~~

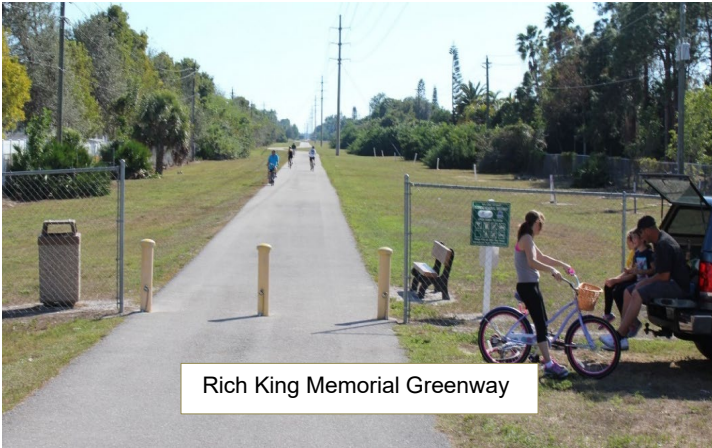
~~1. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) and MAP-21 §1103:~~

~~A. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 [42 USC 12101 et seq].~~

~~B. Construction, planning, and design of infrastructure related projects and systems that will provide safe routes for non-drivers including children, older adults, and individuals with disabilities to access transportation needs.~~

~~C. Conversion and use of abandoned railroad corridors to trails for pedestrians, bicyclists, or other non-motorized transportation users.~~

~~D. Construction of turnouts, overlooks and viewing areas.~~



Rich King Memorial Greenway

~~E. Community improvement activities which include but are not limited to:~~

- ~~• inventory, control, or removal of outdoor advertising;~~
- ~~• historic preservation and rehabilitation of historic transportation facilities;~~
- ~~• vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and~~
- ~~• archaeological activities relating to impacts from implementing a transportation project eligible under 23 USC.~~

~~F. Any environmental mitigation activity including pollution prevention and pollution abatement activities to:~~

- ~~• address stormwater management and control; water pollution prevention or abatement related to highway construction or due to highway runoff including activities described in 23 USC 133(b)(11), 328(a) and 329.~~
- ~~• reduce vehicle-caused wildlife mortality or restore and maintain connectivity among terrestrial or aquatic habitats.~~

~~2. The recreational trails program under 23 USC 206.~~

~~3. Safe Routes to School Program (SRTS) eligible projects and activities listed in the FAST Act including:~~

- ~~A. Infrastructure-related projects.~~
- ~~B. Non-infrastructure-related activities.~~
- ~~C. Safe Routes to School coordinator.~~

4. — Planning, designing or constructing boulevards and other roadways largely in the right of way of former Interstate System routes or other divided highways.

TAP funds cannot be used for:

- ~~State or MPO administrative purposes, except for SRTS administration and administrative costs of the State-permitted Recreational Trails Program (RTP) set-aside funds.~~
 - ~~Promotional activities, except as permitted under the SRTS.~~
 - ~~General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas etc.~~
 - ~~Routine maintenance and operations.~~
-

TRANSIT FUNDING SOURCES



FDOT and the FTA both provide funding opportunities for transit and transportation disadvantaged projects through specialized programs. In addition, FHWA transfers funds to FTA which provide substantial additional funding for transit and transportation disadvantaged projects. When FHWA funds are transferred to FTA, they are transferred to FTA Urbanized Area Formula Program (§5307). According to FTA Circular 9070.1G, at a State's discretion Surface Transportation funds may be "flexed" for transit capital projects through the Non-Urbanized Area Formula Program (§5311), and according to FTA Circular 9040.1G with certain FHWA funds to Elderly and Persons with Disabilities Program (§5310). In urbanized areas over 200,000 in population, the decision on the transfer of flexible funds is made by the MPO. In areas under 200,000 in population, the decision is made by the MPO in cooperation with FDOT. In rural areas, the transfer decision is made by FDOT. The decision to transfer funds flows from the transportation planning process and established priorities.

§5305: Metropolitan Transportation Planning Program Funds: State Departments of Transportation sub-allocate § 5 3 0 5 formula-based program funding to MPOs including the Collier MPO. The program provides funding to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan areas as well as statewide. Funds are available for planning activities that (a) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; (b) increase the safety and security of the transportation system for motorized and non-motorized users; (c) increase the accessibility and mobility of people and freight; (d) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; (e) enhance the integration and connectivity of the transportation system for people and freight across and between modes; (f) promote efficient system management and operation; and (g)

emphasize preservation of the existing transportation system.

Starting in FY 2023 FDOT and the MPOs will participate in the Consolidated Planning Grant (CPG) program. This program merges FTA 5305(d) Metropolitan Planning funds with FHWA Planning (PL) funds. Once the two funding sources are consolidated the funds will be administered by FHWA and will be considered FHWA PL funds. The CPG streamlines the delivery of MPO funds, provides the MPO greater flexibility to use their planning funds and reduces the number of grants being administered by the MPO.

§ 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 approved local government comprehensive plans.

Public Transit Service Development Program: The Public Transit Service Development Program was enacted by the Florida Legislature to provide initial funding for special projects [341Florida Statutes]. Specific program guidelines are provided in FDOT Procedure Topic Number 725-030-005. The program is selectively applied to determine whether new or innovative techniques or measures could be used to improve or expand public transit services. Service Development Projects specifically include projects involving the use of new technologies for services, routes or vehicle frequencies; the purchase of special transportation services; and other such techniques for increasing service to the riding public. Projects involving the application of new technologies or methods for improving operations, maintenance, and marketing in public transit systems are also eligible for Service Development Program funding. Service Development projects are subject to specified times of duration with a maximum of three years. If determined to be successful, Service Development Projects must be continued by the public transit provider without additional Public Transit Service Development Program Funds.



2020~~1~~ 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. 450.33~~29~~(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~~ Capacity Enhancement, Safety, Bridge, Congestion Management, Bicycle and Pedestrian, FDOT Maintenance and Operations, Transportation Planning, Transit, Transportation Disadvantaged and Aviation (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 sequentially, 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~~1~~ Transportation Project Priorities, for inclusion in the FY202~~23~~²³ – FY202~~67~~⁶⁷ TIP, were adopted by the MPO Board on June ~~4211~~²¹, 2020~~1~~. 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~~Each year, 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)~~SU funds, State Transportation Trust Funds and other funding programs. The MPO's ~~LOP~~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 H** for a description of the criteria used for project prioritization.) The ~~LOPP list of prioritized projects~~ includes ~~H~~highway, ~~Bicycle/Pedestrian, Congestion Management, Safety, Bridge, Transit and Planning~~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 **24** 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 2:4 – General Timeframe for FY2023-2027 TIP Process

Mar 2020 ¹⁹ - March 2021 ⁰	MPO solicits candidate projects for potential funding in the new 5th year of FDOT's FY2023 - FY2027 Work Program, aka the MPO's FY 2023-2027 TIP .
June 2021 ⁰	MPO adopts prioritized list of projects for funding in the MPO FY2023- 27 ⁶ Work Program /-TIP
Jan 2022 ⁴ – April 2022 ⁴	FDOT releases Tentative Five-year Work Program for FY2023 ² -FY2027 ⁶
March – June 2022 ⁴	MPO produces draft FY2023 ² - 2027 ⁶ TIP; MPO Board and committees review draft TIP; MPO advisory committees endorse TIP
June 2022 ⁴	MPO Board adopts FY2023 ² – FY2027 ⁶ TIP which is derived from FDOT's Tentative Five-year Work Program. MPO adopts LOPP prioritized list of projects for funding in the FY2023 ⁴ -FY2027 ⁶ TIP
July 2022 ⁴	FDOT's Five-Year Work Program FY2023 ² - FY2027 ⁶ (which includes the MPO TIP) is adopted and goes into effect. (The Statewide Transportation Improvement Program goes into effect October 1, 2022)
September 2022 ⁴	MPO adopts TIP Amendment for inclusion of Roll Forward Report

2020¹ HIGHWAY (& FREIGHT) PRIORITIES

Highway priorities submitted in 2021⁰ are consistent with the 2045⁰ LRTP Cost Feasible Plan. The MPO Board approved the [H](#)ighway priorities list, [shown on Table 2](#), on June 12¹, 2020⁻¹ MPO staff forwarded the list [\(shown on the following page\)](#) to FDOT [on June 15, 2021](#) for consideration of future funding [in the FY 23-27 Work Program](#).

Table 3: Highway (& Freight) Priorities 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
								PE	OA	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	1300 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			YOE	FPN	Phase	Source	FY	Amount	
								Phase	Source	YOE Cost							
5	US 41/Tamiami Trail	Greenway Rd	6 L Farm Rd	2-lane roadway to 4 lanes with outside shoulder paved		\$21,830,000	2026-2030	PE	OA	\$6,010,000	TBD	4156213 PD&E completed 2006	CST	OA	26-30	Pending from FDOT	

L RTP MAP ID	Facility	Limit From	Limit To	Final Proposed Improvement - 2045 L RTP	Total Project Cost (PDC)	Construction Time Frame	5-Year Window in which CST is Funded by Source			PROJECT STATUS in Draft Tentative Work Program FY23-27								
				Final Proposed Improvement - 2035 Needs Plan Update	Total Project Cost (PDC)		2026-2030 PLAN PERIOD 2		Projects Funded in CFP	FPN	Phase	Source	FY	Amount				
							Phase	Source	YOE Cost						YOE			
50	SR 29	N of New Market Rd	SR 82	Widen from 2 lanes to 4-lanes (with center turn lane)	\$64,792,368	2026-30	CST	SIS	\$ 30,360,000	\$ 30,360,000	4175406	ENV	TALT	2023 & 26	\$680,000			
							CST	ACNP, D1						2026	\$33,752,368			
23	I-75 (SR93) Interchange	Golden Gate Pkwy		Interchange Improvement	\$9,590,000	2026-30	PE	OA	\$ 580,000	\$ 12,820,000								
							CST	OA	\$ 12,240,000									
25	I-75 (SR93) Interchange	Immokalee Rd		Interchange Improvement (DDI Proposed)	\$9,590,000	2026-30	PE	OA	\$ 580,000	\$ 12,820,000								
							CST	OA	\$ 12,240,000									
57	US41 (SR90)(Tamiami Trail E)	Goodlette-Frank Rd		Major Intersection Improvement	\$13,000,000	2026-30	PE	OA	\$ 630,000	\$ 17,010,000								
							ROW	OA	\$ 2,970,000									
							CST	OA	\$ 13,410,000									
58	US41 (SR90)(Tamiami Trail E)	Greenway Rd	6 L Farm Rd	Widen from 2-lane to 4-lanes	\$31,880,000	2026-30	PE	OA	\$ 3,910,000	\$ 41,900,000								
							ROW	OA	\$ 4,460,000									
							CST	OA	\$ 33,530,000									
111	US41 (SR90) (Tamiami Trail)	Immokalee Rd		Intersection Innovation / Improvements	\$17,500,000	2026-30	PE	OA	\$ 3,130,000	\$ 23,250,000								
							CST	OA	\$ 20,120,000									
Subtotal																	\$34,432,368	
Plan Period 3 & 4 Construction Funded Projects - Initiated in Plan Period 2																		
MAP ID	Facility	Limit From	Limit To	Project Description	Total Project Cost (PDC)	CST Time Frame	Phase	Source	Funding Request	2026-2030 TOTAL	CFP	PROJECT STATUS in Draft Tentative Work Program FY23-27						
39	Old US41	US41	Lee/Collier County Line	Widen from 2 lanes to 4-lanes	\$22,590,000	2031-2035	PE	OA	\$ 3,850,000	\$ 4,020,000								
							ROW	OA	\$ 170,000									
59	US 41 (SR90) (Tamiami Trail)	Collier Blvd		Major Intersection Improvement	\$17,250,000	2031-2035	PE	OA	\$ 2,810,000	\$ 2,810,000								
60	US41 (SR90)(Tamiami Trail)	Immokalee Rd	Old US 41	Complete Streets Study for TSM&O Improvements	\$17,250,000	2031-2035	PE	OA	\$ 460,000	\$ 460,000								
22	I-75 (SR93) New Interchange	Vicinity of Everglades Blvd		New Interchange	\$42,260,000	2036-2045	PE	OA	\$ 3,760,000	\$ 3,760,000								
C1	Connector Roadway from New I-75 Interchange	Golden Gate Blvd	Vanderbilt Beach Rd	4-lane Connector Roadway from New Interchange (Specific Location TBD during Interchange PD&E)	\$17,570,000	2036-2045	PE	OA	\$ 440,000	\$ 440,000								
C2	Connector Roadway from New I-75 Interchange	I-75 (SR93)	Golden Gate Blvd	4-lane Connector Roadway from New Interchange (Specific Location TBD during Interchange PD&E)	\$80,590,000	2036-2045	PE	OA	\$ 2,000,000	\$ 2,000,000								
Subtotal																		\$13,490,000
HIGHWAYS - Freight Priorities																		
MAP ID	Facility	Limit From	Limit To	Project Description	Total Project Cost (PDC)	CST Time Frame	Phase	Source	Funding Request	YOE	CFP	Project Status in Draft FY2022-26 TIP						
50	SR 29	New Market Rd N	N of SR 82	Widen from 2 lanes to 4-lanes (with center turn lane)	\$31,801,703	2026-30	CST	SIS	\$ 30,360,000	\$ 30,360,000	4175406	ENV	SIS	2023	\$380,000			
												ROW	SIS	2024	\$1,061,703			
51	SR 29	Immokalee Rd (CR 846)	New Market Rd N	New 4-lane Rd (aka The Immokalee Bypass)	\$33,103,090	2026-30	CST	SIS	\$ 32,793,090	TBD	4175405	ENV	SIS	2024 & 25	\$310,000			
												ROW	SIS	2024 & 25	\$6,676,616			
Subtotal																	\$1,751,703	

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
40	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	

Notes to Table 3B

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

Phase Abbreviations: IJR Interchange Justification Report; PE Preliminary Engineering

20192020 BRIDGE PRIORITIES

Bridge related priorities are consistent with the 20495 LRTP. The 20192020 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 FY22-26 TIP
2	47th Avenue NE, west of Everglades Boulevard	New Bridge Construction	\$8,000,000	PD&E completed

*Collier County is in process of reviewing priorities established in the East of 951 Bridge Study (2008)

2020 Bridge Priorities - 2018 & 2019 priorities w/ funding status updated*

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

*Collier County is in process of reviewing priorities established in the East of 951 Bridge Study (2008)

202~~10~~ 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. [The TDP is incorporated into the 2045 LRTP – Cost Feasible Plan.](#) Table [55 on the following page](#) shows the 20~~19~~²¹ Transit Priorities ~~which were~~ approved by the MPO Board on June 1~~2~~¹, 202~~0~~¹, [amended in April 2022](#) and [re](#)submitted to FDOT for consideration of future funding.

Table 5 – 2021 Transit Priorities (as amended April 8, 2022)

2021 Transit Priorities (Revised 4/8/22)							
Improvement	Category	Ranking	Implementation Year	Annual Cost	3-Year Operating Cost	10-Year Operating Cost	Capital Cost
Route 15 from 90 to 45 minutes	Increase Frequency	1	2022	\$163,238	\$489,715	\$1,632,384	\$503,771
Route 11 from 30 to 20 minutes	Increase Frequency	2	2022	\$652,954	\$1,958,861	\$6,529,536	\$503,771
Route 12 from 90 to 45 minutes	Increase Frequency	3	2022	\$282,947	\$848,840	\$2,829,466	\$503,771
Administration/Passenger Station Roof Replacement	Transit Asset Management (TAM)	4	2022	\$0	\$0	\$0	\$357,000
CAT Maintenance Building Reconstruction*	Transit Asset Management (TAM)	5	2022	\$0	\$0	\$0	\$17,802,200
Route 16 from 90 to 45 minutes	Increase Frequency	6	2023	\$156,105	\$468,316	\$1,561,054	\$503,771
Route 14 from 60 to 30 minutes	Increase Frequency	7	2023	\$243,915	\$731,744	\$2,439,146	\$512,698
Site S1-15 Creekside	Park and Ride	8	2023	\$0	\$0	\$0	\$564,940
Beach Lot Vanderbilt Beach Rd	Park and Ride	9	2023	\$0	\$0	\$0	\$2,318,200
Route 17/18 from 90 to 45 minutes	Increase Frequency	10	2023	\$258,550	\$775,649	\$2,585,495	\$503,771
Route 13 from 40 to 30 minutes	Increase Frequency	11	2023	\$83,712	\$251,135	\$837,115	\$512,698
New Island Trolley	New Service	12	2024	\$551,082	\$1,653,246	\$5,510,821	\$864,368
Study: Mobility on Demand	Other Improvements	13	2024	\$0	\$0	\$0	\$50,000
Study: Fares	Other Improvements	14	2024	\$0	\$0	\$0	\$50,000
Support Vehicle - Truck	Transit Asset Management (TAM)	15	2024	\$0	\$0	\$0	\$30,000
New Bayshore Shuttle	New Service	16	2025	\$201,000	\$602,999	\$2,009,995	\$531,029
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	17	2025	\$0	\$0	\$0	\$500,000
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	18	2025	\$0	\$0	\$0	\$500,000
Support Vehicle - Replacement	Transit Asset Management (TAM)	19	2025	\$0	\$0	\$0	\$30,000
Support Vehicle - Replacement	Transit Asset Management (TAM)	20	2025	\$0	\$0	\$0	\$30,000
Radio Rd Transfer Station Lot	Park and Ride	21	2026	\$0	\$0	\$0	\$479,961
Beach Lot Pine Ridge Rd	Park and Ride	22	2026	\$0	\$0	\$0	\$2,587,310
Immokalee Rd - Split Route 27 creating EW Route	Route Network Modifications	23	2027	\$189,885	\$569,654	\$1,898,846	\$550,016
Collier Blvd - Split Route 27 creating NS Route	Route Network Modifications	24	2027	\$189,885	\$569,654	\$1,898,846	\$550,016
New Route 19/28 - Extend Hours to 10:00 PM	Service Expansion	25	2027	\$29,288	\$87,863	\$292,876	\$0
Route 24 - Extend Hours to 10:00 PM	Service Expansion	26	2027	\$30,298	\$90,893	\$302,976	\$0
Goodette Frank Rd - Split Route 25 creating NS Route	Route Network Modifications	27	2027	\$183,805	\$551,416	\$1,838,052	\$550,016
MOD - North Naples	New Service	28	2029	\$81,723	\$245,169	\$817,230	\$81,961
New Autonomous Circulator	New Service	29	2029	\$52,411	\$157,232	\$524,105	\$569,681
MOD - Marco Island	New Service	30	2029	\$108,912	\$326,736	\$1,089,119	\$81,961
MOD - Golden Gate Estates	New Service	31	2029	\$163,446	\$490,338	\$1,634,460	\$81,961
New Naples Pier Electric Shuttle	New Service	32	2029	\$82,213	\$246,638	\$822,125	\$569,681
MOD - Naples	New Service	33	2029	\$193,889	\$581,666	\$1,938,887	\$81,961

*originally funded as rehabilitation project in FY21-25 TIP FPN 4480651 FY21 added 4/8/22



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.				

2021 ~~2020~~ CONGESTION MANAGEMENT PRIORITIES

Transportation Management Areas (urbanized areas with populations over 200,000) are required by 23 C.F.R. 450.322 to have a Congestion Management Process (CMP) that provides for the effective and systematic management and operation of new and existing facilities by using travel demand reductions and operational management strategies. ~~The Collier MPO CMP may be viewed by clicking 2017 Collier CMP.~~ CMP projects that are eligible for Federal and state funding include sidewalk/bicycle paths and/or facilities and congestion management projects that alleviate congestion, do not require the acquisition of right-of-way and demonstrate quantifiable performance measures.



The MPO allocates its SU funds² on a five-year rotating basis. In ~~2021~~19, congestion management received 100% of the SU funds, approximately \$54.4 million. The ~~2021~~19 congestion management priorities ~~are shown in -are all new projects as prior priority projects have been completed or removed from the priority list-~~ Table 56 (next page). ~~The projects are consistent with the 2017 Congestion Management Process, the 2020 Transportation System Performance Report and the 2045 LRTP. -lists the 2019 congestion management priorities which were adop They were adop~~ted by the MPO Board ~~on~~ June 11, ~~2021~~19 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 Ave S; 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		

TABLE 6: 2021 CONGESTION MANAGEMENT PROJECT PRIORITIES

<u>Project ID #</u>	<u>Project Name</u>	<u>Submitting Agency/ Jurisdiction</u>	<u>Total Estimated Project Cost (rounded to nearest \$100)</u>	<u>Phases</u>	<u>Programming Target FY</u>	<u>Notes</u>
1	<u>91st Ave N (Construction of a 5' wide sidewalk along the south side of the road)</u>	<u>Collier County TransPlan</u>	<u>\$ 640,500</u>	<u>PE, CST, CEI</u>	<u>2027</u>	<u>County TransPlan is coordinating timing of construction project with County Stormwater Utility Project</u>
2	<u>Vanderbilt Beach Road Corridor Study (Airport Rd to Livingston Rd)</u>	<u>Collier County TransPlan</u>	<u>\$ 430,000</u>	<u>PLN STUDY</u>	<u>2027</u>	<u>Study to begin after Vanderbilt Beach RD Extension in-place to assess traffic impact</u>
3	<u>ITS Fiber Optic and FPL Power Infrastructure - 18 locations</u>	<u>Collier County Traffic Ops</u>	<u>\$ 830,000</u>	<u>PE, CST</u>	<u>2023-2027</u>	<u>Phased approach by Traffic Ops to bore in County ROW, run conduits and fiber cables, 18 corridors</u>
4	<u>ITS Vehicle Detection Update/Installation at 73 Signalized Intersections</u>	<u>Collier County Traffic Ops</u>	<u>\$ 991,000</u>	<u>CST</u>	<u>2023-2027</u>	<u>Equipment purchase, in-house installation; phased approach includes QA/QC and fine tuning functionality and stability of systems</u>
5	<u>ITS ATMS Retiming of Arterials</u>	<u>Collier County Traffic Ops</u>	<u>\$ 881,900</u>	<u>PE</u>	<u>2023-2027</u>	<u>RFP for Professional Services; phased approach by Traffic Ops</u>
-		<u>TOTAL</u>	<u>\$ 3,773,400</u>	-		

BICYCLE and PEDESTRIAN PRIORITIES

The priorities were derived from the 2019 Collier MPO Bicycle and Pedestrian Master Plan (BPMP), which is incorporated by reference into the 2045 LRTP. 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. See Table 7 on the following page.

Table 7:7— 2020 Bicycle and Pedestrian Priorities

2020 Collier MPO Bicycle Pedestrian Priorities as Ranked by the BPAC on Nov. 19, 2019 cost estimates updated as of 6/3/20							
Rank	Score	Location/ Jurisdiction	Project	Project Type	Yr 1	Future Yrs	Totals
1	13	District 5	Carson, S 9th, N 9th	Sidewalks	\$ 136,132	\$ 626,202	\$ 762,334
2	10	District 2	Wiggins Pass	Sidewalks, Bike Lanes	\$ 125,400	\$ 961,500	\$ 1,086,900
2	10	Marco	N Collier Blvd Alt Bike Lanes	In-Road Bike Lanes	\$ 965,734		\$ 965,734
2	10	District 4	Pine St, Wisconsin, Illinois, Hollygate, Cooper	Sidewalks	\$ 90,666	\$ 637,862	\$ 728,528
2	10	District 1	Holland, Caldwell, Sholtz	Sidewalks	\$ 241,861	\$ 1,112,555	\$ 1,354,416
2	10	District 3	24th Pl, 27th Pl, 43rd St, 47th Terr	Sidewalks	\$ 226,352	\$ 1,041,219	\$ 1,267,571
3	8	Everglades	Copeland, Hisbiscus, Broadway	Sidewalks, Bike Lanes	\$ 137,292	\$ 1,153,252	\$ 1,290,544
3	8	MPO	MPO Feasibility CR951 & CR92	Trail Feasibility Study	\$ 250,000		\$ 250,000
4	7	Naples	Freedom Park Ped Overpass	Pedestrian Overpass	\$ 200,000	\$ 4,782,794	\$ 4,982,794
5	2	Naples	26 Ave N	Sidewalk	\$ 673,488		\$ 673,488
				TOTALS	\$ 3,046,925	\$ 10,315,384	\$ 13,362,309
						Total cost estimate	\$13,362,309

REGIONAL PRIORITIES – TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

In addition to the MPO, the Collier County MPO to set regional priorities. The Lee County MPO, which they set policies to prioritize regional projects. The Transportation Regional Incentive Program (TRIP) is a voluntary program that funds regional projects. The regional priorities and on June 12, 2020, are shown in Table 8



on the following page.

Table 8: 2021 Regional Priorities – Joint List for Lee and Collier Counties

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Staff Priority Order	State Funding Level	Fiscal Year
2021/2022										
Lee County	Corkscrew Road	E. of Ben Hill Griffin	Bella Terra	2L to 4L	CST	\$23,590,800	\$6,975,000	Funded	\$ 2,651,966	FY 21/22
Lee County	Ortiz	Colonial Blvd	SR 82	2L to 4L	CST	\$20,025,000	\$5,000,000			
2022/2023										
Collier County	Collier Blvd	Golden Gate Main Canal	Golden Gate Pkwy	4L to 6L	Des/Build	\$38,664,000	\$5,000,000			
Lee County	Corkscrew Road	Bella Terra	Alico Road	2L to 4L	CST	\$17,795,300	\$4,500,000			
Lee County	Three Oaks Ext.	Fiddlesticks Canal Crossing	Pony Drive	New 4L	CST	\$41,830,000	\$5,000,000			
Collier County	Veterans Memorial Blvd	High School Entrance	US 41	New 4L/6L	CST	\$14,800,000	\$6,000,000			
2023/2024										
Lee County	Three Oaks Ext.	Pony Drive	Daniels Parkway	New 4L	CST	\$31,720,000	\$7,500,000			
Collier County	Goodlette Road	Vanderbilt Beach Road	Immokalee Road	2L to 4L	CST	\$5,500,000	\$2,750,000	Funded	\$ 2,750,000	FY 23/24
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	\$19,050,000	\$4,125,000			
Lee County	Ortiz Avenue	SR 82	Luckett Road	2L to 4L	CST	\$28,500,000	\$5,000,000			
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
2025/2026										
Lee County	Alico Extension	Alico Road	SR 82	New 4L	CST	\$105,000,000	\$8,000,000			
Collier County	Oil Well Road	Everglades	Oil Well Grade Rd.	2L to 6L	CST	\$54,000,000	\$6,000,000			
Lee County	Ortiz Avenue	Luckett Road	SR 80	2L to 4L	CST	\$20,800,000	\$3,750,000			
Collier County	Immokalee Road	At Livingston Road		Major Intersect.	PE	\$4,500,000	\$1,000,000			

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

**Joint TRIP Priorities for Lee and Collier
2020**

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Staff Priority Order	State Funding Level	Fiscal Year
2020/2021										
Lee County	Corkscrew Road	E. of Ben Hill Griffin	Bella Terra	2L to 4L	CST	\$23,590,800	\$6,975,000	Funded	\$ 2,651,966	FY 20/21
Lee County	Three Oaks Ext.	Fiddlesticks Canal Crossing		New 4L	CST	\$20,900,000	\$4,000,000			
2021/2022										
Lee County	Ortiz	Colonial Blvd	SR 82	2L to 4L	CST	\$20,025,000	\$5,000,000			
Lee County	Three Oaks Ext.	Fiddlesticks Canal	Pony Drive	New 4L	CST	\$20,930,000	\$5,000,000			
2022/2023										
Lee County	Corkscrew Road	Bella Terra	Alco 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	Bumt Store Rd	Van Buren Pkwy	Charlotte Co/L	2L to 4L	PE	\$8,320,000	\$4,100,000			
2024/2026										
Collier County	Vanderbilt Beach Rd	15th 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 (FY202~~24~~²¹ – FY202~~65~~⁶⁷)

23 CFR §450.324(2) requires MPOs to list major projects from the previous TIP ~~for which phases that~~ were implemented and to identify any significant delays in the planned implementation of major projects. ~~The Collier MPO TIP identifies~~ **major projects are defined as 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 - Phases Implemented/Completed/Advanced

- ~~FPN 4258432 - I-75 @ SR951; FPN 4258432; Major interchange improvement; originally programmed for construction in FY2025, total project cost estimated at \$132.5 million. American Rescue Plan Act (ARPA) funds used restructure funding and advance construction to FY 2022.~~
- ~~FPN 4175406 - SR 29 from N of New Market to SR 82; widen from 2-4 lanes; ARPA funds used to advance ROW and RRU from outer years of FDOT Work Program to FY 2022 of the FY22-26 TIP.~~
- ~~FPN 4308481 - SR 82; Hendry County Line to Gator Slough Lane; widen from 2-4 lanes; originally programmed for construction in 2024, advanced to FY 2023 in FDOT Draft Tentative Work Program FY23-27.~~
- ~~FPN 4308481 - SR 82 from Hendry County Line to Gator Slough Lane; originally programmed for construction in FY 20245, advanced to FY 2023~~
- ~~FPN 4463381 - Vanderbilt Beach Rd from US 41 to E of Goodlette Frank; originally programmed for construction in FY 2025; advanced to FY 2023 with TRIP funding~~

~~No applicable projects to report this year.~~

Major Projects - Phases Significantly Delayed, Reason for Delay and Revised Schedule

- ~~FPN 4351112 - SR 951 from Manatee Rd to N of Tower Rd; originally programmed for construction in 2025; pushed back to outer years in FDOT Draft Tentative Work Program FY 23-27 due to funding shortfall~~
- ~~FPN 4318953 - 16th St Bridge NE from Golden Gate Boulevard to Randall Boulevard - FPN 4318953-New bridge construction programmed in FY22 for \$12 million; delayed due to the need to break the project into segments based on Functional Classification and federal aid eligibility.~~

~~No applicable projects to report this year.~~

Major Projects in the FY202~~32~~³² – FY202~~67~~⁶⁷TIP

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

- ~~FPN 4175402; FPN 4175405; FPN 4175406; FPN 4178784 SR 29 from Oil Well Road to Hendry County Line, widen from 2 to 4 lanes; I-75 @ SR951; FPN 4258432; Major interchange improvement; programmed for construction in FY2025, total project cost estimated at \$132.5 million.~~
- ~~; programmed for various phases consistent with prior year TIP~~
- ~~FPN 4404411 – Airport Pulling Rd from Vanderbilt [Beach] Rd to Immokalee Rd; add through lanes; programmed for construction in FY 2023 consistent with prior year TIP~~
- ~~FPN 4452962 - I-75 @ Pine Ridge Interchange Improvement; FPN 4452962; programmed for construction in 2023; total project cost estimated at \$6.5 million consistent with prior year TIP.~~
- ~~FPN 4404411 - 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\$9.9 million, consistent with prior year TIP.~~
- ~~FPN 4464121 – CR 951 from Golden Gate Canal to Green Blvd; widen and resurface; PE in FY 2024, consistent with prior year TIP~~
- ~~16th St Bridge NE from Golden Gate Boulevard to Randall Boulevard – FPN 4318053 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 ~~expand more on-line~~ opportunities for public ~~to comment on-line. 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 2023-2027 were out for public comment, the MPO ~~had returned to holding in-person advisory committee meetings. MPO Board meetings were conducted as hybrid remote/in-person. 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. The MPO also conducts outreach by way of its monthly eNewsletter, website postings and email distribution lists, 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 FY2023- FY2027 TIP may be found in **Appendix GF**.

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~~1~~ MPO process was certified by FDOT and the MPO Board on ~~May 14, 2021~~April 8, 2022.

In addition, every four years the MPO must also be certified by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The MPO's transportation planning process was jointly certified by FHWA and FTA on January 14, 2021. The next FHWA / FTA joint certification will occur in late summer, early fall of 2024.

PROJECT ORGANIZATION

Projects are listed in ten different categories. Within each category projects are listed in numerical order using the **FPN (Financial Project Number)** which is in the upper left corner of each project page. Several of the roads are listed by their county or state road designation. The table below lists these designations along with the commonly used name.

Common Name	Name in TIP
Vanderbilt Drive	CR 901
Vanderbilt Beach Road	CR 862
San Marco Road	CR 92
US 41/Tamiami Trail	SR 90 SR 45
Collier Boulevard	SR 951

EXPLANATION OF PROJECT COSTS

Part I of the TIP contains all projects that are listed in the FY2020 – FY2024 TIP. The projects are divided into five categories: Highway Capacity Enhancement, Safety, Bridge, Congestion Management, Bicycle and Pedestrian, State Maintenance & Operations, Transportation Planning, Transit, Transportation Disadvantaged and Aviation. ~~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.

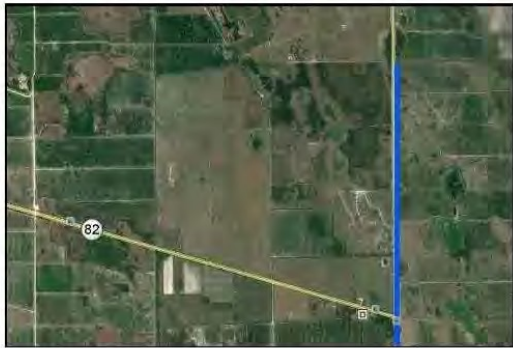
Projects often require multiple phases which may include any or all of the following: Project Development and Environment (PD&E), Design (PE), Environment (ENV), Right of Way acquisition (ROW), Railroad and Utilities (RRU), Construction (CST), Operations (OPS), Capital (CAP). Large projects are sometimes 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. Project Location
 - C. Denotes if Project is on SIS
 - 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, Phase and Source
 - J. Project Location Map of Project Area
-

A—Federal Project Number (FPN)
B—Location of project
C—Denotes if 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 Total Project Cost: 14,492,538 LRTP Ref: SIS PLAN APPENDIX A
F	Work Summary:		ADD LANES & RECONSTRUCT						
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 2023-2027. 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 202~~3~~2-202~~7~~6

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SECTION A: HIGHWAY CAPACITY ENHANCEMENTS

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SECTION B: SAFETY PROJECTS

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SECTION C: BRIDGE PROJECTS

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Section D: CONGESTION MANAGEMENT PROJECTS

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SECTION E: BICYCLE AND PEDESTRIAN PROJECTS

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SECTION F: FDOT MAINTENANCE AND OPERATIONS

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SECTION G: TRANSPORTATION PLANNING PROJECTS

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SECTION H: TRANSIT PROJECTS

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SECTION I: TRANSPORTATION DISADVANTAGED PROJECTS

This section includes the Transportation Disadvantaged program projects in FY202~~32~~²³ – FY202~~26~~²⁷. 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 202~~67~~⁶⁷ 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 FY202~~23~~²³ was not yet available when this TIP was adopted. The amounts listed below are from ~~FY2021-FY2022~~ and will be adjusted accordingly via an Administrative Modification to the TIP once they become available.

Collier MPO LCB Assistance

The FY 202~~24~~²⁴ Planning Grant Allocations for the Transportation Disadvantaged Trust Fund was \$27,~~046,906~~^{046,906}. 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 \$~~1,011,603,869,375~~^{1,011,603,869,375}. 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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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
2022 Year Work Program
(Dollars shown in Thousands)**

Project #	Project Name	FY22 Amount	FY23 Amount	FY24 Amount	FY25 Amount	FY26 Amount	FY 22-26 Amount	FY 21-26 Amount	
SUMMARY OF PROJECTS									
60198	Vanderbilt Beach Rd/Collier	104,500	C				104,500	142,249	
60201	16th Pine Ridge Rd (Livingston to I75)	4,096	DR	25,200	DCM		29,296	31,796	
60147	Randall/Innokaee Road Intersection	3,000	R	4,200	CM		7,200	10,844	
60190	Airport Rd Vanderbilt Bch Rd to Innokaee Rd			15,700	CM		15,700	18,885	
60212	47th Ave NE Bridge				750	D	8,300	9,956	
60212	Wilson Blvd South Bridge				450	DR	3,950	4,400	
60212	13th St NW Bridge			350	D		4,050	4,050	
60212	62nd Ave NE Bridge				400	DR	5,550	4,250	
60212	10th Ave SE Bridge			550	D		6,100	6,100	
60228	Sidewalks	745	D	1,25	D/C	4,885	C	6,88	10,000
60198	Veterans Memorial PH I							13,13	
60198	Veterans Memorial PH II	4,300	RD		14,83	CM		19,13	
60199	Vanderbilt Beach Rd (US41 to E of Goodlette)					13,500	DC	13,500	
60129	Wilson Benfield Ext (Lords Way to City Gate N)	1,500	RA	500	RA	1,000	RA	5,000	
60144	Oil Well (Everglades to Oil Well Grade)	500	A	300	A	300	A	1,700	
70167	Business Center (City Gate)					9,500	C	9,500	
68056	Collier Blvd (Green to South of GG Main Canal)	2,000	R	38,100	RDC		3,000	40,91	
60065	Randall Blvd/In to Everglades						3,000	3,250	
60232	Belle Meade	30	M					54	
TBD	Goodlette Rd (VBR to Innokaee Rd)			2,750	D	634	A	9,366	
TBD	Green Blvd (Santa Barbara Blvd to Sunrise)			500	S			500	
60229	Wilson Blvd (GG Blvd to Innokaee)	1,000	DR	1,000	DR	21,800	C	23,800	
60249	Vanderbilt Bch Rd (16th to Everglades)	8,194	DRM	5,860	RA	11,800	C	25,850	
TBD	Golden Gate Parkway at Livingston					500	S	6,500	
TBD	Railhead Crossing			200	C			200	
TBD	Poinciana Professional Park			300	C			300	
TBD	Tree Farm PUD			450	C			450	
TBD	Innokaee Rd at Livingston					6,000	D	6,000	
60010	Intersections Improvements Shoulder Widening	3,200	C	1,800	C	2,575	D	950	
60227	Corkscrew Rd (Lee County Line) Shoulders			1,200	C			1,200	
TBD	Santa Barbara/Logan Turnpike					879	D	7,879	
60245	Logan Blvd N of Inmirk Contingency	2,600	C					2,600	
	Total	141,674		100,711		70,314		42,245	
								16,710	
								300,158	
								563,743	
Operations Improvements Programs									
60066	Bridge Repairs/Improvements	2,950		6,500	3,000	3,000	1,500	16,950	
60130	Wall/Barrier Replacement	50		250	250	250	1,050	2,200	
60131	Road Resurfacing 111/101	9,379		8,600	10,500	12,800	12,500	53,779	
60077	Striping and Marking	800		800	800	800	800	4,000	
60172	Traffic Ops Upgrades/Enhancements	1,429		1,120	1,210	2,195	433	6,307	
60189	LED Replacement Program							133	
60118	Countywide Pathways/Sidewalks Non P/L L/P	576		1,250	300	650	475	3,300	
60037	Asset Mgmt	25		150	150	150	1,350	626	
60197	RM Facility Fund 310	195		500	500	500	2,195	3,650	
69331-339	District 1,2,3,4,5,6 Sidewalk P/L							720	
	Subtotal Operations Improvements Programs	15,604		19,170		16,760		20,345	
								16,600	
								88,287	
								115,529	
CONGESTION MITIGATION									
60066	Congestion Mgmt Fare							1,28	
60240	Traffic Calming	50	DC	50	DC	50	DC	50	
60085	TIS Review	250	S	250	S	250	S	1,250	
60088	PUD Monitoring							100	
60109	Planning Consulting	400	S	500	S	500	S	2,400	
60163	Traffic Studies	300	S	300	S	300	S	1,500	
60171	Multi Project							22	
50233	OR-Rd Vehicles & Equip	100						100	
	Transfer to Fund 525 STO	11,318						11,318	
	Transfer to 712	7,943						7,943	
	Transfer to 370	185		250	250	250	250	1,166	
	Impact Fee Refunds	13,200		13,261	13,671	13,622	13,000	66,754	
	Debt Service Payments							80,111	
	Total Funding Request All Funds	100,630		133,992		102,095		77,562	
								66,676	
								571,155	
								798,77	
REVENUES									
	Sales Tax	81,831		27,565	6,495	9,250	15,384	140,528	
	Impact Fees Revenue	16,000		15,500	15,500	15,500	15,500	78,000	
	COA Revenue							0	
	Gas Tax Revenue	22,500		23,300	23,500	23,700	24,000	117,000	
	Grants/Reimbursements*	535		14,928	0	6,806	0	22,269	
	Transfer 001 to 310	8,817		8,817	8,817	8,817	8,817	44,085	
	Transfer 111 to 310	3,000		3,000	3,000	3,000	3,000	15,000	
	Interest Gas Tax-Impact Fees	1,430		2,000	2,000	2,000	2,000	9,430	
	Carry Forward 313-310-Impact Fees	58,617						58,617	
	Potential Debt Funding/Unfunded Needs	2		32,407	44,808	10,514		87,731	
	Expected FEMA Reimbursement			8,500				8,500	
	Revenue Reserve 5%	-1,902		-2,025	-2,025	-2,025	-2,025	-10,000	
	Total Revenues	180,630		133,992		102,095		77,562	
								66,676	
								571,155	
								857,388	
Other Surplus/Shortfall									
Cumulative Surplus/Shortfall									
Key:									
A = Adv Construction / S = Study / D = Design									
M = Mitigation / C = Construction / R = ROW									
LS = Landscape / L = Litigation / I = Inspection									
AM = Access Mgmt / LP = LLP Loan Repayment									
@ = See separate supplemental maps									
**The 5-cent Local Option Fuel Tax is earmarked towards debt service, bridges, and intersection improvements.									

Field Code Changed

Project	FY 2022	FY 2023	FY 2024	FY 2025	FY
16th St Bridge					
11 Bridge Immk-CR846				2,592	
Pine Ridge Livingston					
VBR US41 to E Goodlette				4,214	
Collier Blvd GG to Green		1,600			
Goodlette VBR to Imm		2,750			
Pine Ridge Livingston		5,450			
Airport VBR to Immk		4,928			
	0	14,728	0	6,806	0

Sales Tax Projects:	FY22	FY23	FY24	FY25	FY26	FY 22-26	FY 21-26
60168 Vanderbilt Beach Ext	74,000					74,000	74,000
60201 Pine Ridge Rd (Livingston to I75)	4,086	17,414				21,500	23,000
60147 Immk/Randall Rd Intersection	3,000	4,000				7,000	7,000
60190 Airport Rd VBR to Immk Rd		4,000				4,000	4,000
60212 New Golden Gate Bridges (11)		900	1,600	9,250	15,384	27,134	27,134
60228 Sidewalks	745	1,251	4,895			6,891	10,000
Total	81,831	27,565	6,495	9,250	15,384	140,525	191,000

Field Code Changed



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 page ~~shows the are from~~ City of Naples's ~~Draft Adopted~~ FY2022-2026 Capital Improvement Program Budget ~~and show the~~ ~~FY2021-FY2025 Capital Improvement Program~~ for Streets & Traffic (Fund 190). ~~Note that the amount for FY2022 is a requested amount;~~ the City Council will adopt its FY2022-FY2026 budget after the adoption of this TIP.

**CITY OF NAPLES
CAPITAL IMPROVEMENT PROJECTS
STREETS & TRAFFIC - FUND 190**

CIP ID	PROJECT DESCRIPTION	AMENDED	DEPT	2022-23	2023-24	2024-25	2025-26
		BUDGET 2020-21	REQUEST 2021-22				
	Annual Pavement Resurfacing Program (1)	650,000	700,000	1,000,000	750,000	750,000	750,000
Total Programs Budgeted in the Operations Budget		650,000	700,000	1,000,000	750,000	750,000	750,000
22U12	Lift Truck Replacement	0	180,000	0	0	0	0
22U31	Alley Maintenance & Improvements	200,000	100,000	100,000	100,000	100,000	100,000
22U08	Traffic Management Center & System Improvements	25,000	25,000	25,000	30,000	30,000	30,000
22U29	Pedestrian & Bicycle Master Plan Projects (2)	150,000	150,000	150,000	150,000	150,000	150,000
22U01	Intersection/Signal System Improvements (5)	0	475,000	295,000	350,000	0	0
22U09	CRA Improvements - Pavement Markings, Signage	0	75,000	0	100,000	0	0
22U10	Concrete Grinder Machine	0	30,000	0	0	0	0
22U05	Lantern Lane Drainage & Street Resurfacing Project (4)	0	25,000	80,000	0	0	0
22U06	5th Ave. Sidewalk Improvement (west of 3rd Street)	0	75,000	0	0	0	0
	Bridge Improvements	200,000	0	0	0	0	0
	Anchor Road Traffic Calming Project	100,000	0	0	0	0	0
	Streets & Traffic Pool Vehicle	30,000	0	0	0	0	0
	Citywide ADA Accessibility Improvements (3)	15,000	0	0	0	0	0
Total Streets and Traffic CIP Budget		720,000	1,135,000	650,000	730,000	280,000	280,000
TOTAL STREETS AND TRAFFIC FUND		1,370,000	1,835,000	1,650,000	1,480,000	1,030,000	1,030,000

- (1) Pavement resurfacing is budgeted in the operations budget "Road Resurfacing" line item and identified on the CIP list for information only.
(2) Ped & Bike projects are prioritized and described within the 2021 Update of the Ped-Bike Master Plan.
(3) ADA improvements are described within the ADA Accessibility Plan and funded with 1-cent sales tax in FY 21-22.
(4) Resurfacing component is budgeted in this fund; the drainage component is budgeted within the Stormwater Enterprise Fund CIP.
(5) FY21-22 improvements are planned for 10th Ave South and 9th Street. FY 22-23 improvements are planned for Broad Ave South at 8th Street South.

FDOT FUNDED PROJECTS		2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
FDOT	Reimbursement for Traffic Signal Operations on US41	120,871	129,650	138,848	143,013	147,303	150,000
FDOT	Reimbursement for US41 Street Lighting	151,521	156,064	160,745	163,500	165,500	167,500
FDOT	Reimbursement for Traffic Operations Center	30,000	30,000	30,000	30,000	0	0
FDOT	Orchid Drive sidewalks & bike lane connection	44,311	349,407	0	0	0	0
FDOT	South Golf Drive Bike Lane/Sidewalk: Gulf Shore Blvd to W US41	0	0	0	1,976,749	0	0
FDOT	Golden Gate Parkway & US41 Improvements	0	0	270,000		225,942	0
FDOT	Crayton Road & Harbour Drive Improvements - Roundabout	0	0	0	892,211	0	0
FDOT	*Crayton Road & Mooring Line Drive Improvements - Roundabout	0	0	0	0	126,000	0
FDOT	Bicycle Detection Systems at 4 intersections	0	0	0	67,429	0	0

FDOT	26th Avenue North Sidewalks	0	0	0	55,000	0	678,588
FDOT	TOTAL	346,703	665,121	599,593	3,327,902	664,745	996,088

*Allocated funding in FY24-25 is for design, with construction to be programmed in an out-year.

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.

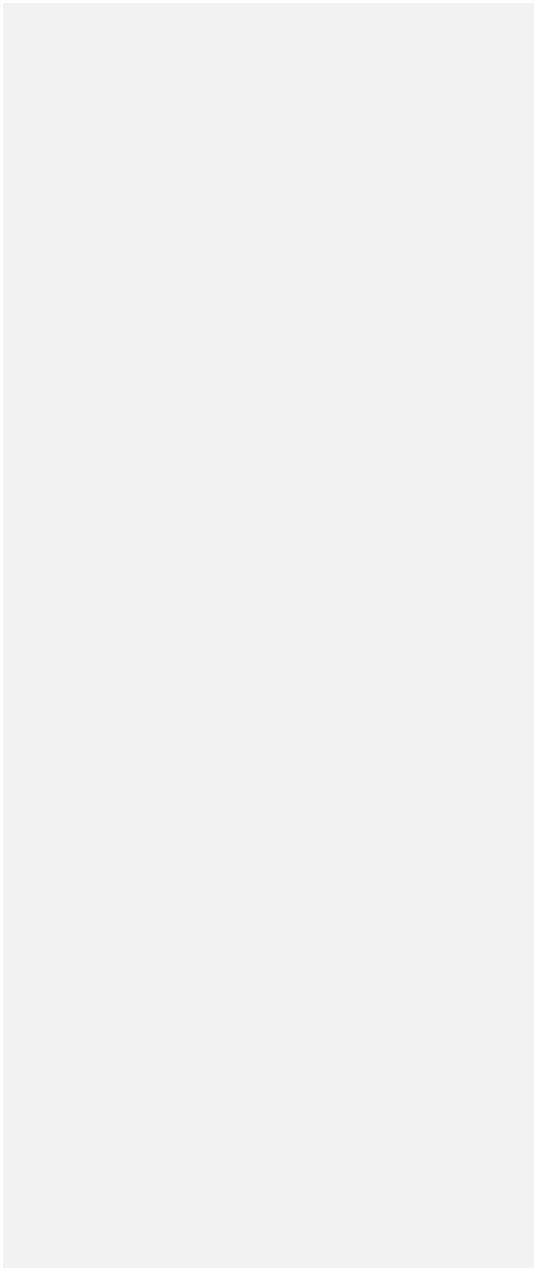
City of Marco Island FY 2022 Budget



Five Year Capital Funding Plan

ITEM #	PROJ	PUBLIC WORKS INFRASTRUCTURE & OTHER	FUNDING					TOTAL 5 YR FUNDING
			FY2022	FY2023	FY2024	FY2025	FY2026	
2	16024	PW - Annual Bridge Rehabilitation Project	500,000	500,000	500,000	500,000	500,000	2,500,000
4	16027	PW - Citywide Drainage Improvement Projects	302,000	302,000	302,000	302,000	302,000	1,510,000
5	16028	PW - Master Plan Drainage Project - Citywide	1,295,000	1,295,000	1,295,000	1,295,000	295,000	5,475,000
6	16030	PW - Shared Use Pathway - Design	90,000	90,000	90,000	90,000	90,000	450,000
7	16031	PW - Street Resurfacing - Citywide	1,500,000	1,500,000	1,500,000	1,500,000	500,000	6,500,000
8	16035	PW - Bike Paths -Design & Construction	224,080	224,080	224,080	224,080	224,080	1,120,400
9	20004	PW - Swale & Stormwater Improvements	100,000	100,000	100,000	100,000	100,000	500,000
10	TBD	PW - Storage Building	285,000					285,000
Public Works Infrastructure & Other Total			4,296,080	4,011,080	4,011,080	4,011,080	2,011,080	18,340,400

ITEM #	PROJ	PUBLIC WORKS VEHICLES	FUNDING					TOTAL 5 YR FUNDING
			FY2022	FY2023	FY2024	FY2025	FY2026	
1	16099	PW - Public Works Vehicle - Water Truck	16,000	16,000	16,000	16,000	16,000	80,000
2	16101	PW - Public Works Equipment - Vactor	LEASE	LEASE				-
3	16103	PW - Public Works Equipment - Loader	3,500	3,500	3,500	3,500	3,500	17,500
4	16104	PW - Public Works Equipment - Boat	5,000	5,000	5,000	5,000	5,000	25,000
5	20003	PW - Public Works Equipment - Excavator	3,500	3,500	3,500	3,500	3,500	17,500
6	21025	PW - Staff Vehicles	36,800	36,800	36,800	36,800	36,800	184,000
Public Works Vehicle Total			64,800	64,800	64,800	64,800	64,800	324,000
Public Works Total			4,360,880	4,075,880	4,075,880	4,075,880	2,075,880	18,664,400



Section D: CITY OF EVERGLADES CAPITAL IMPROVEMENT PROJECTS – TRANSPORTATION

The City of Everglades City continues to focus attention primarily on repairs to local roadways, addressing longstanding drainage issues and on stormwater, drainage constructing bicycle/pedestrian and transportation system imp improvements. Through collaboration between the City, with FDOT and the MPO, the current TIP includes a Bicycle/Pedestrian project, in Everglades City FPN 4482651, identified in the. ~~In addition, the City has submitted another project for consideration of funding in a future TIP. The projects are part of the City's adopted Bicycle and Pedestrian Master Plan (2020), which the City Council adopted in on October 6, 2020.~~

BUDGET SUMMARY

CITY OF EVERGLADES CITY - FISCAL YEAR 2021-2022

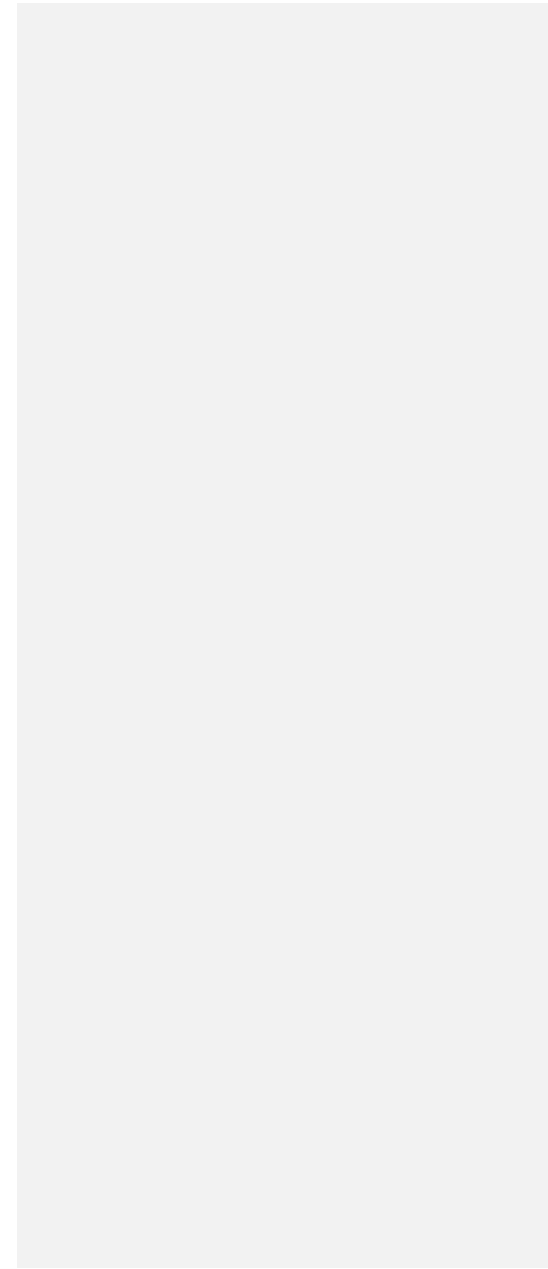
GENERAL FUND 5.7694

ESTIMATED REVENUES	GENERAL FUND	ENTERPRISE FUND	TOTAL ALL FUNDS
TAXES: MILAGE PER \$1000			
Ad Valorem Taxes 5.7694	\$575,146.00		\$575,146.00
Franchise Fees	\$30,000.00		\$30,000.00
Gas Tax	\$31,939.00		\$31,939.00
Local Business Tax	\$3,650.00		\$3,650.00
Local Government Infrastructure Tax	\$100,536.00		\$100,536.00
State Communications Services Tax	\$14,646.00		\$14,646.00
Utility Services Tax	\$65,000.00	\$75,850.00	\$140,850.00
License and Permits	\$2,925.00		\$2,925.00
Intergovernmental Revenue	\$732,652.00	\$4,808,407.00	\$5,541,059.00
Charges for Services	\$4,135.00	\$1,896,360.00	\$1,900,495.00
Miscellaneous Revenue	\$102,020.00	\$35.00	\$102,055.00
TOTAL REVENUES	\$1,662,649.00	\$6,780,652.00	\$8,443,301.00
Fund balances/Reserves/Net Assets	\$925,000.00	\$975,000.00	\$1,900,000.00
TOTAL REVENUES, TRANSFERS & BALANCES	\$2,587,649.00	\$7,755,652.00	\$10,343,301.00
EXPENDITURES			
General Government	\$476,293.50	\$14,300.00	\$490,593.50
Public Safety	\$227,984.00		\$227,984.00
Physical Environment	\$0.00	\$1,351,523.00	\$1,351,523.00
Transportation	\$152,217.50		\$152,217.50
Human Services	\$39,398.00		\$39,398.00
Culture and Recreation	\$130,274.00		\$130,274.00
Debt Servicing		\$209,329.00	\$209,329.00
Capital Expenditures	\$250,000.00	\$4,748,702.00	\$4,998,702.00
TOTAL EXPENDITURES	\$1,276,167.00	\$6,323,854.00	\$7,600,021.00
Capital Outlay Reserves	\$217,968.00	\$135,000.00	\$352,968.00
Reserves	\$1,093,514.00	\$1,296,798.00	\$2,390,312.00
TOTAL APPROPRIATED EXPENDITURES, RESERVES & BALANCES	\$2,587,649.00	\$7,755,652.00	\$10,343,301.00
THE TENTATIVE, ADOPTED AND/OR FINAL BUDGETS ARE ON FILE IN THE OFFICE OF THE ABOVE MENTIONED TAXING AUTHORITY AS PUBLIC RECORD.			

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.

NOTE – FILL IN MISSING PAGES 1 & 8



FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

HIGHWAYS

DATE RUN: 10/01/2021 01/2021
TIME RUN: 07:35:46 7:35:46
MBROBLTP MBROBLTP

ITEM NUMBER: 421924 5 PROJECT DESCRIPTION: HURRICANE IRMA INTERSTATE (03) SIGN REPAIR/REPLACEMENT
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: PROJECT LENGTH: .000

FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
BR17		51,347
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
BR17		109,754
TOTAL 421924 5		161,101
TOTAL 421924 5		161,101

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

ITEM NUMBER: 430878 1 PROJECT DESCRIPTION: CR 953/BARFIELD DR FROM CR 92 (SAN MARCO RD) TO INLET DRIVE
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03000601 PROJECT LENGTH: 1.100MI

FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALU		-854
TOTAL 430878 1		-854
TOTAL 430878 1		-854

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

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

FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		1,000
TOTAL 431895 1		1,000
TOTAL 431895 1		1,000

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

ITEM NUMBER: 433002 4 PROJECT DESCRIPTION: HURRICANE IRMA COUNTY WIDE (03) PERMANENT SIGNAL REPAIR
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: PROJECT LENGTH: .000

FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
BR17		891,209
TOTAL 433002 4		891,209
TOTAL 433002 4		891,209

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

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

HIGHWAYS

ITEM NUMBER: 433002 5	PROJECT DESCRIPTION: HURRICANE IRMA COUNTY WIDE (03) LIGHTING REPAIRS	*NON-SIS*
DISTRICT: 01	COUNTY: COLLIER	TYPE OF WORK: EMERGENCY OPERATIONS
ROADWAY ID: 03504000	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	ER17	196,594
TOTAL 433002 5		196,594
TOTAL 433002 5		196,594
<hr/>		
ITEM NUMBER: 433176 1	PROJECT DESCRIPTION: PINE RIDGE RD AT VARIOUS LOCATIONS	*NON-SIS*
DISTRICT: 01	COUNTY: COLLIER	TYPE OF WORK: ADD TURN LANE(S)
ROADWAY ID: 03504000	PROJECT LENGTH: .191MI	LANES EXIST/IMPROVED/ADDED: 5/ 5/ 1
FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	SU	-4,877
TOTAL 433176 1		-4,877
TOTAL 433176 1		-4,877
<hr/>		
ITEM NUMBER: 434990 1	PROJECT DESCRIPTION: GOLDEN GATE VARIOUS LOCATIONS	*NON-SIS*
DISTRICT: 01	COUNTY: COLLIER	TYPE OF WORK: SIDEWALK
ROADWAY ID: 03000000	PROJECT LENGTH: .001MI	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY		
	TALU	-15,905
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	TALU	-821
TOTAL 434990 1		-16,726
TOTAL 434990 1		-16,726
<hr/>		
ITEM NUMBER: 435019 1	PROJECT DESCRIPTION: AIRPORT-PULLING RD AND PINE RIDGE RD SIGNAL TIMING	*NON-SIS*
DISTRICT: 01	COUNTY: COLLIER	TYPE OF WORK: ATMS - ARTERIAL TRAFFIC MGMT
ROADWAY ID: 03003000	PROJECT LENGTH: .001MI	LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY		
	SU	140,087
TOTAL 435019 1		140,087
TOTAL 435019 1		140,087

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

HIGHWAYS

ITEM NUMBER: 435030 1 PROJECT DESCRIPTION: SUNSHINE BLVD FROM 17TH AVE SW TO GREEN BLVD
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03000000 PROJECT LENGTH: .001MI

FUND CODE	2021
<hr/>	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SU	-25,386
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	4
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SU TALU	-65,743 -13,388
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	5,000
TOTAL 435030 1	-99,513
TOTAL 435030 1	-99,513

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

ITEM NUMBER: 435116 1 PROJECT DESCRIPTION: GOLDEN GATE COLLECTOR SIDEWALKS VARIOUS LOCATIONS
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03513000 PROJECT LENGTH: 1.213MI

FUND CODE	2021
<hr/>	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY TALU	124,125
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT TALU	474
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SA	463,177
TOTAL 435116 1	587,776
TOTAL 435116 1	587,776

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

ITEM NUMBER: 435117 1 PROJECT DESCRIPTION: NORTH NAPLES SIDEWALKS AT VARIOUS LOCATIONS
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03631000 PROJECT LENGTH: 1.248MI

FUND CODE	2021
<hr/>	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY TALU	99,075
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT TALU	317
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SU	22,044
TOTAL 435117 1	121,436
TOTAL 435117 1	121,436

NON-SIS
TYPE OF WORK: SIDEWALK
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

HIGHWAYS

ITEM NUMBER: 435118 1 DISTRICT: 01 ROADWAY ID: 03550000	PROJECT DESCRIPTION: CR 862 (VANDERBILT) FROM CR 901 TO GULF PAVILLION DR COUNTY: COLLIER PROJECT LENGTH: .674MI	*NON-SIS* TYPE OF WORK: BIKE LANE/SIDEWALK LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		-304
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY		
SA		282,166
TOTAL 435118 1		281,862
TOTAL 435118 1		281,862
<hr/>		
ITEM NUMBER: 435119 1 DISTRICT: 01 ROADWAY ID: 03000000	PROJECT DESCRIPTION: 49TH TERRACE SW FROM 20TH PLACE SW TO 19TH PLACE SW COUNTY: COLLIER PROJECT LENGTH: .001MI	*NON-SIS* TYPE OF WORK: SIDEWALK LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALU		-1,000
TOTAL 435119 1		-1,000
TOTAL 435119 1		-1,000
<hr/>		
ITEM NUMBER: 435368 1 DISTRICT: 01 ROADWAY ID: 03590000	PROJECT DESCRIPTION: CR 846/IMMOKALEE RD AT RANDALL BLVD COUNTY: COLLIER PROJECT LENGTH: .200MI	*NON-SIS* TYPE OF WORK: PD&E/EMO STUDY LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		19,216
TOTAL 435368 1		19,216
TOTAL 435368 1		19,216
<hr/>		
ITEM NUMBER: 436585 1 DISTRICT: 01 ROADWAY ID: 03001000	PROJECT DESCRIPTION: SR 84 (DAVIS BLVD) FROM SR 90 (US 41) TO AIRPORT PULLING RD COUNTY: COLLIER PROJECT LENGTH: .952MI	*NON-SIS* TYPE OF WORK: RESURFACING LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0
FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		-11,507
TOTAL 436585 1		-11,507
TOTAL 436585 1		-11,507

FLORIDA DEPARTMENT OF TRANSPORTATION
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ANNUAL OBLIGATIONS REPORT

HIGHWAYS

ITEM NUMBER:436970 1 PROJECT DESCRIPTION:CR 92 (SAN MARCO RD) FROM S BARFIELD DRIVE TO 400 FT E OF VINTAGE BAY *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:SIDEWALK
ROADWAY ID:03600000 PROJECT LENGTH: 1.417MI LANES EXIST/IMPROVED/ADDED: 1/ 0/ 0

FUND CODE	2021
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF MARCO ISLAND	
SU	788,604
TOTAL 436970 1	788,604
TOTAL 436970 1	788,604

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	2021
PHASE: GRANTS AND MISCELLANBOUS / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY	
SU	-1,451
TOTAL 436971 1	-1,451
TOTAL 436971 1	-1,451

ITEM NUMBER:437926 1 PROJECT DESCRIPTION:SIGNAL TIMING US41 FROM SR951/COLLIER BLVD TO OLD US41 *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:TRAFFIC SIGNAL UPDATE
ROADWAY ID:03010000 PROJECT LENGTH: 19.960MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	2021
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	305,370
TOTAL 437926 1	305,370
TOTAL 437926 1	305,370

ITEM NUMBER:438059 1 PROJECT DESCRIPTION:SR90 (US 41) TAMIAMI TRL FM E OF SR84 (DAVIS BLVD) TO COURTHOUSE SHADOWS *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:RESURFACING
ROADWAY ID:03010000 PROJECT LENGTH: 1.465MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2021
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SESA	2,454,017
HSP	959,039
NHRE	642,274
SA	51,300
TOTAL 438059 1	4,106,630
TOTAL 438059 1	4,106,630

FLORIDA DEPARTMENT OF TRANSPORTATION
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HIGHWAYS

ITEM NUMBER: 438091 1 PROJECT DESCRIPTION: COUNTY BARN ROAD FROM RATTLESNAKE HAMMOCK TO SR 84 (DAVIS BLVD)
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03633000 PROJECT LENGTH: 2.045MI

FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		176,000
TOTAL 438091 1		176,000
TOTAL 438091 1		176,000

NON-SIS
TYPE OF WORK: BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

ITEM NUMBER: 438092 1 PROJECT DESCRIPTION: CR 901/VANDERBILT DR FROM VANDERBILT BEACH RD TO 109TH AVENUE N
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03000046 PROJECT LENGTH: 1.214MI

FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		151,000
TOTAL 438092 1		151,000
TOTAL 438092 1		151,000

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

ITEM NUMBER: 438093 1 PROJECT DESCRIPTION: GREEN BLVD FROM SANTA BARBARA BLVD TO SUNSHINE BLVD
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03000036 PROJECT LENGTH: 1.040MI

FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		226,000
TOTAL 438093 1		226,000
TOTAL 438093 1		226,000

NON-SIS
TYPE OF WORK: BIKE LANE/SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

ITEM NUMBER: 439002 1 PROJECT DESCRIPTION: SR 29 FROM NORTH 1ST STREET TO NORTH 9TH STREET
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03080000 PROJECT LENGTH: .524MI

FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		135,916
TOTAL 439002 1		135,916
TOTAL 439002 1		135,916

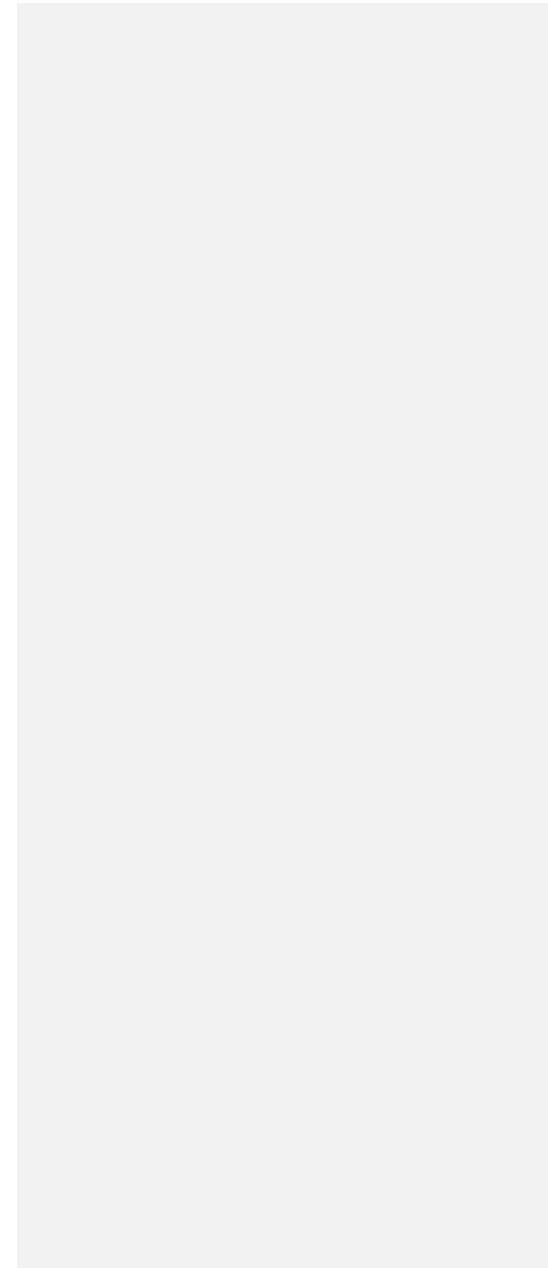
SIS
TYPE OF WORK: PEDESTRIAN SAFETY IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

ITEM NUMBER: 439555 1 PROJECT DESCRIPTION: SR 951 FROM JUDGE JOLLEY BRIDGE TO FIDDLERS CREEK PARKWAY
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03030000 PROJECT LENGTH: 3.031MI

FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
BB		217,984

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

| Insert p 8 here



PAGE 9
COLLIER MPO

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

HIGHWAYS

DATE RUN: 10/01/2021
TIME RUN: 07.35.46
MBROBLTP

ITEM NUMBER: 442788 1 PROJECT DESCRIPTION: HURRICANE IRMA FENCE REPAIR I-75 (SR 93) MP 58.6 - 116
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03175000 PROJECT LENGTH: 57.470MI

FUND CODE	2021
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT BR17	34,243
TOTAL 442788 1	34,243
TOTAL 442788 1	34,243

SIS
TYPE OF WORK: EMERGENCY OPERATIONS
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

ITEM NUMBER: 446320 1 PROJECT DESCRIPTION: I-75 (SR 93) FROM TOLL BOOTH TO COLLIER BLVD
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03175000 PROJECT LENGTH: 1.585MI

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT NRPE	399,823
TOTAL 446320 1	399,823
TOTAL 446320 1	399,823
TOTAL DIST: 01	14,812,719
TOTAL HIGHWAYS	14,812,719

SIS
TYPE OF WORK: RESURFACING
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

Section F: FTA OBLIGATED PROJECTS FOR ~~2020~~2021

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.

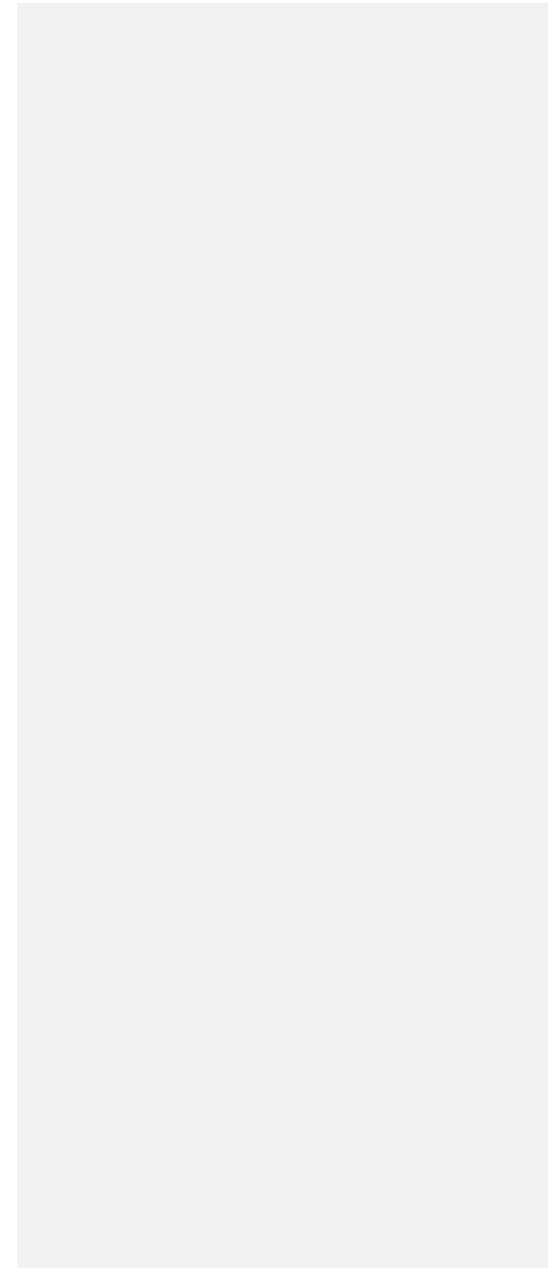
<u>FY 2021 Obligated FTA Funds</u>			
<u>Description</u>	<u>FTA FL#</u>	<u>Awarded Amount</u>	<u>Executed Date</u>
<u>FHWA Flex Funds to 5307-Fixed Route Bus; FY 20; Collier Co., FL</u>	<u>FL-2020-091-00</u>	<u>\$ 500,000</u>	<u>October 13, 2020</u>
<u>5307 and 5339 Funds; Super Grant; Capital, ADA, Planning; Collier & Lee Cos, Bonita Springs/Naples UZA, FL</u>	<u>FL-2020-103-00</u>	<u>\$3,265,588</u>	<u>November 12, 2020</u>
<u>FHWA Flex to 5307; ADA Improvements; Collier Co., FL</u>	<u>FL-2020-115-00</u>	<u>\$ 250,000</u>	<u>January 28, 2021</u>
<u>FHWA Flex Funds to 5307-Fixed Route Bus; FY 20; Collier Co., FL</u>	<u>FL-2020-091-01</u>	<u>\$ 500,000</u>	<u>March 4, 2021</u>
<u>FY20 FTA 5339 Capital; Bus and Bus Facilities Discretionary Award; Collier Co., FL</u>	<u>FL-2021-033-00</u>	<u>\$9,020,000</u>	<u>September 10, 2021</u>

Section G: COLLIER COUNTY FUNDING SUMMARY (FDOT)

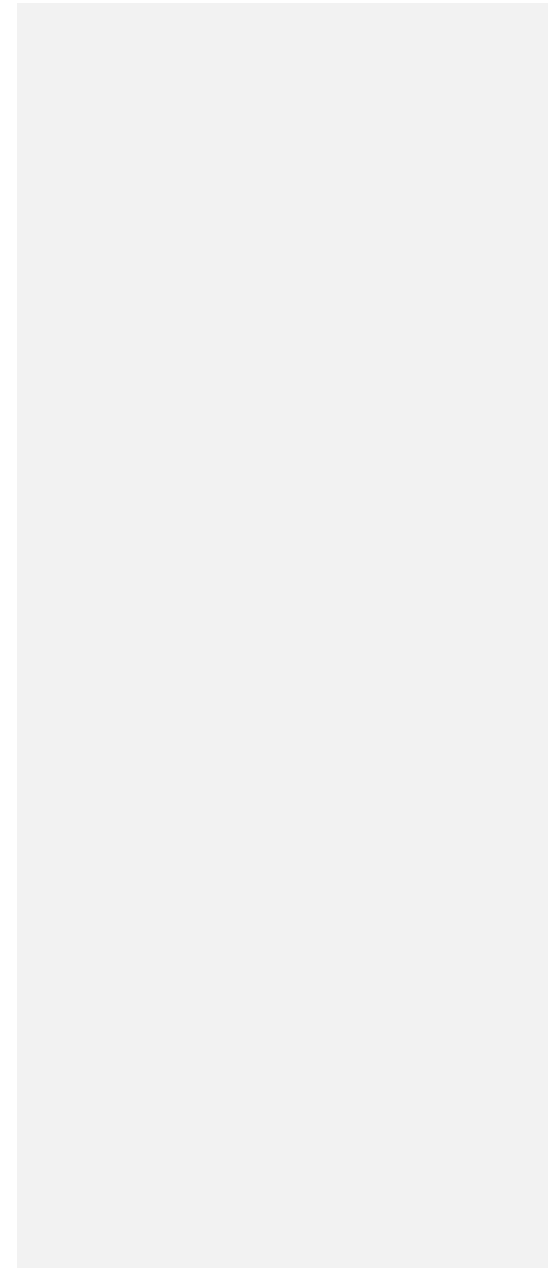
The FDOT Five-Year TIP Funding Summary for the Collier MPO is shown on the following page.

Note – wait for April snapshot

Insert fdot 5 yr tip summary



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>



STRATEGIC INTERMODAL SYSTEM FUNDING STRATEGY



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.

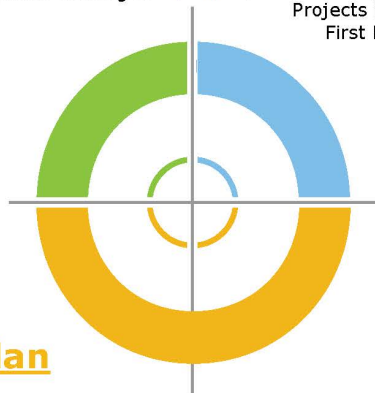
Update Cycle: Adopted annually by the Legislature, effective July 1st each year with the start of the new fiscal year.

*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, excluding Turnpike. Projects in this plan could move forward into the First Five Year Plan 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 & PE	ROW	CON
4322631	DISTRICTWIDE SIS NHS CONNECTORS PALM BEACH & BROWARD	Project Development & Environment	\$755	\$0	\$0	\$0	\$0	\$5	\$750	\$0			
4268822	PORT EVERGLADES SPANGLER BLVD BYPASS ROAD TO SR-5US-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 & Environment	\$4	\$0	\$0	\$0	\$0	\$4	\$0	\$0			
2298961	SR-710/BEELINE HWY FROM W OF AUSTRALIAN AVE TO OLD DIXIE HWY	Add 2 Lanes to build 4 Lanes	\$9,556	\$700	\$23,777	\$0	\$0	\$8,714	\$25,319	\$0			
4192511	SR-710/BEELINE HWY FROM PGA BLVD TO BLUE HERON BLVD	Add 2 Lanes to build 4 Lanes	\$0	\$0	\$2,421	\$0	\$0	\$2,421	\$0	\$0			
4327041	SR-710/BEELINE HWY FROM W OF INDIANTOWN RD TO W OF PRATT WHITNEY	Add 2 Lanes to build 4 Lanes	\$35,438	\$0	\$0	\$0	\$0	\$35,438	\$0	\$0			
4327051	SR-710/BEELINE HWY FROM E OF SR-76 TO PALM BEACH/MARTIN CL	Add 2 Lanes to build 4 Lanes	\$2,520	\$3,950	\$0	\$80,215	\$0	\$85,695	\$0	\$0			
4327061	SR-710/BEELINE HWY FROM PALM BEACH/MARTIN CL TO W OF INDIANTOWN R	Add 2 Lanes to build 4 Lanes	\$9,764	\$0	\$0	\$0	\$0	\$9,764	\$0	\$0			
4327071	SR-710/BEELINE HWY FROM MP 210 TO W OF SW FOX BROWN RD	Add 2 Lanes to build 4 Lanes	\$13,509	\$0	\$0	\$0	\$0	\$13,509	\$0	\$0			
4192522	SR-710/WARFIELD BLVD FR MARTIN POWER PLANT TO CR909/SW ALLAPATTAH	Add 2 Lanes to build 4 Lanes	\$1	\$0	\$0	\$0	\$0	\$1	\$0	\$0			
4193441	SR-710/WARFIELD BLVD FROM MARTIN/NOKEE CO LINE TO CR-639/ALLAPATTAH	Project Development & Environment	\$1	\$0	\$0	\$0	\$0	\$1	\$0	\$0			
4193482	SR-710/WARFIELD BLVD FROM EAST OF SR-76 TO PBC/MARTIN CO LINE	Project Development & Environment	\$3	\$0	\$0	\$0	\$0	\$3	\$0	\$0			
ANNUAL TOTALS			\$72,425	\$32,260	\$26,198	\$80,215	\$34,525	\$185,755	\$28,069	\$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

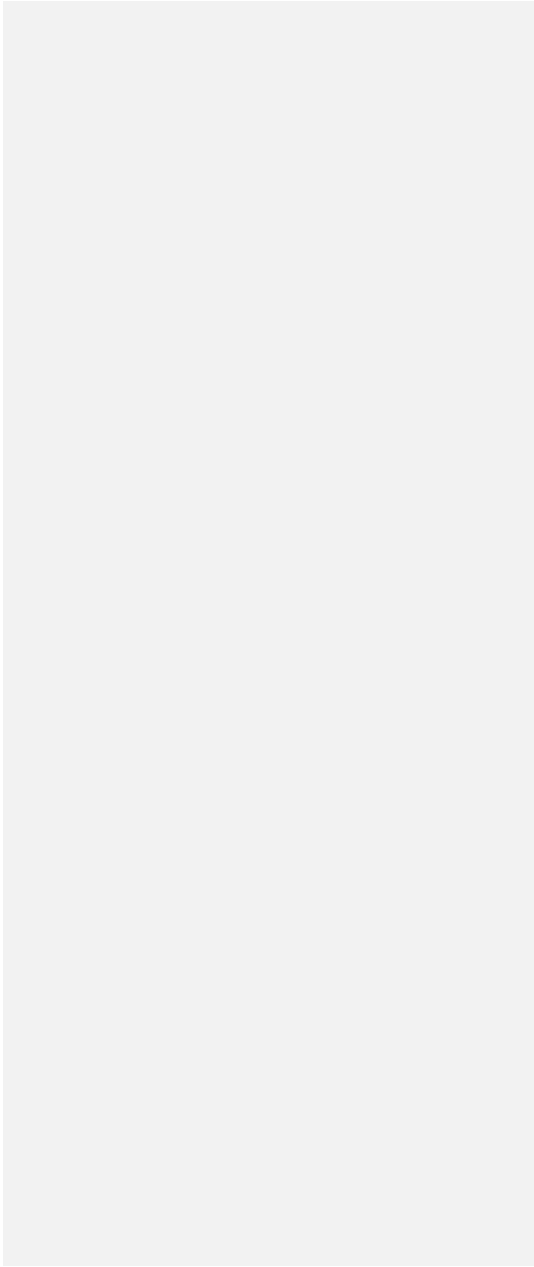
A summary row is provided for a District-wide review for both interstate and non-interstate project totals. Costs within a year could include multiple phases.

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

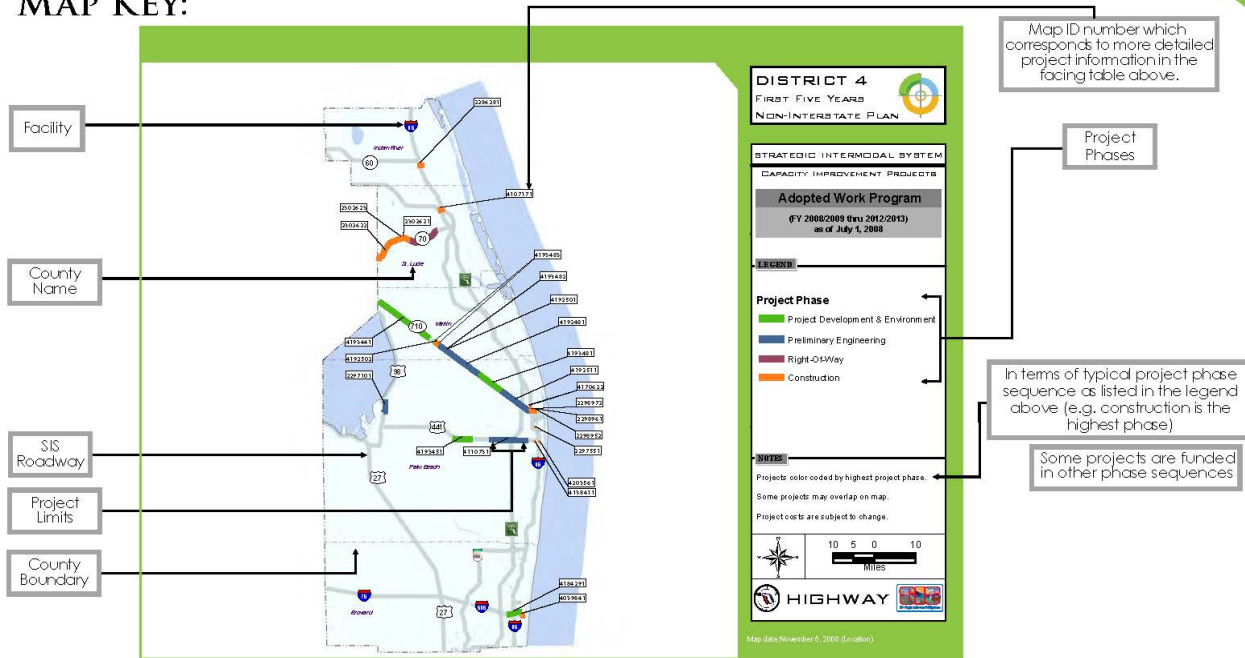
The Grant phase refers to a funding strategy where contributions are exchanged between Federal, State, and/or Local entities.

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

|



MAP KEY:



Project Phases

Work Program Phase consists of Phase Group (major areas of work performed) and Phase Type (who is being paid to perform the work). Phases include all Phase Types other than Phase Type 1 (In-House) and Phase Type 9 (Indirect Support). See the Work Program Instructions at <http://www.dot.state.fl.us/programdevelopment/office/> 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
4301863	I-4 (SR 400) AT SR 33 INTERCHANGE MODIFICATION	MINCH. Modify Interchange	\$7,545	\$0	\$2,904	\$0	\$50	\$8,767	\$1,743	\$0		•	•	•	
4301865	I-4 (SR 400) AT SR 33 INTERCHANGE MODIFICATION - FGT	MINCH. Modify Interchange	\$10,007	\$0	\$0	\$0	\$0	\$5,000	\$5,007	\$0		•	•	•	•
2012153	I-4 (SR 400) AT SR 557	MINCH. 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	\$5,671	\$0		•	•	•	
2012775	I-75 (SR 93) AT BEE RIDGE ROAD	MINCH. Modify Interchange	\$15,001	\$0	\$8,600	\$0	\$0	\$23,367	\$234	\$0		•	•	•	
4062253	I-75 (SR 93) AT CORKSCREW INTERCHANGE	MINCH. Modify Interchange	\$49	\$0	\$0	\$0	\$0	\$49	\$0	\$0		•			
4482961	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 760	MINCH. 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	MINCH. 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	MINCH. Modify Interchange	\$10,649	\$2,000	\$0	\$0	\$0	\$5,742	\$3,068	\$3,849		•	•	•	•
4258432	I-75 (SR 93) AT SR 951	MINCH. Modify Interchange	\$5,914	\$0	\$320	\$145	\$36,222	\$101,878	\$1,085	\$1,239		•	•	•	•
2010325	I-75 (SR 93) AT US 301 INTERCHANGE	MINCH. Modify Interchange	\$171,890	\$0	\$4,000	\$0	\$0	\$165,408	\$5,692	\$1,680		•	•	•	•
4425193	I-75 (SR 93) FROM COLLIERLEE 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 COLLIERLEE COUNTY LINE	PDE. Project Dev. & Env.	\$21	\$0	\$0	\$0	\$0	\$0	\$21	\$0	•				
4425193	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	•				
4425192	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	\$1,185	\$0	\$0	\$0	\$0	\$1,185	\$1	\$0				•	
2010326	I-75 AT SR 64	MINCH. Modify Interchange	\$303	\$0	\$0	\$0	\$0	\$142	\$462	\$0					•
4425211	INTERSTATE PROGRAMMANAGER - GEC	PDE. Project Dev. & Env.	\$2,000	\$2,000	\$2,000	\$1,800	\$2,000	\$2,000	\$7,800	\$0	•				
ANNUAL TOTALS			\$292,284	\$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





Strategic Intermodal System Funding Strategy



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

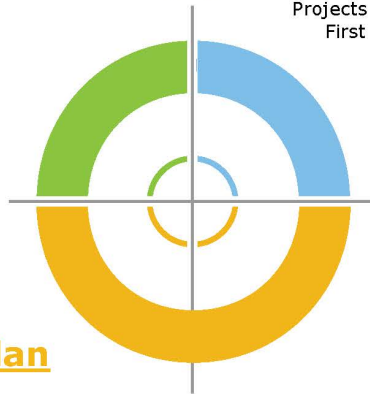
The Second Five Year Plan illustrates projects that are planned to be funded in the five years (Years 6 through 10) beyond the Adopted Work Program, excluding Turnpike. Projects in this plan could move forward into the First Five Year Plan as funds become available.

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.





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)

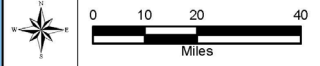
- LEGEND**
- Project Phase**
- █ Project Development & Environment
 - █ Environmental Mitigation
 - █ Preliminary Engineering
 - █ Right-Of-Way
 - █ Construction

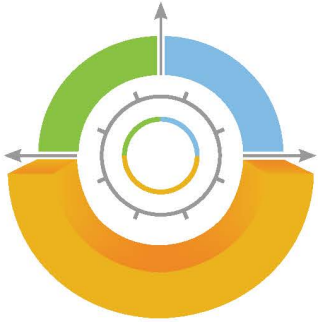
NOTES

Projects color coded by highest project phase.

Some projects may overlap on map.

Project costs are subject to change.





Strategic Intermodal System
Long Range Cost Feasible Plan
FY 2029-2045



PRESENT DAY COSTS

2018 EDITION



ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds			Other Funds	IMPRV TYPE	
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs			TOTAL
3331	I-4	West of US 27 / SR 25	Polk / Osceola County Line				51,686	347,080	398,766						MGLANE
3330	I-4	West of SR 570 / Polk Parkway (West)	West of US 27 / SR 25		99,360	99,360	249,680	1,656,000	1,905,680						MGLANE
3333	I-75	Collier/Lee County Line	SR 78		136,800	136,800	271,300		271,300						MGLANE
3334	I-75	at North Jones Loop Rd				6,500			6,500						M-INCH
3335	I-75	at US 17/SR 35				7,500			7,500						M-INCH
3336	I-75	at CR 775/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						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
3343	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	Okeechee / 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
499	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

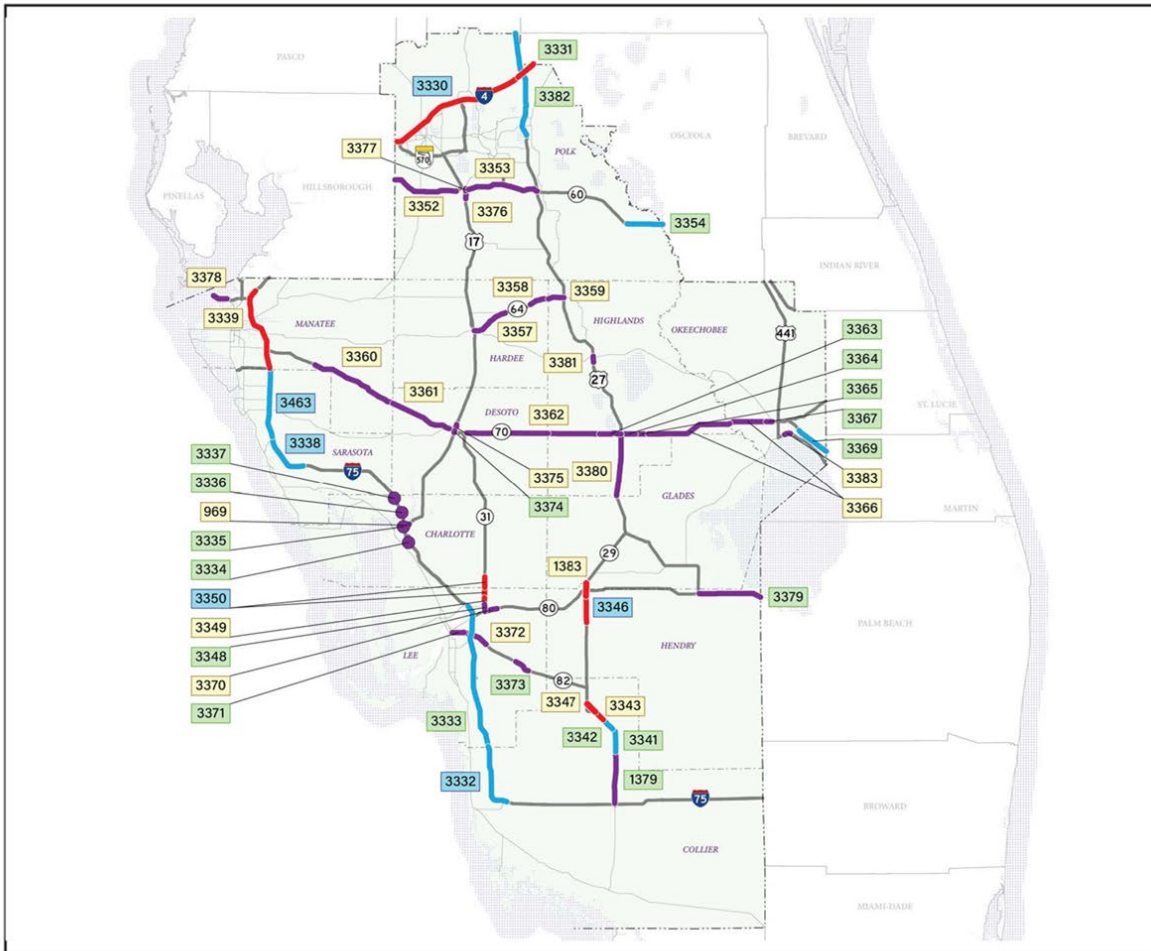
FY 2028/2029 - 2034/2035
FY 2035/2036 - 2039/2040
FY 2040/2041 - 2044/2045
Mega Projects Phased Over Time

- 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 Auxiliary 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



FDOT STRATEGIC INTERMODAL SYSTEM **SIS**

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)

Funding Bands

- 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

Highway Types

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

Existing Conditions for SIS Highways

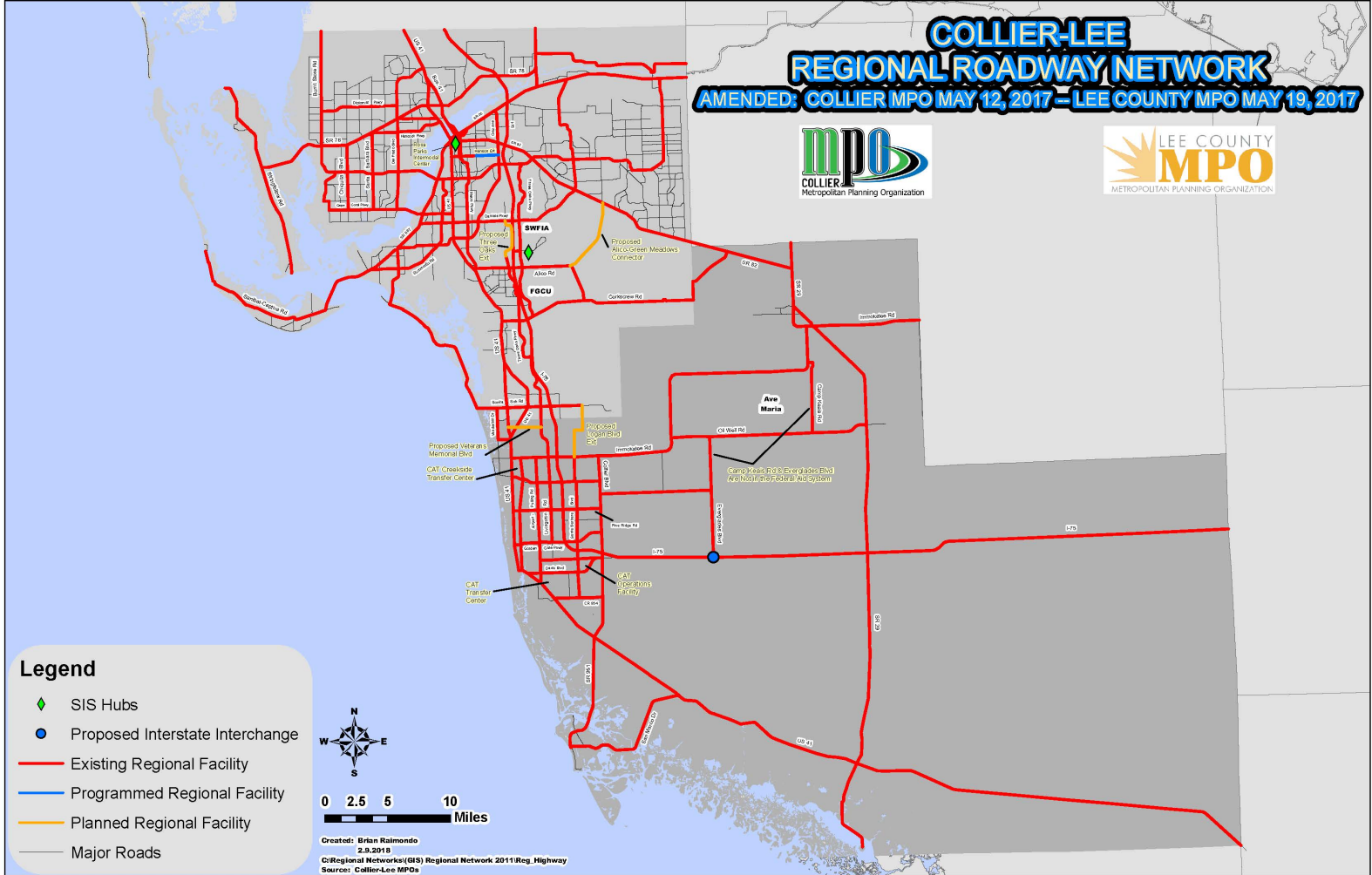
- SIS Highways
- Other State roads
- Planned Add

0 10 20 40 Miles

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. 24.2019
 C:\Regional Network\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).

2/7/2022

**AIRPORT SPONSOR REQUESTED FUNDING -
CAPITAL IMPROVEMENT PLAN SUMMARY**

Page 1 of 1

Airport: Everglades Airpark	Local ID: X01	NPIAS No.: 12-0021
Sponsor: Collier County Airport Authority	Sponsor ID: MKY	Site No.: 03182.*A

Project Description:	Fed Priority	Sponsor	Sponsor Year	Sponsor Requested Funding Breakdown			Federal	State	Local
				Federal	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.:	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.:	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	

**AIRPORT SPONSOR REQUESTED FUNDING -
CAPITAL IMPROVEMENT PLAN SUMMARY**

Project Description:		Fed Priority	Sponsor	Sponsor Year	Federal	Sponsor Requested Funding Breakdown		
						State	Local	
Airport: Immokalee Regional Airport Local ID: IMM NPIAS No.: 12-0031 Sponsor: Collier County Airport Authority Sponsor ID: MKY Site No.: 03245.*A								
Design, Permit & Bid Perimeter Road & Taxiway A Modifications				2021	\$237,330	\$0	\$0	\$237,330
UPIN:	FDOT Item No.:							
PFL0012380	446359 1							
Wildlife Hazard Site Study				2021	\$0	\$20,000	\$5,000	\$25,000
UPIN:	FDOT Item No.:							
PFL0013247								
Rehabilitate Runway 18/36				2021	\$0	\$5,280,000	\$1,320,000	\$6,600,000
UPIN:	FDOT Item No.:							
PFL0009405								
Construct Extension of Taxiway C				2021	\$0	\$111,850	\$111,850	\$223,700
UPIN:	FDOT Item No.:	3						
PFL0003510								
Yearly Total	2021				\$237,330	\$5,411,850	\$1,436,850	\$7,086,030
Design, Permit, Construct Aircraft Storage Hangars								
UPIN:	FDOT Item No.:			2022	\$0	\$1,200,000	\$300,000	\$1,500,000
PFL0008323								
Design, Permit & Bid Perimeter Road & Taxiway A Modifications				2022	\$0	\$13,185	\$13,185	\$26,370
UPIN:	FDOT Item No.:							
PFL0012380	446359 1							
Construct Perimeter Road & Taxiway A Modifications				2022	\$900,000	\$0	\$0	\$900,000
UPIN:	FDOT Item No.:							
PFL0012381								
Yearly Total	2022				\$900,000	\$1,213,185	\$313,185	\$2,426,370

**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	Sponsor	Sponsor Year	Federal	Sponsor Requested Funding Breakdown	
		Priority				State	Local
Construct Aircraft Operations/Maintenance/GSE Facility							
UPIN: PFL0012373	FDOT Item No.: 446360 1			2021	\$0	\$600,000	\$150,000
Design, permit, and Construct Aircraft Hangar							
UPIN: PFL0010945	FDOT Item No.:			2021	\$150,000	\$0	\$0
Acquire and Install Emergency Generator							
UPIN: PFL0012649	FDOT Item No.:			2021	\$0	\$96,000	\$24,000
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
Wildlife Hazard Site Study							
UPIN: PFL0013258	FDOT Item No.:			2021	\$0	\$20,000	\$5,000
Yearly Total	2021				\$150,000	\$2,716,000	\$679,000
Design, permit, and Construct Aircraft Hangar							
UPIN: PFL0010945	FDOT Item No.:			2022	\$450,000	\$8,350	\$8,350
Yearly Total	2022				\$450,000	\$8,350	\$8,350

**AIRPORT SPONSOR REQUESTED FUNDING -
CAPITAL IMPROVEMENT PLAN SUMMARY**

Airport: Naples Municipal Airport		Local ID: APF		NPIAS No.: 12-0053				
Sponsor: City of Naples Airport Authority		Sponsor ID: APF		Site No.: 03379.*A				
Project Description:		Fed Priority	Sponsor	Sponsor Year	Federal	Sponsor Requested Funding Breakdown		
						State	Local	
Expand Airport Maintenance Facility Design and Construction				2022	\$0	\$0	\$200,000	\$200,000
UPIN:	PFL0013287	FDOT Item No.:						
Airport Office Building (AOB) Improvements				2022	\$0	\$0	\$700,000	\$700,000
UPIN:	PFL0013683	FDOT Item No.:						
Class 3 ARFF Vehicle				2022	\$0	\$0	\$500,000	\$500,000
UPIN:	PFL0013320	FDOT Item No.:						
Emergency Generator for the Vault including Vault and Transformer Upgrade				2022	\$0	\$0	\$2,000,000	\$2,000,000
UPIN:	PFL0013680	FDOT Item No.:						
Airport Perimeter Fencing Improvements Design/Build		1		2022	\$0	\$500,000	\$500,000	\$1,000,000
UPIN:	PFL0013285	FDOT Item No.:						
Construct RW 5 Service Road, Relocate RW 23 Service Road, Relocate RW 32 Service Road		2	1	2022	\$116,480	\$6,471	\$6,471	\$129,422
UPIN:	PFL0013286	FDOT Item No.:						
Fuel Farm Capacity Upgrade				2022	\$0	\$0	\$2,000,000	\$2,000,000
UPIN:	PFL0013290	FDOT Item No.:						
Solar Canopy - GA Long Term Parking				2022	\$0	\$0	\$3,000,000	\$3,000,000
UPIN:	PFL0013682	FDOT Item No.:						
North Quadrant Site Preparation (regrade site and stormwater pond)				2022	\$0	\$0	\$3,100,000	\$3,100,000
UPIN:	PFL0013288	FDOT Item No.:						
Taxiways A and B Safety Improvements Design and Construction		3	2	2022	\$93,428	\$5,190	\$5,190	\$103,808
UPIN:	PFL0013032	FDOT Item No.:						
14 CFR Part 150 Study Update				2022	\$150,000	\$7,500	\$7,500	\$165,000
UPIN:	PFL0012915	FDOT Item No.:	446899 1					
Runway 5-23 Drainage Swale Improvements				2022	\$2,937,578	\$163,199	\$163,199	\$3,263,976
UPIN:	PFL0011686	FDOT Item No.:	441765 1					

Taxiway B and C Lights to LED										
UPIN:	PFL0013681	FDOT Item No.:		2022	\$450,000	\$25,000	\$25,000	\$500,000		
Taxiway B Extension and North Apron - Design and Construction										
UPIN:	PFL0011418	FDOT Item No.:	4	3	2022	\$0	\$0	\$308,000	\$308,000	
Taxiway A-3 Relocation - Design and Construction										
UPIN:	PFL0013499	FDOT Item No.:			2022	\$69,525	\$3,863	\$3,863	\$77,251	
North Road Terminal Improvements Phase II										
UPIN:	PFL0013684	FDOT Item No.:			2022	\$0	\$0	\$3,000,000	\$3,000,000	
Yearly Total	2022					\$3,817,011	\$711,223	\$15,519,223	\$20,047,457	
East Quadrant Apron Reconstruction										
UPIN:	PFL0009409	FDOT Item No.:	446385	1	5	2023	\$469,506	\$26,084	\$26,084	\$521,674
Expand Airport Maintenance Facility Design and Construction										
UPIN:	PFL0013287	FDOT Item No.:				2023	\$0	\$0	\$2,000,000	\$2,000,000
East Quadrant Clearspan Hangars Phase I Design and Phase II Construction										
UPIN:	PFL0013284	FDOT Item No.:				2023	\$0	\$0	\$221,824	\$221,824
Construct RW 5 Service Road, Relocate RW 23 Service Road, Relocate RW 32 Service Road										
UPIN:	PFL0013286	FDOT Item No.:	2	1		2023	\$0	\$1,135,254	\$283,813	\$1,419,067
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	\$1,502,419	\$83,468	\$83,468	\$1,669,355
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	\$0	\$4,236,000	\$4,236,000
Taxiway A-3 Relocation - Design and Construction										
UPIN:	PFL0013499	FDOT Item No.:				2023	\$573,841	\$31,880	\$31,880	\$637,601
Yearly Total	2023					\$2,545,766	\$1,276,686	\$7,558,069	\$11,380,521	
Commercial Terminal Apron Rehabilitation and Expansion- Design and Construction										
UPIN:	PFL0012395	FDOT Item No.:			5	2024	\$513,337	\$28,519	\$28,519	\$570,375

East Quadrant Apron Reconstruction									
UPIN:	PFL0009409	FDOT Item No.:	446385 1	5	2024	\$9,134,500	\$507,472	\$507,472	\$10,149,444
Box and T-Hangar Design/Construct - South Quadrant									
UPIN:	PFL0011685	FDOT Item No.:	446353 1		2024	\$0	\$800,000	\$800,000	\$1,600,000
East Quadrant Clearspan Hangars Phase I Design and Phase II Construction									
UPIN:	PFL0013284	FDOT Item No.:			2024	\$0	\$0	\$3,309,446	\$3,309,446
Yearly Total	2024					\$9,647,837	\$1,335,991	\$4,645,437	\$15,629,265
Commercial Terminal Apron Rehabilitation and Expansion- Design and Construction									
UPIN:	PFL0012395	FDOT Item No.:		5	2025	\$4,549,322	\$750,000	\$750,000	\$6,049,322
Aircraft Storage Hangars Aviation Dr S - Design/Construct									
UPIN:	PFL0013429	FDOT Item No.:			2025	\$0	\$282,500	\$282,500	\$565,000
Box and T-Hangar Design/Construct - South Quadrant									
UPIN:	PFL0011685	FDOT Item No.:	446353 1		2025	\$0	\$2,500,000	\$2,500,000	\$5,000,000
New General Aviation Terminal, Landside Parking and Entry - Design									
UPIN:	PFL0013296	FDOT Item No.:			2025	\$0	\$0	\$1,225,000	\$1,225,000
Yearly Total	2025					\$4,549,322	\$3,532,500	\$4,757,500	\$12,839,322
Commercial Terminal Apron Rehabilitation and Expansion- Design and Construction									
UPIN:	PFL0012395	FDOT Item No.:		5	2026	\$3,148,046	\$174,891	\$174,891	\$3,497,828
Expand Commercial Airline Terminal Apron Phase 2									
UPIN:	PFL0013295	FDOT Item No.:			2026	\$0	\$80,000	\$80,000	\$160,000
Aircraft Storage Hangars Aviation Dr S - Design/Construct									
UPIN:	PFL0013429	FDOT Item No.:			2026	\$0	\$4,175,000	\$4,175,000	\$8,350,000
Box and T-Hangar Design/Construct - South Quadrant									
UPIN:	PFL0011685	FDOT Item No.:	446353 1		2026	\$0	\$2,500,000	\$2,500,000	\$5,000,000
New General Aviation Terminal Construction									
UPIN:	PFL0008813	FDOT Item No.:		4	2026	\$0	\$9,000,000	\$9,000,000	\$18,000,000
Yearly Total	2026					\$3,148,046	\$15,929,891	\$15,929,891	\$35,007,828
Expand Commercial Airline Terminal Apron Phase 2									
UPIN:	PFL0013295	FDOT Item No.:			2027	\$0	\$1,239,700	\$1,239,700	\$2,479,400

Box and T-Hangar Design/Construct - South Quadrant

UPIN: PFL0011685 **FDOT Item No.:** 446353 1 2027 \$0 \$2,500,000 \$2,500,000 \$5,000,000

Rehabilitate Primary Runway 5-23 with LED MILs and Blastpads - Design/Build

UPIN: PFL0013299 **FDOT Item No.:** 2027 \$4,957,877 \$275,438 \$275,438 \$5,508,753

Yearly Total 2027 \$4,957,877 \$4,015,138 \$4,015,138 \$12,988,153

APPENDIX DE: COLLIER MPO'S 2045 LRTP COST FEASIBLE PLAN

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

Mag ID	Facility (FPO No.)	Limits From	Limits To	Description	TIP Funding 2023-25 (YOE)	Plan Period 1 (TIP): 2021-2025			Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2025-2045
						PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	
29	I-75 (SR-93) Managed (Toll) Lanes [4425150]	E of Collier Blvd (SR 951)	Collier/Lee County Line	New 4-Lane Express (Toll) Lanes (10-lanes)	\$0.03	0.62						63.23				145.43	\$208.67	
46	SR 29 [4178784]	SR 82	Hendry County Line	Widen from 2-Lanes to 4-Lanes	\$1.37	0.65	1.32										\$0.00	
48	SR 29 [4344901]	I-75 (SR 93)	Oil Well Rd	Widen from 2-Lane to 4-Lanes	\$0.02	0.62						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	1.65	5.77									69.01	\$49.01	
52	SR 29 [4175404]	Agriculture Way	CR 846 E	Widen from 2-Lanes to 4-Lanes	\$0.30	0.30						5.43			23.32		\$28.95	
53	SR 29 (SEGMENT D) [4175403]	Sumiland 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	Sumiland Nursery Rd	Widen from 2-Lanes to 4-Lanes	\$8.33	8.33						4.55					\$4.55	
Total					\$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
PRE-ENG	PRE-ENG Includes PO&E and Design																	
YOE	Year of Expenditure																	

PRE-ENG PRE-ENG Includes PO&E and Design
YOE Year of Expenditure

Table ES-6. 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 (YOC 2019 \$)	TP Funding 2021-25 (YOC)	Plan Period 1 (TPP): 2021-2025			Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026-2045 (YOC \$ without SS)	Total SS Costs	County	DA PRE-ENG	DA ROW and CST	Funding Source
							PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST						
PLAN PERIOD 2 CONSTRUCTION FUNDED PROJECTS																								
12	Overglades Blvd	Parish/US 90 Rd	Randall Blvd	Widen from 2-Lanes to 4-Lanes	\$32.80					\$0.59	\$2.36	\$38.11							\$43.27	\$43.27			County	
23	I-75 (SR-93) Interchange Item)	Golden Gate Pkwy		Interchange improvement	\$9.59					\$0.58	\$12.04								\$12.61		\$0.58	\$12.24	DA	
25	I-75 (SR-93)	Immokalee Rd		Interchange improvement (DOT proposal)	\$9.59					\$0.58	\$12.04								\$12.61		\$0.58	\$12.24	DA	
37	Old Well Road / CR 95B (SR-64)	Overglades Blvd	Old Well Grade Rd	Widen from 2-Lanes to 4-Lanes	\$36.78	\$1.81	\$0.91	\$0.80	\$6.73		\$83.23								\$48.83	\$48.83			County	
57	US 41 (SR 90) (Tampa Trail E)	Goodlette-Frank Rd		Major Intersection improvement	\$13.00				\$0.43	\$2.97	\$13.61								\$17.01		\$0.63	\$16.38	DA	
58	US 41 (SR 90) (Tampa Trail E)	Greenway Rd	S.L. Farm Rd	Widen from 2-Lanes to 4 Lanes	\$31.88				\$3.81	\$4.66	\$38.53								\$41.30		\$3.91	\$37.39	DA	
66	Immokalee Rd	Livingston Rd		Major Intersection improvement	\$24.50						\$26.82								\$26.82	\$26.82			County	
78	Golden Gate Pkwy (Interchange)	Livingston Rd		Major Intersection improvement	\$24.50				\$5.65		\$26.82								\$31.45	\$31.45			County	
111	US 41	Immokalee Rd		Intersection improvement	\$17.50				\$3.13		\$20.12								\$23.24		\$3.13	\$20.12	DA	
PLAN PERIOD 3 CONSTRUCTION FUNDED PROJECTS																								
39	Old US 41	US 41	Levy/Collier County Line	Widen from 2-Lanes to 4-Lanes	\$22.59				\$3.85	\$1.70				\$30.09					\$35.61		\$3.85	\$31.76	DA	
42	Randall Blvd	SR 93 NE	Overglades Blvd	Widen from 2-Lanes to 4-Lanes	\$51.57				\$7.29	\$8.35				\$65.14					\$77.67	\$77.67			County	
59	US 41	Collier Blvd		Major Intersection improvement	\$17.25				\$2.81		\$18.66								\$26.47		\$2.81	\$23.66	DA	
60	US 41 (SR 90) (Tampa Trail E)	Immokalee Rd	Old US 41	Further Study Required (Complete Streets Study for TSM&O improvement)	\$17.25				\$6.48		\$18.66		\$2.80						\$26.12		\$2.46	\$23.66	DA	
90	Flow Ridge Rd	Jagan Blvd	Collier Blvd	Widen from 4-Lanes to 6-Lanes	\$21.72				\$1.89					\$4.61	\$20.00				\$31.51	\$31.51			County	

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

Table ES-6. Collier MPO 2045 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 2023 \$)	TP Funding 2023-25 (YOE)	Plan Period 1 (TP): 2023-2025			Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026-2045 (YOE 5 without \$B)	Total \$B 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	Burgledes Blvd	Randall Blvd	South of Old Well Rd	Widen from 2-Lanes to 4-Lanes	\$16.42							\$1.00	\$1.03						\$24.65	\$29.18				County
22	I-75 (SR-93) Interchange (New)	Proximity of Burgledes Blvd		New Interchange	\$42.26				\$3.76			\$3.30	\$6.33						\$16.65	\$73.03		\$9.07	\$63.97	OA
31	Immaculate Rd (CR 946)	SR 23	Airpark Blvd	Widen from 2-Lanes to 4 Lanes	\$3.90										\$8.77	\$0.51	\$4.86		\$7.20	\$7.20				County
36	Uglen Blvd	Pine Ridge Rd	Vanderbilt Beach Rd	Widen from 2-Lanes to 4-Lanes	\$22.23				\$3.40				\$0.36						\$31.21	\$38.87				County
83	Watchdog Street Ext.	Little League Rd	West of Carson Rd	New 2-Lane Road	\$3.01							\$0.51				\$0.51	\$4.41		\$5.51	\$5.51				County
65	Wilson Blvd	Keene Ave.	Golden Gate Blvd	New 2-Lane Road (expandable to 4-lanes)	\$36.15							\$8.82	\$4.23					\$66.39	\$63.35	\$63.35				County
97	Immaculate Rd (Intersection)	Uglen Blvd		Major Intersection improvement	\$11.50							\$2.12						\$18.63	\$20.67	\$20.67				County
99	Vanderbilt Beach Rd (Intersection)	Uglen Blvd		Minor Intersection Improvement	\$11.30							\$2.32						\$18.63	\$20.67	\$20.67				County
101	Pine Ridge Rd	Goodette-Frank Rd		Minor Intersection improvement	\$5.75										\$1.20			\$8.95	\$10.48	\$10.48				County
C1	Connector Roadway from I-75 Interchange (New)	Golden Gate Blvd	Vanderbilt Beach Rd	K-Lane Connector Roadway from New Interchange (Specific Location TBD During Interchange PD&E Study)	\$17.57				\$0.68			\$2.80	\$3.62					\$16.59	\$31.14	\$31.14		\$3.24	\$27.90	OA
C2	Connector Roadway from I-75 Interchange (New)	I-75 (SR-93)	Golden Gate Blvd	K-Lane Connector Roadway from New Interchange (Specific Location TBD During Interchange PD&E Study)	\$80.59				\$2.09			\$13.38	\$7.41					\$196.43	\$142.70	\$142.70		\$15.28	\$127.43	OA

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

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

Map ID	Facility	Limits from	Limits to	Description	Total Project Cost (FYC 2015 \$)	TP Funding 2021-25 (FYC)	Plan Period 1 (TP): 2023-2025			Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026-2045 (FYC \$ without \$S)	Total \$S Costs	County	O&M PRE-ENG	DA ROW and CST	Funding Source	
							PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST							
PARTIALLY FUNDED PROJECTS																									
1	Berfield Rd (New) (60229)	The Lorich Way	City Gate Blvd N	New 2-Lane Road Expandable to 4-	\$37.31	\$11.00		\$6.00	\$4.00	\$1.00		\$4.00							\$9.00				County		
5	Big Cypress Pkwy	Vanderbilt Beach Rd Ext.	311 Wall Rd	New 2-Lane Road Expandable to 4-	\$37.31													\$7.70	\$4.04			\$11.74	\$11.74	County	
30	Immokalee Rd (CR 946)	Camp Bais Rd	South Ave	Further Study Required (Immokalee Rd Planning Study)	\$2.00					\$2.00												\$2.00	\$2.00	County	
33	Little League Rd Ext.	SR 82	Winklow St.	New 2-Lane Road	\$40.99													\$9.46	\$7.93			\$15.81	\$15.81	County	
41A	Randall Blvd (Rover) (60247)	Immokalee Rd		3/3-mile Intersection Improvement Overpass	\$35.66	\$9.75		\$6.85	\$4.00									\$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							\$6.89						\$9.61	\$45.88			\$55.83	\$9.95	\$45.88	OA
62B	Vanderbilt Beach Rd Ext.	Overglades Blvd	Big Cypress Pkwy	New 2-Lane Road Expandable to 4	\$41.17													\$8.39	\$16.07			\$24.46	\$24.46	County	
63	Overglades Blvd	311 Wall Rd / CR 925	Immokalee Rd	Widen 2 to 4 Lanes	\$72.75							\$9.31	\$5.00									\$8.12	\$4.13	County	
74	Immokalee Rd (CR 946) Intersection	Wilson Blvd		Major Intersection Improvement	\$17.25													\$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													\$2.36	\$6.68			\$2.74	\$2.74	County	
94	Rural Village Blvd	Immokalee Rd		New 4-Lane Road	\$23.41													\$3.84	\$3.96			\$8.80	\$8.80	County	
98	Vanderbilt Beach Rd	Livingston Rd		Minor Intersection Improvement	\$11.50													\$2.40				\$2.40		County	
102	SR 41 (SR 90) (Tamiami Trail E)	Vanderbilt Beach Rd		Major Intersection Improvement	\$2.50													\$4.90				\$4.90	\$0.00	OA	
103	SR 41 (SR 90) (Tamiami Trail E)	Tree Ridge Rd		Major Intersection Improvement	\$2.50													\$4.90				\$4.90	\$0.00	OA	
104	SR 42 (SR 90) (Tamiami Trail E) (4640311)	Golden Gate Pkwy		Major Intersection Improvement	\$3.50	\$0.50		\$6.27	\$6.38									\$4.80				\$4.40	\$0.00	OA	

Note: Partially funded for construction PRE-ENG includes F&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)
<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 (53398 Funding)

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.

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

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6-5 Airport Transportation Projects

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

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

APPENDIX FE: FEDERAL LANDS APPROPRIATIONS

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



FY2022-FY2025 Transportation Improvement Program

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
Florida													
FW FLPA 419(1)	2021	FL	Collier	Florida Panther National Wildlife	Rehab Fritz Rd (RT 419)	3RL	FLTP	\$2,777,000	Title 23	EFLHD	Under Construction	FL 25	FWS_R

Approval signature is shown on first page packet only. The listing reflects all newly identified and programmed and/or modified projects as of December 10, 2021.

APPENDIX ~~GF~~: 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

APPENDIX **GH**: FISCAL CONSTRAINT

Insert here – wait for April snapshot

APPENDIX H: 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
<ul style="list-style-type: none"> • Implements a recommended action in a Bicycle/Pedestrian Road Safety Audit – 5 points • Addresses a safety concern involving serious injuries and fatalities as identified in this Plan, absent a Safety Audit to verify the proposed mitigation measure – 3 points • Addresses a safety concern involving crashes of less severity, absent a Safety Audit to verify the proposed mitigation measure – 2 points • Addresses a safety concern expressed by members of the public in the absence of crash records – 1 point
Equity
<ul style="list-style-type: none"> • Fills a need associated with an Environmental Justice community or use identified in this Plan – 5 points • Fills a need associated with an area that meets some, but not all EJ criteria used in identifying EJ communities for this Plan – 3 points • Fills a need associated with an area that does not have adequate access to nonmotorized transportation facilities based upon public input received in the development of this Plan – 1 point
Connectivity
<ul style="list-style-type: none"> • Fills a prioritized infrastructure gap identified in this Plan – 5 points • Fills a need for improved connectivity based upon public input received in the development of this Plan – 2 points

Congestion Management Projects

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

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

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

Bridge Project Application Criteria

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

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

Transit Project Selection

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

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

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

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

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

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

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

The LRTP and the TIP

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

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

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

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

APPENDIX I: ADDITIONAL PLANS AND STUDIES

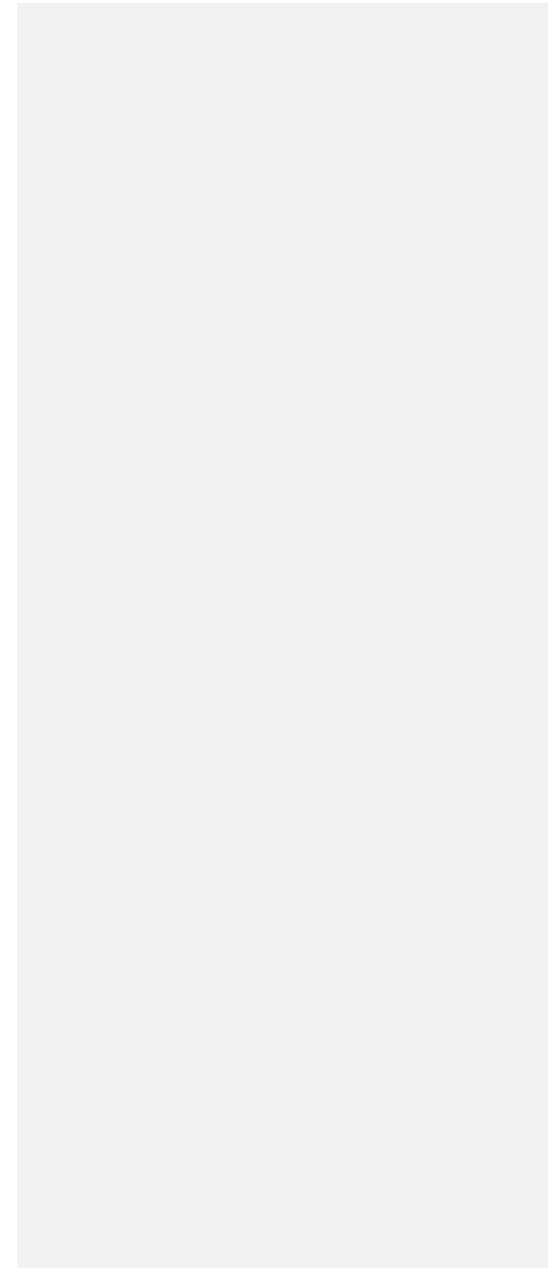
Plans and studies that are in the UPWP and that are using SU funds, but that are not included in the TIP.

Update per new UPWP once it's adopted

APPENDIX **KJ**: ADDRESSING PERFORMANCE MANAGEMENT REQUIREMENTS IN THE TIP

APPENDIX **KL**: AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

To be inserted as they occur.



MPO RESOLUTION #2022-XX
A RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION ADOPTING
THE FY 2022/23 – 2026/27 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:

The FY 2022/23 – 2026/27 Transportation Improvement Program and the projects programmed therein are hereby adopted. The Collier Metropolitan Planning Organization’s Chairman is hereby authorized to execute this Resolution certifying the MPO Board’s endorsement of the FY 2022/23 – 2026/27 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 10th day of June 2022.

Attest:
ORGANIZATION

COLLIER METROPOLITAN PLANNING

By: _____
Anne McLaughlin
MPO Executive Director

By: _____
Council Member Paul Perry
Collier MPO Chairman

Approved as to form and legality:

Scott R. Teach, Deputy County Attorney

Acronyms

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

Phase Codes

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

FDOT Fund Codes

As Of: 1/27/2020

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

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

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

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

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

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

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

EXECUTIVE SUMMARY

The Collier MPO Transportation Improvement Program (TIP) is the federally mandated, collaboratively developed, five-year program of surface transportation projects that will receive federal funding or are subject to federal review or action within the Collier Metropolitan Planning Area (MPA). (Figures 1 & 2 on following pages) The Collier MPA encompasses all of Collier County, and the Cities of Naples, Everglades City, and Marco Island. The Collier MPO is the federally designated Metropolitan Planning Organization (MPO) for the Collier MPA and is the body designated by federal and state statutes to develop and administer the TIP. The TIP is updated annually, and all projects in the TIP must be consistent with the Collier MPO Long Range Transportation Plan (LRTP).

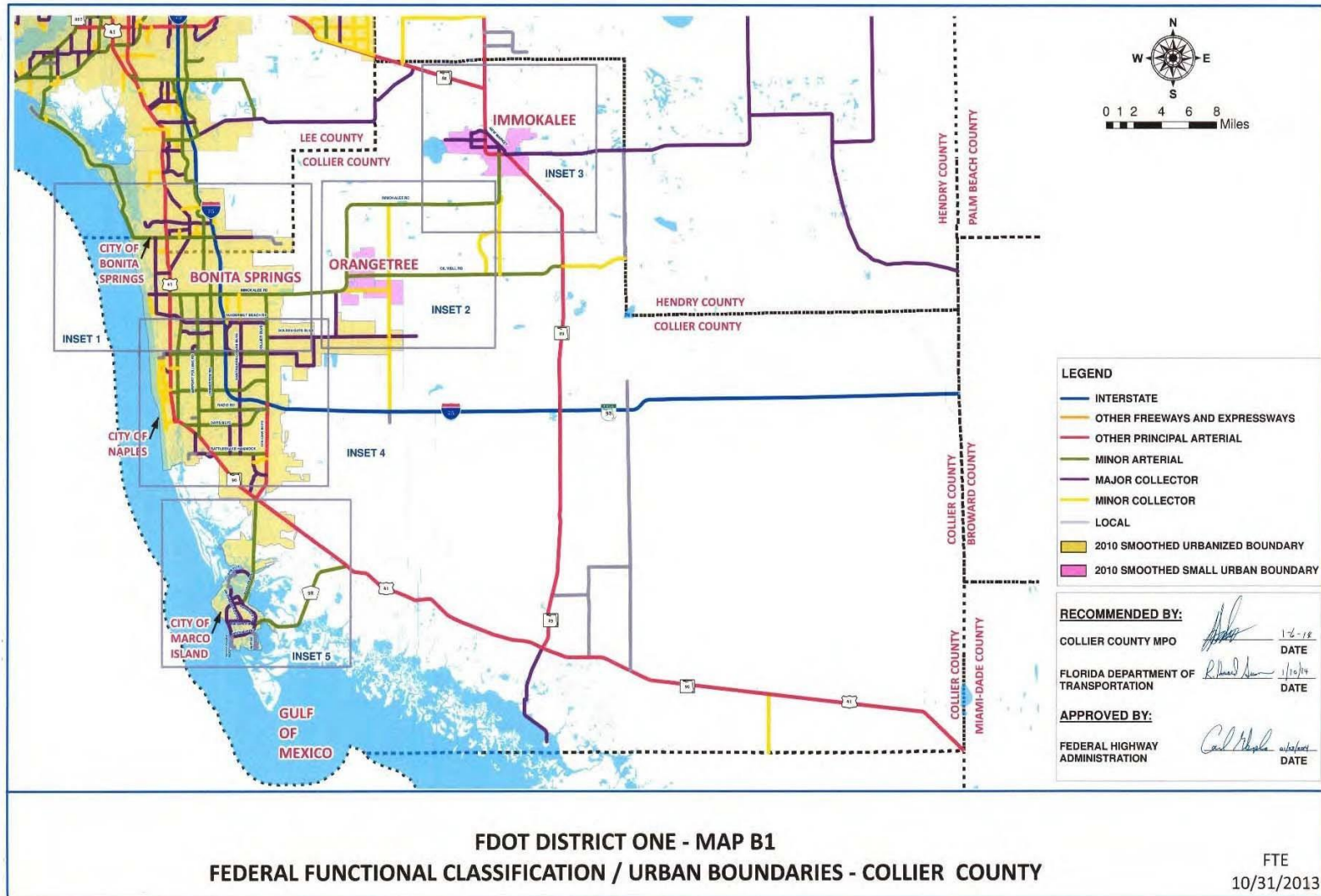
The TIP represents the transportation improvement priorities for the Collier MPO planning area and is financially constrained. This means that each project programmed in the TIP has been vetted by the MPO, Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and local partners to address the planning area's transportation needs and provides sufficient financial information to demonstrate that the projects can be funded as programmed. Only projects with funds that are reasonably expected to be available may be programmed in the TIP. The TIP is subject to approval by FDOT, FHWA, and FTA, and may be periodically amended or modified to reflect changes to a project's scope, schedule, and/or cost, or to add a new or remove an existing project. In addition to federal and FDOT approvals, the TIP is also reviewed by the Florida Department of Economic Opportunity (DEO) to ensure the projects programmed in the TIP are consistent with local government comprehensive plans.

The Collier MPO's TIP has been developed with input and assistance from FDOT, FHWA, FTA, elected officials, municipal staff, and the public. Projects identified in the TIP are prioritized by the MPO and its partners to implement, support, and enhance regional mobility, and improve the safety, condition, and efficiency of the region's transportation system. The TIP includes projects for all transportation modes including roadways, bicycle and pedestrian, transit, and aviation. Development of the TIP includes input from all transportation system users, including those traditionally underserved by existing transportation systems who may face challenges accessing employment and other services.

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.

In November 2021 the Infrastructure Investment and Jobs Act (IIJA), commonly referred to as the Bipartisan Infrastructure Law (BIL), was signed into law. (Public Law 117-58). This legislation carries forward the policies, programs and initiatives established by preceding legislation and addresses new and emerging issues that face the nation's transportation system. These issues include mitigating impacts to existing infrastructure due to climate change, developing and maintaining system resiliency, ensuring equity, researching and deploying new technologies, and improving safety for all users. Project eligibility and flexibility have been added to existing programs such as the Surface Transportation Block Grant Program (STBG) and the Highway Safety Improvement Program (HSIP). For example, the STBG program project eligibility has been expanded to include electric vehicle charging infrastructure and the HSIP has been expanded to introduce new eligible project types to calm traffic and reduce vehicle speeds to improve pedestrian and bicycle safety. The legislation also introduced new competitive grant programs that require further by federal and state governments before they are put into effect.

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)

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 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. The 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 Appendix G. .

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 new List of Project Priorities (LOPP) and submits these to FDOT prior to July 1st. This new set of priorities drawn from the Collier 2045 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 MPO's LRTP and TIP are developed with consideration of the ten planning factors from MAP-21 and the FAST Act which are listed below.

Planning Factors

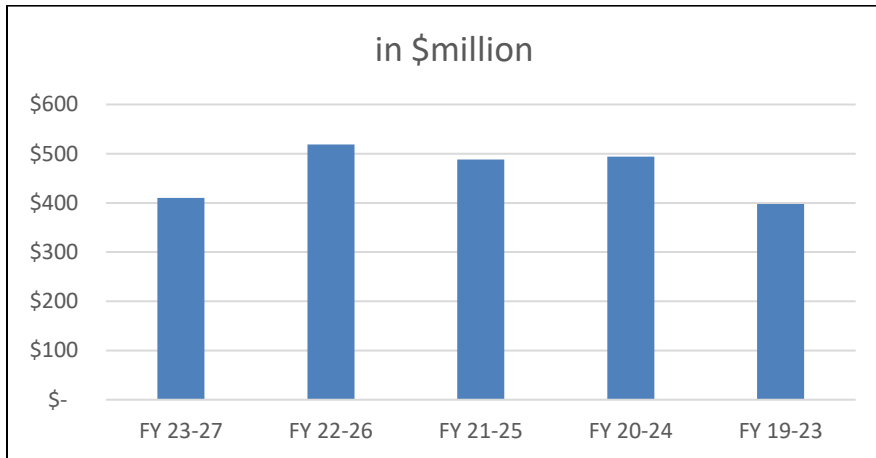
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for the motorized and 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) 2023-2027 Work Program (**Date Pending** Snapshot). The tables and charts below compare funding amounts from year to year and by project type. The total funding fluctuates from one fiscal year to another based on the phases that projects are in and the size and number of projects programmed in that year. The two largest categories of funding are Maintenance and Operations and Highway Capacity Improvements.

Total funding for the current TIP, based on the Draft Tentative Work Program produced on 10/21/2021, is \$410 million, a decrease of \$109 million in comparison with the FY2022 - FY2026 TIP. (Figure 3 below)

Figure 3: Total Initial Funding Amounts, Last 5 TIPs



The three major investment categories - Highway Capacity, Multimodal and State Maintenance and Operations – are shown as percentages in Figure 4. (The summary chart of the prior TIP, FY 2022-2026, is shown in Figure 5 for comparison purposes.) Multimodal investments have gained a few percentage points in this year’s TIP (from 22%-26%); and State investment in Maintenance and Operations has grown relative to Highway Capacity (42% versus 30%).

Figure 4: Percent Funding by Major Category FY 23-27

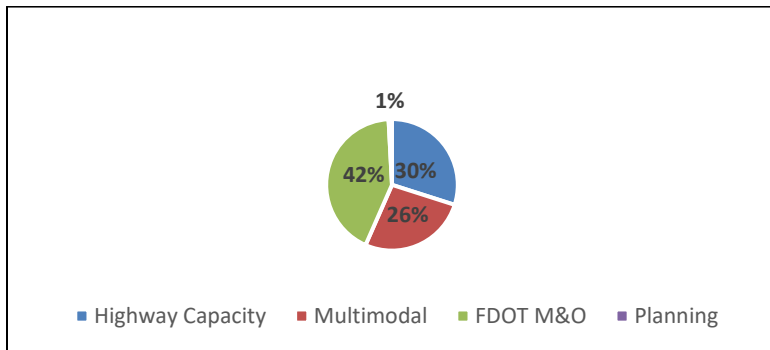
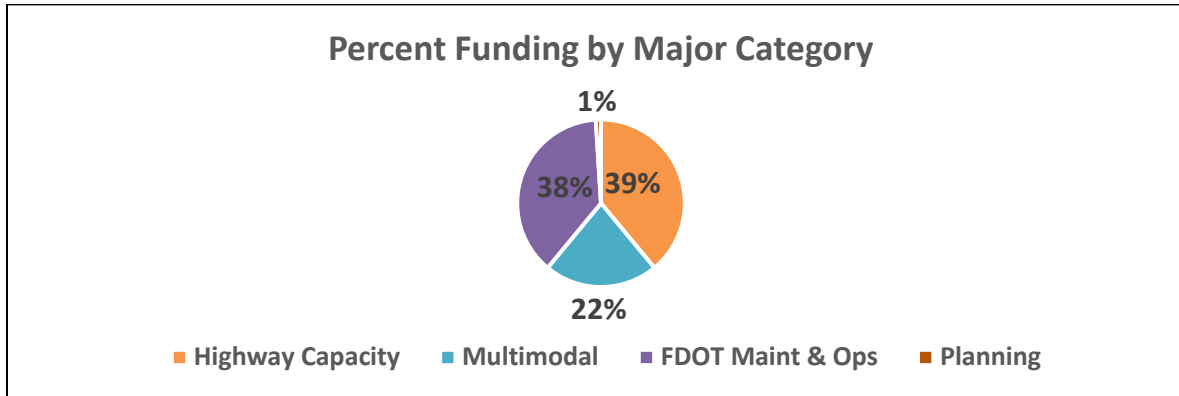


Figure 5: Percent Funding by Major Category FY 22-26



Resurfacing projects are shown in Figure 6 by Fiscal Year.

Figure 6: Map Showing Resurfacing Projects by Fiscal Year

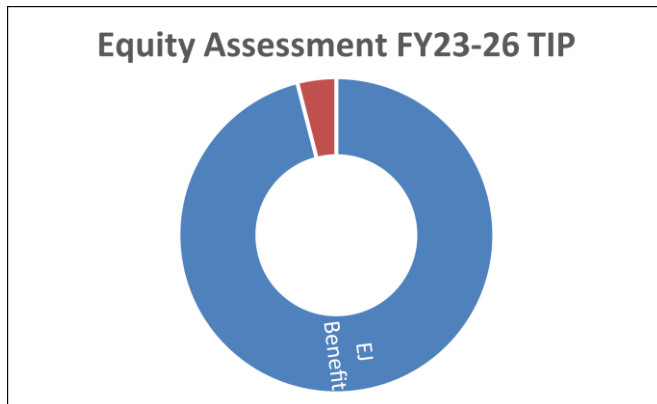
Resurfacing Projects			
FPN	Roadway	FY	Jurisdiction
4415611	US 41 Whistler's Cove to SR 951	23	BCC - D1
4440083	I-75 (Alligator Alley)	23	BCC - D1 & 5
4496681	CR 846 (Tradeport Pkwy)	23	BCC - D5
4415121	US 41 Dunruss Crk-Gulf Park Dr	24	BCC - D2
4475561	I-75 SR 951 to Lee County Line	24	BCC - D3, 4, 2
4440084	I-75 (Alligator Alley)	25	BCC - D1 & 5
4489291	SR 29 Wagon Wheel Rd to I-75	25	BCC - D1 & 5
4489301	US41 Thomasson to SW Blvd	25	BCC - D1

This year's Equity Assessment is similar to the prior year's TIP in that 96% of the programmed investment in Highway Capacity, Safety, Bicycle and Pedestrian, Transit and Congestion Management (SU Box Funds) is of benefit to traditionally underserved minority populations within Collier County.

Table 1: Equity Funding Analysis

EQUITY ANALYSIS	Total Funding
Highway Capacity	\$ 121,092,286
Safety	\$ 4,310,461
Bike-Ped	\$ 18,312,041
Transit	\$ 51,687,752
CM SU Box	\$ 6,993,905
	\$ 202,396,445
Expenditures benefiting EJ Communities	\$ 193,908,677
Other	\$ 8,487,768

Figure 7: Equity Assessment



HIGHWAY FUNDING SOURCES

The following highlights the primary federal and state funding sources used to support MPO planning activities; the design and construction of transportation projects; and facilitate transit operations and capital acquisitions.

Federal (FHWA)

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. STBGP-Urban (SU) funds are allocated to MPOs with over 200,000 population, as is Collier MPO. Such MPOs are referred to as Transportation Management Areas (TMA).

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 include Transportation Alternatives (TA) as defined in 23 U.S.C. 101(a)(29) and MAP-21 §1103. TA funds are primarily used for the construction, planning and design of bicycle and pedestrian facilities, traffic calming techniques, compliance with the Americans with Disabilities Act of 1990 [42 USC 1201 et seq.], environmental mitigation activities, the Recreational Trails Program (RTP) under 23 USC 206, and Safe Routes to Schools. TA funds cannot be used for routine maintenance and operations.

Highway Safety Improvement Program (HSIP): HSIP funds highway safety improvements and may be used to fund any identified highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trail; or any project to maintain minimum levels of retro reflectivity with respect to a public road without regard to whether the project is included in an applicable State strategic highway safety plan. Terms, including “highway safety improvement project” are defined in 23 U.S.C. 148.

Metropolitan Planning Program (PL): FHWA allocates funding for this program to FDOT, which in turn allocates funds by formula

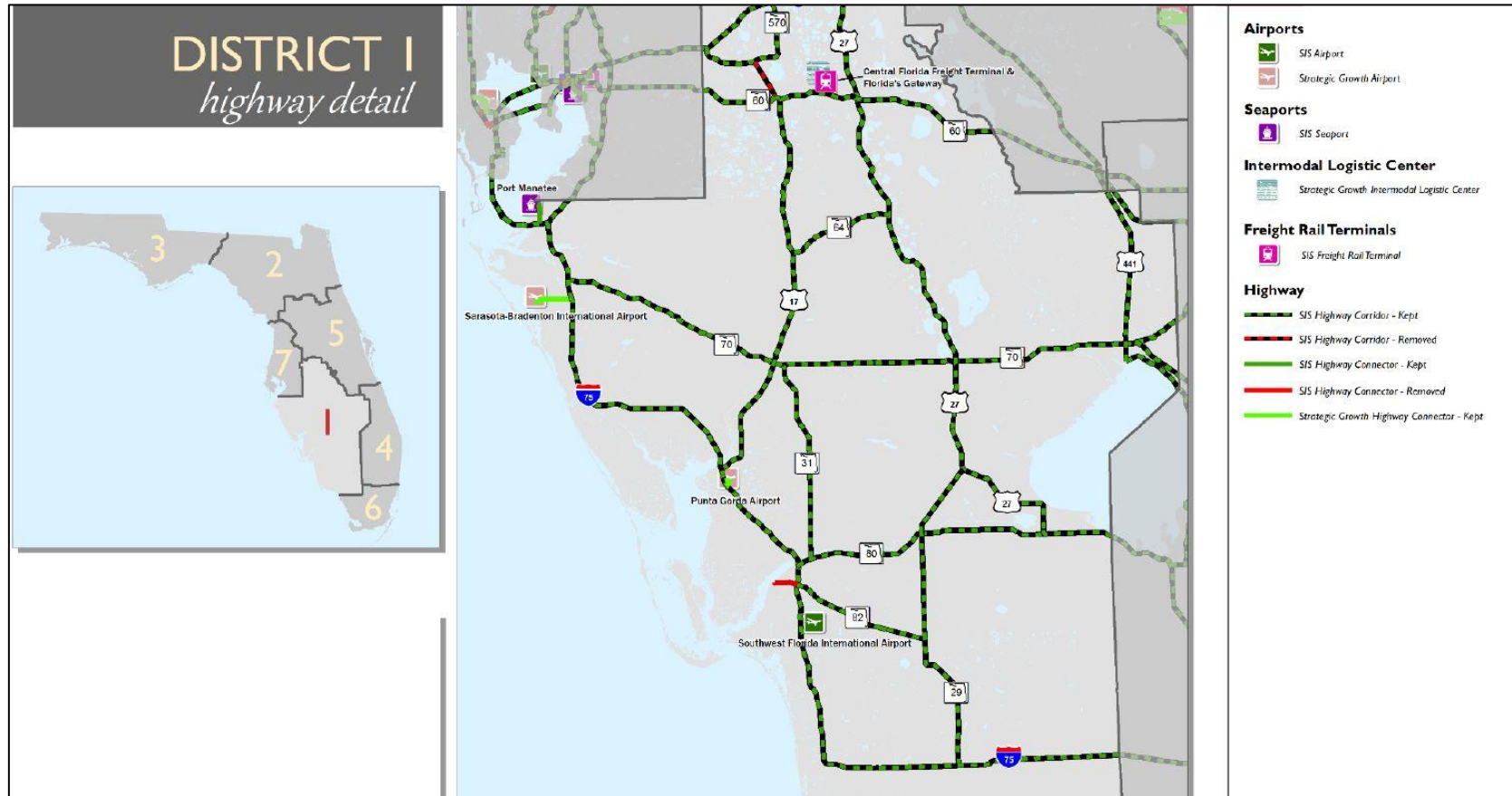
to MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of the Unified Planning Work Program (UPWP), the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP) and other planning documents.

State (FDOT)

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, shown in Figure 9 below, 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. FDOT programs SIS funds through the development of the Strategic Intermodal System Funding Strategy (Appendix A). See Figure 8 on the following page.

Figure 8: SIS System



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. Regionally significant projects are projects that are located on the Lee County/Collier MPO Joint Regional Roadway Network (see Appendix B). FDOT may program State dedicated revenues to fund prioritized regionally significant projects.

Local

Local Funds: Local Funds are programmed when a portion of a project's funding is being provided from a local or third party source. This source could be a city, a county, an expressway authority, etc. Local funds may be used for all program areas and may be required for some federal and state programs. For example, projects funded under the Transportation Regional Incentive Program and County Incentive Grant Program require a 50% local match. Projects funded with federal aid that are off-system - off the state highway system (SHS) - also require a 50% local match. Please refer to Individual program areas for these requirements.

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.

Starting in FY 2023 FDOT and the MPOs will participate in the Consolidated Planning Grant (CPG) program. This program merges FTA 5305(d) Metropolitan Planning funds with FHWA Planning (PL) funds. Once the two funding sources are consolidated the funds will be administered by FHWA and will be considered FHWA PL funds. The CPG streamlines the delivery of MPO funds, provides the MPO greater flexibility to use their planning funds and reduces the number of grants being administered by the MPO.

§ 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 approved local government comprehensive plans.

Public Transit Service Development Program: The Public Transit Service Development Program was enacted by the Florida Legislature to provide initial funding for special projects [341Florida Statutes]. Specific program guidelines are provided in FDOT Procedure Topic Number 725-030-005. The program is selectively applied to determine whether new or innovative techniques or measures could be used to improve or expand public transit services. Service Development Projects specifically include projects involving the use of new technologies for services, routes or vehicle frequencies; the purchase of special transportation services; and other such techniques for increasing service to the riding public. Projects involving the application of new technologies or methods for improving operations, maintenance, and marketing in public transit systems are also eligible for Service Development Program funding. Service Development projects are subject to specified times of duration with a maximum of three years. If determined to be successful, Service Development Projects must be continued by the public transit provider without additional Public Transit Service Development Program Funds.

2021 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. 450.332(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 Capacity Enhancement, Safety, Bridge, Congestion Management, Bicycle and Pedestrian, FDOT Maintenance and Operations, Transportation Planning, Transit, Transportation Disadvantaged and Aviation.,. Many of these projects require multiple phases which must be completed sequentially. 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 the 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 2021 Transportation Project Priorities, for inclusion in the FY2023 – FY2027 TIP, were adopted by the MPO Board on June 11, 2021. 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. Each year, the MPO prioritizes projects derived from its adopted LRTP and based on the MPO's annual allocation of SU funds, State Transportation Trust Funds and other funding programs. The MPO's LOPP 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 H](#) for a description of the criteria used for project prioritization.) The LOPP includes Highway, Bicycle/Pedestrian, Congestion Management, Safety, Bridge, Transit and Planning 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 2 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 2: General Timeframe for FY2023-2027 TIP Process

Mar 2020 - March 2021	MPO solicits candidate projects for potential funding in the new 5 th year of FDOT’s FY2023 - FY2027 Work Program, aka the MPO’s FY 2023-2027 TIP.
June 2021	MPO adopts prioritized list of projects for funding in the MPO FY2023- 27 Work Program/TIP
Jan 2022 – April 2022	FDOT releases Tentative Five-year Work Program for FY2023-FY2027
March – June 2022	MPO produces draft FY2023 - 2027 TIP; MPO Board and committees review draft TIP; MPO advisory committees endorse TIP
June 2022	MPO Board adopts FY2023 – FY2027 TIP which is derived from FDOT’s Tentative Five-year Work Program. MPO adopts LOPP for funding in the FY2024-FY2028 TIP
July 2022	FDOT’s Five-Year Work Program FY2023- FY2027 (which includes the MPO TIP) is adopted and goes into effect. (The Statewide Transportation Improvement Program goes into effect October 1, 2022)
September 2022	MPO adopts TIP Amendment for inclusion of Roll Forward Report

2021 HIGHWAY (& FREIGHT) PRIORITIES

Highway priorities submitted in 2021 are consistent with the 2045 LRTP Cost Feasible Plan. The MPO Board approved the Highway priorities list on June 11, 2021 MPO staff forwarded the list (shown on the following page) to FDOT on June 15, 2021 for consideration of future funding in the FY 23-27 Work Program.

Table 3: Highway (& Freight) Priorities

LRTP MAP ID	Facility	Limit From	Limit To	Final Proposed Improvement - 2045 LRTP	Total Project Cost (PDC)	Construction Time Frame	5-Year Window in which CST is Funded by Source				PROJECT STATUS in Draft Tentative Work Program FY23-27					
				Final Proposed Improvement - 2035 Needs Plan Update	Total Project Cost (PDC)		2026-2030 PLAN PERIOD 2			Projects Funded in CFP	FPN	Phase	Source	FY	Amount	
							Phase	Source	YOE Cost	YOE						
50	SR 29	N of New Market Rd	SR 82	Widen from 2 lanes to 4-lanes (with center turn lane)	\$64,792,368	2026-30	CST	SIS	\$ 30,360,000	\$ 30,360,000	4175406	ENV	TALT	2023 & 26	\$680,000	
							CST	ACNP, D1				CST		2026	\$33,752,368	
23	I-75 (SR93) Interchange	Golden Gate Pkwy		Interchange Improvement	\$9,590,000	2026-30	PE	OA	\$ 580,000	\$ 12,820,000						
							CST	OA	\$ 12,240,000							
25	I-75 (SR93) Interchange	Immokalee Rd		Interchange Improvement (DDI Proposed)	\$9,590,000	2026-30	PE	OA	\$ 580,000	\$ 12,820,000						
							CST	OA	\$ 12,240,000							
57	US41 (SR90)(Tamiami Trail E)	Goodlette-Frank Rd		Major Intersection Improvement	\$13,000,000	2026-30	PE	OA	\$ 630,000	\$ 17,010,000						
							ROW	OA	\$ 2,970,000							
							CST	OA	\$ 13,410,000							
58	US41 (SR90)(Tamiami Trail E)	Greenway Rd	6 L Farm Rd	Widen from 2-lane to 4-lanes	\$31,880,000	2026-30	PE	OA	\$ 3,910,000	\$ 41,900,000						
							ROW	OA	\$ 4,460,000							
							CST	OA	\$ 33,530,000							
111	US41 (SR90) (Tamiami Trail)	Immokalee Rd		Intersection Innovation / Improvements	\$17,500,000	2026-30	PE	OA	\$ 3,130,000	\$ 23,250,000						
							CST	OA	\$ 20,120,000							
					\$146,352,368										Subtotal	\$34,432,368
Plan Period 3 & 4 Construction Funded Projects - Initiated in Plan Period 2							2026-2030			CFP	PROJECT STATUS in Draft Tentative Work Program FY23-27					
MAP ID	Facility	Limit From	Limit To	Project Description	Total Project Cost (PDC)	CST Time Frame	Phase	Source	Funding Request	2026-2030 TOTAL	FPN	Phase	Source	FY	Amount	
39	Old US41	US41	Lee/Collier County Line	Widen from 2 lanes to 4-lanes	\$22,590,000	2031-2035	PE	OA	\$ 3,850,000	\$ 4,020,000						
							ROW	OA	\$ 170,000							
59	US 41 (SR90) (Tamiami Trail)	Collier Blvd		Major Intersection Improvement	\$17,250,000	2031-2035	PE	OA	\$ 2,810,000	\$ 2,810,000						
60	US41 (SR90)(Tamiami Trail)	Immokalee Rd	Old US 41	Complete Streets Study for TSM&O Improvements	\$17,250,000	2031-2035	PE	OA	\$ 460,000	\$ 460,000						
22	I-75 (SR93) New Interchange	Vicinity of Everglades Blvd		New Interchange	\$42,260,000	2036-2045	PE	OA	\$ 3,760,000	\$ 3,760,000						
C1	Connector Roadway from New I-75 Interchange	Golden Gate Blvd	Vanderbilt Beach Rd	4-lane Connector Roadway from New Interchange (Specific Location TBD during Interchange PD&E)	\$17,570,000	2036-2045	PE	OA	\$ 440,000	\$ 440,000						
C2	Connector Roadway from New I-75 Interchange	I-75 (SR93)	Golden Gate Blvd	4-lane Connector Roadway from New Interchange (Specific Location TBD during Interchange PD&E)	\$80,590,000	2036-2045	PE	OA	\$ 2,000,000	\$ 2,000,000						
					Subtotal				\$13,490,000							
HIGHWAYS - Freight Priorities							2026-2030			CFP	Project Status in Draft FY2022-26 TIP					
MAP ID	Facility	Limit From	Limit To	Project Description	Total Project Cost (PDC)	CST Time Frame	Phase	Source	Funding Request	YOE	FPN	Phase	Source	FY	Amount	
50	SR 29	New Market Rd N	N of SR 82	Widen from 2 lanes to 4-lanes (with center turn lane)	\$31,801,703	2026-30	CST	SIS	\$ 30,360,000	\$ 30,360,000	4175406	ENV	SIS	2023	\$380,000	
												ROW	SIS	2024	\$1,061,703	
51	SR 29	Immokalee Rd (CR 846)	New Market Rd N	New 4-lane Rd (aka The Immokalee Bypass)	\$33,103,090	<i>unfunded in 2045 LRTP; would require amendment</i>	CST	SIS	\$ 32,793,090	TBD	4175405	ENV	SIS	2024 & 25	\$310,000	
												ROW	SIS	2024 & 25	\$6,676,616	
					Subtotal				\$63,153,090						\$1,751,703	

2020 BRIDGE PRIORITIES

Bridge related priorities are consistent with the 2045 LRTP. The 2020 Bridge 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 FY22-26 TIP
2	47th Avenue NE, west of Everglades Boulevard	New Bridge Construction	\$8,000,000	PD&E completed

*Collier County is in process of reviewing priorities established in the East of 951 Bridge Study (2008)

2021 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. The TDP is incorporated into the 2045 LRTP – Cost Feasible Plan. Table 5 on the following page shows the 2021 Transit Priorities approved by the MPO Board on June 11, 2021, amended in April 2022 and resubmitted to FDOT for consideration of future funding.

Table 5 – 2021 Transit Priorities (as amended April 8, 2022)

2021 Transit Priorities (Revised 4/8/22)							
Improvement	Category	Ranking	Implementation Year	Annual Cost	3-Year Operating Cost	10-Year Operating Cost	Capital Cost
Route 15 from 90 to 45 minutes	Increase Frequency	1	2022	\$163,238	\$489,715	\$1,632,384	\$503,771
Route 11 from 30 to 20 minutes	Increase Frequency	2	2022	\$652,954	\$1,958,861	\$6,529,536	\$503,771
Route 12 from 90 to 45 minutes	Increase Frequency	3	2022	\$282,947	\$848,840	\$2,829,466	\$503,771
Administration/Passenger Station Roof Replacement	Transit Asset Management (TAM)	4	2022	\$0	\$0	\$0	\$357,000
CAT Maintenance Building Reconstruction*	Transit Asset Management (TAM)	5	2022	\$0	\$0	\$0	\$17,802,200
Route 16 from 90 to 45 minutes	Increase Frequency	6	2023	\$156,105	\$468,316	\$1,561,054	\$503,771
Route 14 from 60 to 30 minutes	Increase Frequency	7	2023	\$243,915	\$731,744	\$2,439,146	\$512,698
Site SL-15 Creekside	Park and Ride	8	2023	\$0	\$0	\$0	\$564,940
Beach Lot Vanderbilt Beach Rd	Park and Ride	9	2023	\$0	\$0	\$0	\$2,318,200
Route 17/18 from 90 to 45 minutes	Increase Frequency	10	2023	\$258,550	\$775,649	\$2,585,495	\$503,771
Route 13 from 40 to 30 minutes	Increase Frequency	11	2023	\$83,712	\$251,135	\$837,115	\$512,698
New Island Trolley	New Service	12	2024	\$551,082	\$1,653,246	\$5,510,821	\$864,368
Study: Mobility on Demand	Other Improvements	13	2024	\$0	\$0	\$0	\$50,000
Study: Fares	Other Improvements	14	2024	\$0	\$0	\$0	\$50,000
Support Vehicle - Truck	Transit Asset Management (TAM)	15	2024	\$0	\$0	\$0	\$30,000
New Bayshore Shuttle	New Service	16	2025	\$201,000	\$602,999	\$2,009,995	\$531,029
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	17	2025	\$0	\$0	\$0	\$500,000
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	18	2025	\$0	\$0	\$0	\$500,000
Support Vehicle - Replacement	Transit Asset Management (TAM)	19	2025	\$0	\$0	\$0	\$30,000
Support Vehicle - Replacement	Transit Asset Management (TAM)	20	2025	\$0	\$0	\$0	\$30,000
Radio Rd Transfer Station Lot	Park and Ride	21	2026	\$0	\$0	\$0	\$479,961
Beach Lot Pine Ridge Rd	Park and Ride	22	2026	\$0	\$0	\$0	\$2,587,310
Immokalee Rd - Split Route 27 creating EW Route	Route Network Modifications	23	2027	\$189,885	\$569,654	\$1,898,846	\$550,016
Collier Blvd - Split Route 27 creating NS Route	Route Network Modifications	24	2027	\$189,885	\$569,654	\$1,898,846	\$550,016
New Route 19/28 - Extend Hours to 10:00 PM	Service Expansion	25	2027	\$29,288	\$87,863	\$292,876	\$0
Route 24 - Extend Hours to 10:00 PM	Service Expansion	26	2027	\$30,298	\$90,893	\$302,976	\$0
Goodlette Frank Rd - Split Route 25 creating NS Route	Route Network Modifications	27	2027	\$183,805	\$551,416	\$1,838,052	\$550,016
MOD - North Naples	New Service	28	2029	\$81,723	\$245,169	\$817,230	\$81,961
New Autonomous Circulator	New Service	29	2029	\$52,411	\$157,232	\$524,105	\$569,681
MOD - Marco Island	New Service	30	2029	\$108,912	\$326,736	\$1,089,119	\$81,961
MOD - Golden Gate Estates	New Service	31	2029	\$163,446	\$490,338	\$1,634,460	\$81,961
New Naples Pier Electric Shuttle	New Service	32	2029	\$82,213	\$246,638	\$822,125	\$569,681
MOD - Naples	New Service	33	2029	\$193,889	\$581,666	\$1,938,887	\$81,961

*originally funded as rehabilitation project in FY21-25 TIP FPN 4480651 FY21 added 4/8/22

2021 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. 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 2021, congestion management received 100% of the SU funds, approximately \$5 million. The 2021 congestion management priorities are shown in Table 5 (next page). The projects are consistent with the 2017 Congestion Management Process, the 2020 Transportation System Performance Report and the 2045 LRTP. They were adopted by the MPO Board on June 11, 2021.



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

TABLE 6: 2021 CONGESTION MANAGEMENT PROJECT PRIORITIES

Project ID #	Project Name	Submitting Agency/ Jurisdiction	Total Estimated Project Cost (rounded to nearest \$100)	Phases	Programming Target FY	Notes
1	91st Ave N (Construction of a 5' wide sidewalk along the south side of the road)	Collier County TransPlan	\$ 640,500	PE, CST, CEI	2027	County TransPlan is coordinating timing of construction project with County Stormwater Utility Project
2	Vanderbilt Beach Road Corridor Study (Airport Rd to Livingston Rd)	Collier County TransPlan	\$ 430,000	PLN STUDY	2027	Study to begin after Vanderbilt Beach RD Extension in-place to assess traffic impact
3	ITS Fiber Optic and FPL Power Infrastructure - 18 locations	Collier County Traffic Ops	\$ 830,000	PE, CST	2023-2027	Phased approach by Traffic Ops to bore in County ROW, run conduits and fiber cables, 18 corridors
4	ITS Vehicle Detection Update/Installation at 73 Signalized Intersections	Collier County Traffic Ops	\$ 991,000	CST	2023-2027	Equipment purchase, in-house installation; phased approach includes QA/QC and fine tuning functionality and stability of systems
5	ITS ATMS Retiming of Arterials	Collier County Traffic Ops	\$ 881,900	PE	2023-2027	RFP for Professional Services; phased approach by Traffic Ops
		TOTAL	\$ 3,773,400			

BICYCLE and PEDESTRIAN PRIORITIES

The priorities were derived from the 2019 Collier MPO Bicycle and Pedestrian Master Plan (BPMP), which is incorporated by reference into the 2045 LRTP. 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. See Table 7 on the following page.

Table 7: 2020 Bicycle and Pedestrian Priorities

2020 Collier MPO Bicycle Pedestrian Priorities as Ranked by the BPAC on Nov. 19, 2019 cost estimates updated as of 6/3/20							
Rank	Score	Location/ Jurisdiction	Project	Project Type	Yr 1	Future Yrs	Totals
1	13	District 5	Carson, S 9th, N 9th	Sidewalks	\$ 136,132	\$ 626,202	\$ 762,334
2	10	District 2	Wiggins Pass	Sidewalks, Bike Lanes	\$ 125,400	\$ 961,500	\$ 1,086,900
2	10	Marco	N Collier Blvd Alt Bike Lanes	In-Road Bike Lanes	\$ 965,734		\$ 965,734
2	10	District 4	Pine St, Wisconsin, Illinois, Hollygate, Cooper	Sidewalks	\$ 90,666	\$ 637,862	\$ 728,528
2	10	District 1	Holland, Caldwell, Sholtz	Sidewalks	\$ 241,861	\$ 1,112,555	\$ 1,354,416
2	10	District 3	24th Pl, 27th Pl, 43rd St, 47th Terr	Sidewalks	\$ 226,352	\$ 1,041,219	\$ 1,267,571
3	8	Everglades	Copeland, Hibiscus, Broadway	Sidewalks, Bike Lanes	\$ 137,292	\$ 1,153,252	\$ 1,290,544
3	8	MPO	MPO Feasibility CR951 & CR92	Trail Feasibility Study	\$ 250,000		\$ 250,000
4	7	Naples	Freedom Park Ped Overpass	Pedestrian Overpass	\$ 200,000	\$ 4,782,794	\$ 4,982,794
5	2	Naples	26 Ave N	Sidewalk	\$ 673,488		\$ 673,488
				TOTALS	\$ 3,046,925	\$ 10,315,384	\$ 13,362,309
					Total cost estimate		\$13,362,309

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 on the following page.

Table 8: 2021 Regional Priorities – Joint List for Lee and Collier Counties

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Staff Priority Order	State Funding Level	Fiscal Year
2021/2022										
Lee County	Corkscrew Road	E.of Ben Hill Griffin	Bella Terra	2L to 4L	CST	\$23,590,800	\$6,975,000	Funded	\$ 2,651,966	FY 21/22
Lee County	Ortiz	Colonial Blvd	SR 82	2L to 4L	CST	\$20,025,000	\$5,000,000			
2022/2023										
Collier County	Collier Blvd	Golden Gate Main Canal	Golden Gate Pkwy	4L to 6L	Des/Build	\$38,664,000	\$5,000,000			
Lee County	Corkscrew Road	Bella Terra	Alico Road	2L to 4L	CST	\$17,795,300	\$4,500,000			
Lee County	Three Oaks Ext.	Fiddlesticks Canal Crossing	Pony Drive	New 4L	CST	\$41,830,000	\$5,000,000			
Collier County	Veterans Memorial Blvd	High School Entrance	US 41	New 4L/6L	CST	\$14,800,000	\$6,000,000			
2023/2024										
Lee County	Three Oaks Ext.	Pony Drive	Daniels Parkway	New 4L	CST	\$31,720,000	\$7,500,000			
Collier County	Goodlette Road	Vanderbilt Beach Road	Immokalee Road	2L to 4L	CST	\$5,500,000	\$2,750,000	Funded	\$ 2,750,000	FY 23/24
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	\$19,050,000	\$4,125,000			
Lee County	Ortiz Avenue	SR 82	Luckett Road	2L to 4L	CST	\$28,500,000	\$5,000,000			
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
2025/2026										
Lee County	Alico Extension	Alico Road	SR 82	New 4L	CST	\$105,000,000	\$8,000,000			
Collier County	Oil Well Road	Everglades	Oil Well Grade Rd.	2L to 6L	CST	\$54,000,000	\$6,000,000			
Lee County	Ortiz Avenue	Luckett Road	SR 80	2L to 4L	CST	\$20,800,000	\$3,750,000			
Collier County	Immokalee Road	At Livingston Road		Major Intersect.	PE	\$4,500,000	\$1,000,000			

Major Projects Implemented or Delayed from the Previous TIP (FY2022 – FY2026)

23 CFR §450.324(2) requires MPOs to list major projects from the previous TIP for which phases were implemented and to identify any significant delays in the planned implementation of major projects. **Major Projects are defined as *multi-laning or a new facility type capacity improvement*.**

Major Projects - Phases Implemented/Completed/Advanced

- FPN 4258432 - I-75 @ SR951; Major interchange improvement; originally programmed for construction in FY2025, American Rescue Plan Act (ARPA) funds used restructure funding and advance construction to FY 2022.
- FPN 4175406 - SR 29 from N of New Market to SR 82; widen from 2-4 lanes; ARPA funds used to advance ROW and RRU from outer years of FDOT Work Program to FY 2022 of the FY22-26 TIP.
- FPN 4308481 - SR 82; Hendry County Line to Gator Slough Lane; widen from 2-4 lanes; originally programmed for construction in 2024, advanced to FY 2023 in FDOT Draft Tentative Work Program FY23-27.
- FPN 4308481 – SR 82 from Hendry County Line to Gator Slough Lane; originally programmed for construction in FY 20245, advanced to FY 2023
- FPN 4463381 – Vanderbilt Beach Rd from US 41 to E of Goodlette Frank; originally programmed for construction in FY 2025; advanced to FY 2023 with TRIP funding

Major Projects - Phases Significantly Delayed, Reason for Delay and Revised Schedule

- FPN 4351112 - SR 951 from Manatee Rd to N of Tower Rd; originally programmed for construction in 2025; pushed back to outer years in FDOT Draft Tentative Work Program FY 23-27 due to funding shortfall
- FPN 4318953 - 16th St Bridge NE from Golden Gate Boulevard to Randall Boulevard – New bridge construction programmed in FY22 for \$12 million; delayed due to the need to break the project into segments based on Functional Classification and federal aid eligibility.

Major Projects in the FY2023 – FY2027TIP

Multi-Laning or New Facility Capacity Improvement Projects

- FPN 4175402; FPN 4175405; FPN 4175406; FPN 4178784 SR 29 from Oil Well Road to Hendry County Line, widen from 2 to 4 lanes; programmed for various phases consistent with prior year TIP

- FPN 4404411 – Airport Pulling Rd from Vanderbilt [Beach] Rd to Immokalee Rd; add through lanes; programmed for construction in FY 2023 consistent with prior year TIP
- FPN 4452962 - I-75 @ Pine Ridge Interchange Improvement; programmed for construction in 2023; consistent with prior year TIP.
- FPN 4404411 - Airport Pulling Road –Add thru lanes from Vanderbilt (Beach) Road to Immokalee Road; CST programmed in FY2023 for \$\$9.9 million, consistent with prior year TIP.
- FPN 4464121 – CR 951 from Golden Gate Canal to Green Blvd; widen and resurface; PE in FY 2024, consistent with prior year TIP

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 expand opportunities for public to comment on-line. 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 2023-20276 were out for public comment, the MPO had returned to holding in-person advisory committee meetings. MPO Board meetings were conducted as hybrid remote/in-person.

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. The MPO also conducts outreach by way of its monthly eNewsletter, website postings and email distribution lists. Public comments on the FY2023– FY2027 TIP may be found in [Appendix F](#).

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 2021 MPO process was certified by FDOT and the MPO Board on April 8, 2022. In addition, every four years the MPO must also be certified by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The MPO's transportation planning process was jointly certified by FHWA and FTA on January 14, 2021. The next FHWA / FTA joint certification will occur in late summer, early fall of 2024.

PROJECT ORGANIZATION

Projects are listed in ten different categories. Within each category projects are listed in numerical order using the **FPN (Financial Project Number)** which is in the upper left corner of each project page. Several of the roads are listed by their county or state road designation. The table below lists these designations along with the commonly used name.

Common Name	Name in TIP
Vanderbilt Drive	CR 901
Vanderbilt Beach Road	CR 862
San Marco Road	CR 92
US 41/Tamiami Trail	SR 90 SR 45
Collier Boulevard	SR 951

EXPLANATION OF PROJECT COSTS

Part I of the TIP contains all projects that are listed in the FY2020 – FY2024 TIP. The projects are divided into five categories: Highway Capacity Enhancement, Safety, Bridge, Congestion Management, Bicycle and Pedestrian, State Maintenance & Operations, 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.

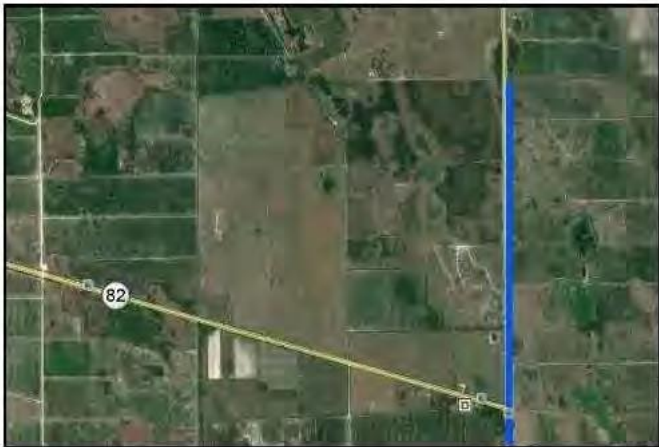
Projects often require multiple phases which may include any or all of the following: Project Development and Environment (PD&E), Design (PE), Environment (ENV), Right of Way acquisition (ROW), Railroad and Utilities (RRU), Construction (CST), Operations (OPS), Capital (CAP). Large projects are sometimes 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. Project Location
- C. Denotes if Project is on SIS
- 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, Phase and Source
- J. Project Location 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 Total Project Cost: 14,492,538 LRTP Ref: SIS PLAN APPENDIX A
F	Work Summary:	ADD LANES & RECONSTRUCT							
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 2023-2027. 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 2023-2027

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SECTION A: HIGHWAY CAPACITY ENHANCEMENTS

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SECTION B: SAFETY PROJECTS

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SECTION C: BRIDGE PROJECTS

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Section D: CONGESTION MANAGEMENT PROJECTS

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SECTION E: BICYCLE AND PEDESTRIAN PROJECTS

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SECTION F: FDOT MAINTENANCE AND OPERATIONS

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SECTION G: TRANSPORTATION PLANNING PROJECTS

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SECTION H: TRANSIT PROJECTS

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SECTION I: TRANSPORTATION DISADVANTAGED PROJECTS

This section includes the Transportation Disadvantaged program projects in FY2023 – FY2027. 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 2027 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 FY2023 was not yet available when this TIP was adopted. The amounts listed below are from FY2022 and will be adjusted accordingly via an Administrative Modification to the TIP once they become available.

Collier MPO LCB Assistance

The FY 2022 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 \$869,375. 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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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
2022 Year Work Program
(Dollars shown in Thousands)

Project #	Project Name	FY22 Amount	FY23 Amount	FY24 Amount	FY25 Amount	FY26 Amount	FY 22-26 Amount	FY 21-26 Amount	
SUMMARY OF PROJECTS									
60188	Vanderbilt Beach Rd/Collier	14,500	C				14,500	14,245	
60201	8th Pine Ridge Rd (Livingston to I75)	4,086	DR	25,200	DCM		29,286	31,786	
60147	Randall/Immokalee Road Intersection	3,000	R	4,200	CM		7,200	10,845	
60190	Airport Rd Vanderbilt Bch Rd to Immokalee Rd			5,700	CM		5,700	18,863	
60212	47th Ave NE Bridge				750	D	8,300	9,050	
60212	Wilson Blvd South Bridge				450	DR	3,950	4,400	
60212	13th St NW Bridge			350	D			4,050	
60212	62nd Ave NE Bridge			400	DR	3,700	3,850	4,250	
60212	10th Ave SE Bridge			550	D			6,100	
60228	Sidewalks	745	D	1,251	D/C	4,895	6,891	10,000	
60188	Veterans Memorial PH I							13,52	
60188	Veterans Memorial PH II	4,300	RD		14,831	CM		19,131	
60199	Vanderbilt Beach Rd (US41 to E of Goodlette)					15,500	DC	13,500	
60129	Wilson Benfield Ext (Lees Way to City Gate N)	1,500	RA	500	RA	1,000	RA	5,000	
60144	Oil Well (Everglades to Oil Well Grade)	500	A	300	A	300	A	1,700	
70167	Business Center (City Gate)				9,500	C		9,500	
68056	Collier Blvd (Green to South of GG Main Canal)	2,000	R	38,100	RDC			40,100	
60065	Randall Blvd/8th to Everglades						3,000	3,254	
60232	Belle Meade	30	M					30	
TBD	Goodlette Rd (VBR to Immokalee Rd)			2,750	D	634	A	5,393	
TBD	Green Blvd (Santa Barbara Blvd to Sunshine)			500	S			500	
60229	Wilson Blvd (GG Blvd to Immokalee)	1,000	DR	1,000	DR	21,800	C	23,800	
60249	Vanderbilt Bch Rd (8th to Everglades)	8,190	DRM	5,860	RA	11,600	C	25,850	
TBD	Golden Gate Parkway at Livingston				500	S		6,500	
TBD	Railhead Crossing			200	C			200	
TBD	Poinciana Professional Park			300	C			300	
TBD	Tree Farm PUD			450	C			450	
TBD	Immokalee Rd at Livingston					6,000	D	6,000	
60016	Intersections Improvements Shoulder Widening	3,200	C	1,800	C	2,575	D	9,200	
60227	Corkscrew Rd (Lee County Line) Shoulders			1,200	C			1,200	
TBD	Santa Barbara/Logan Turnlane				879	D	7,879	8,758	
60245	Logan Blvd N of Immk Contingency	2,600	C					2,600	
		6,019						6,019	
Total		11,670		100,211		70,334		42,245	
								35,718	
								390,158	
								563,747	
Operations Improvements/Programs									
66066	Bridge Repairs/Improvements	2,950		6,500	3,000	3,000	1,500	16,950	
60130	Wall/Barrier Replacement	50		250	250	250	250	1,050	
60131	Road Resurfacing 11'x10'	9,379		8,600	10,500	12,800	12,500	53,779	
60077	Striping and Marking	800		800	800	800	800	4,000	
60172	Traffic Ops Upgrades/Enhancements	1,429		1,120	1,210	2,195	433	6,387	
60189	LED Replacement Program							132	
60198	Countywide Pathways/Sidewalks Non P/L/LAP	576		1,250	350	650	475	3,301	
60037	Asset Mgmt	25		150	150	150	150	625	
60197	RM Facility Fund 310	195		500	500	500	500	2,195	
69331339	District 12,3,4,5,6 Sidewalk P/L							724	
	Subtotal Operations Improvements/Programs	5,404		13,170	6,760	20,345	6,608	88,287	
								18,521	
60066	Congestion Mgmt Fare							1,263	
60240	Traffic Calming	50	DC	50	DC	50	DC	250	
60085	TIS Review	250	S	250	S	250	S	1,250	
60088	PUD Monitoring							100	
60109	Planning Consulting	400	S	500	S	500	S	2,400	
60163	Traffic Studies	300	S	300	S	300	S	1,500	
60171	Multi Project							22	
50233	Off-Rd Vehicles & Equip	100						100	
	Transfer to Fund 325 STO	113.8						113.8	
	Transfer to 712							0	
	Transfer to 370	7,943						7,943	
	Impact Fee Refunds	195		250	250	250	250	1,195	
	Debt Service Payments	13,200		13,261	13,671	13,622	13,000	66,754	
								80,161	
								0	
	Total Funding Request All Funds	190,830		133,992	102,095	77,562	66,676	571,155	
								798,771	
REVENUES									
	Sales Tax	81831		27,565	6,495	9,250	15,384	140,525	
	Impact Fees Revenue	15,000		15,500	15,500	15,500	15,500	78,000	
	CCA Revenue							0	
	Gas Tax Revenue	22,500		23,300	23,500	23,700	24,000	117,000	
	Grants/Reimbursements*	535		14,928	0	6,806	0	22,269	
	Transfer 001to 310	8,817		8,817	8,817	8,817	8,817	44,085	
	Transfer 111to 310	3,000		3,000	3,000	3,000	3,000	15,000	
	Interest Gas Tax-Impact Fees	1,430		2,000	2,000	2,000	2,000	9,430	
	Carry Forward 313-310-Impact Fees	58,617						58,617	
	Potential Debt Funding/Unfunded Needs	2		32,407	44,808	10,514		87,731	
	Expected FEMA Reimbursement			8,500				8,500	
	Revenue Reserve 5%	1,902		2,025	2,025	2,025	2,025	10,002	
	Total Revenues	190,830		133,992	102,095	77,562	66,676	571,155	
								857,388	
	Gross Surplus/Shortfall								
	Cummulative Surplus/Shortfall								

Key:

A = Adv Construction / S = Study / D = Design
M = Mitigation / C = Construction / R = ROW
LS = Landscape / L = Litigation / I = Inspection
AM = Access Mgmt / LP = SB Loan Repayment

* = See separate supplemental maps

**The 5-cent Local Option Fuel Tax is earmarked to wards debt service, bridges, and intersection improvements.

Project	FY 2022	FY 2023	FY 2024	FY 2025	FY
16th St Bridge					
11 Bridge Immk- CR846				2,592	
Pine Ridge Livingston					
VBR US41 to E Goodlette				4,214	
Collier Blvd GG to Green		1,600			
Goodlette VBR to Imm		2,750			
Pine Ridge Livingston		5,450			
Airport VBR to Immk		4,928			
	0	14,728	0	6,806	0

	FY22	FY23	FY24	FY25	FY26	FY 22-26	FY 21-26
60168 Sales Tax Projects:							
Vanderbilt Beach Ext	74,000					74,000	74,000
60201 Pine Ridge Rd (Livingston to I75)	4,086	17,414				21,500	23,000
60147 Immk/Randall Rd Intersection	3,000	4,000				7,000	7,000
60190 Airport Rd VBR to Immk Rd		4,000				4,000	4,000
60212 New Golden Gate Bridges (1)		900	1,600	9,250	15,384	27,134	27,134
60228 Sidewalks	745	1,251	4,895			6,891	10,000
Total	81,831	27,565	6,495	9,250	15,384	140,525	191,000

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 page shows the City of Naples's DraftFY2022-2026 Capital Improvement Program Budget for Streets & Traffic (Fund 190). The City Council will adopt its FY2022-FY2026 budget after the adoption of this TIP.

**CITY OF NAPLES
CAPITAL IMPROVEMENT PROJECTS
STREETS & TRAFFIC - FUND 190**

CIP ID	PROJECT DESCRIPTION	AMENDED	DEPT	2022-23	2023-24	2024-25	2025-26
		BUDGET 2020-21	REQUEST 2021-22				
	Annual Pavement Resurfacing Program (1)	650,000	700,000	1,000,000	750,000	750,000	750,000
Total Programs Budgeted in the Operations Budget		650,000	700,000	1,000,000	750,000	750,000	750,000
22U12	Lift Truck Replacement	0	180,000	0	0	0	0
22U31	Alley Maintenance & Improvements	200,000	100,000	100,000	100,000	100,000	100,000
22U08	Traffic Management Center & System Improvements	25,000	25,000	25,000	30,000	30,000	30,000
22U29	Pedestrian & Bicycle Master Plan Projects (2)	150,000	150,000	150,000	150,000	150,000	150,000
22U01	Intersection/Signal System Improvements (5)	0	475,000	295,000	350,000	0	0
22U09	CRA Improvements - Pavement Markings, Signage	0	75,000	0	100,000	0	0
22U10	Concrete Grinder Machine	0	30,000	0	0	0	0
22U05	Lantern Lane Drainage & Street Resurfacing Project (4)	0	25,000	80,000	0	0	0
22U06	5th Ave. Sidewalk Improvement (west of 3rd Street)	0	75,000	0	0	0	0
	Bridge Improvements	200,000	0	0	0	0	0
	Anchor Road Traffic Calming Project	100,000	0	0	0	0	0
	Streets & Traffic Pool Vehicle	30,000	0	0	0	0	0
	Citywide ADA Accessibility Improvements (3)	15,000	0	0	0	0	0
Total Streets and Traffic CIP Budget		720,000	1,135,000	650,000	730,000	280,000	280,000
TOTAL STREETS AND TRAFFIC FUND		1,370,000	1,835,000	1,650,000	1,480,000	1,030,000	1,030,000

- (1) Pavement resurfacing is budgeted in the operations budget "Road Resurfacing" line item and identified on the CIP list for information only.
(2) Ped & Bike projects are prioritized and described within the 2021 Update of the Ped-Bike Master Plan.
(3) ADA improvements are described within the ADA Accessibility Plan and funded with 1-cent sales tax in FY 21-22.
(4) Resurfacing component is budgeted in this fund; the drainage component is budgeted within the Stormwater Enterprise Fund CIP.
(5) FY21-22 improvements are planned for 10th Ave South and 9th Street. FY 22-23 improvements are planned for Broad Ave South at 8th Street South.

FDOT FUNDED PROJECTS		2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
FDOT	Reimbursement for Traffic Signal Operations on US41	120,871	129,650	138,848	143,013	147,303	150,000
FDOT	Reimbursement for US41 Street Lighting	151,521	156,064	160,745	163,500	165,500	167,500
FDOT	Reimbursement for Traffic Operations Center	30,000	30,000	30,000	30,000	0	0
FDOT	Orchid Drive sidewalks & bike lane connection	44,311	349,407	0	0	0	0
FDOT	South Golf Drive Bike Lane/Sidewalk: Gulf Shore Blvd to W US41	0	0	0	1,976,749	0	0
FDOT	Golden Gate Parkway & US41 Improvements	0	0	270,000		225,942	0
FDOT	Crayton Road & Harbour Drive Improvements - Roundabout	0	0	0	892,211	0	0
FDOT	*Crayton Road & Mooring Line Drive Improvements - Roundabout	0	0	0	0	126,000	0
FDOT	Bicycle Detection Systems at 4 intersections	0	0	0	67,429	0	0

FDOT	26th Avenue North Sidewalks	0	0	0	55,000	0	678,588
FDOT	TOTAL	346,703	665,121	599,593	3,327,902	664,745	996,088

*Allocated funding in FY24-25 is for design, with construction to be programmed in an out-year.

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.

City of Marco Island FY 2022 Budget



Five Year Capital Funding Plan

ITEM #	PROJ	PUBLIC WORKS INFRASTRUCTURE & OTHER
2	16024	PW - Annual Bridge Rehabilitation Project
4	16027	PW - Citywide Drainage Improvement Projects
5	16028	PW - Master Plan Drainage Project - Citywide
6	16030	PW - Shared Use Pathway - Design
7	16031	PW - Street Resurfacing - Citywide
8	16035	PW - Bike Paths -Design & Construction
9	20004	PW - Swale & Stormwater Improvements
10	TBD	PW - Storage Building
		Public Works Infrastructure & Other Total

ITEM #	PROJ	PUBLIC WORKS VEHICLES
1	16099	PW - Public Works Vehicle - Water Truck
2	16101	PW - Public Works Equipment - Vactor
3	16103	PW - Public Works Equipment - Loader
4	16104	PW - Public Works Equipment - Boat
5	20003	PW - Public Works Equipment - Excavator
6	21025	PW - Staff Vehicles
		Public Works Vehicle Total
		Public Works Total

FUNDING					
FY2022	FY2023	FY2024	FY2025	FY2026	TOTAL 5 YR FUNDING
500,000	500,000	500,000	500,000	500,000	2,500,000
302,000	302,000	302,000	302,000	302,000	1,510,000
1,295,000	1,295,000	1,295,000	1,295,000	295,000	5,475,000
90,000	90,000	90,000	90,000	90,000	450,000
1,500,000	1,500,000	1,500,000	1,500,000	500,000	6,500,000
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
285,000					285,000
4,296,080	4,011,080	4,011,080	4,011,080	2,011,080	18,340,400

FY2022	FY2023	FY2024	FY2025	FY2026	TOTAL 5 YR FUNDING
16,000	16,000	16,000	16,000	16,000	80,000
LEASE	LEASE				-
3,500	3,500	3,500	3,500	3,500	17,500
5,000	5,000	5,000	5,000	5,000	25,000
3,500	3,500	3,500	3,500	3,500	17,500
36,800	36,800	36,800	36,800	36,800	184,000
64,800	64,800	64,800	64,800	64,800	324,000
4,360,880	4,075,880	4,075,880	4,075,880	2,075,880	18,664,400

Section D: CITY OF EVERGLADES CAPITAL IMPROVEMENT PROJECTS – TRANSPORTATION

The City of Everglades City continues to focus attention primarily on repairs to local roadways, addressing longstanding drainage issues and constructing bicycle/pedestrian improvements. Through collaboration between the City, FDOT and the MPO, the current TIP includes a Bicycle/Pedestrian project, FPN 4482651, identified in the City's adopted Bicycle and Pedestrian Master Plan (2020).

BUDGET SUMMARY

CITY OF EVERGLADES CITY - FISCAL YEAR 2021-2022

GENERAL FUND 5.7694

ESTIMATED REVENUES	GENERAL FUND	ENTERPRISE FUND	TOTAL ALL FUNDS
TAXES: MILAGE PER \$1000			
Ad Valorem Taxes 5.7694	\$575,146.00		\$575,146.00
Franchise Fees	\$30,000.00		\$30,000.00
Gas Tax	\$31,939.00		\$31,939.00
Local Business Tax	\$3,650.00		\$3,650.00
Local Government Infrastructure Tax	\$100,536.00		\$100,536.00
State Communications Services Tax	\$14,646.00		\$14,646.00
Utility Services Tax	\$65,000.00	\$75,850.00	\$140,850.00
License and Permits	\$2,925.00		\$2,925.00
Intergovernmental Revenue	\$732,652.00	\$4,808,407.00	\$5,541,059.00
Charges for Services	\$4,135.00	\$1,896,360.00	\$1,900,495.00
Miscellaneous Revenue	\$102,020.00	\$35.00	\$102,055.00
TOTAL REVENUES	\$1,662,649.00	\$6,780,652.00	\$8,443,301.00
Fund balances/Reserves/Net Assets	\$925,000.00	\$975,000.00	\$1,900,000.00
TOTAL REVENUES, TRANSFERS & BALANCES	\$2,587,649.00	\$7,755,652.00	\$10,343,301.00
EXPENDITURES			
General Government	\$476,293.50	\$14,300.00	\$490,593.50
Public Safety	\$227,984.00		\$227,984.00
Physical Environment	\$0.00	\$1,351,523.00	\$1,351,523.00
Transportation	\$152,217.50		\$152,217.50
Human Services	\$39,398.00		\$39,398.00
Culture and Recreation	\$130,274.00		\$130,274.00
Debt Servicing		\$209,329.00	\$209,329.00
Capital Expenditures	\$250,000.00	\$4,748,702.00	\$4,998,702.00
TOTAL EXPENDITURES	\$1,276,167.00	\$6,323,854.00	\$7,600,021.00
Capital Outlay Reserves	\$217,968.00	\$135,000.00	\$352,968.00
Reserves	\$1,093,514.00	\$1,296,798.00	\$2,390,312.00
TOTAL APPROPRIATED EXPENDITURES, RESERVES & BALANCES	\$2,587,649.00	\$7,755,652.00	\$10,343,301.00
THE TENTATIVE, ADOPTED AND/OR FINAL BUDGETS ARE ON FILE IN THE OFFICE OF THE ABOVE MENTIONED TAXING AUTHORITY AS PUBLIC RECORD.			

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.

NOTE – FILL IN MISSING PAGES 1 & 8

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

HIGHWAYS

ITEM NUMBER: 421924 5 PROJECT DESCRIPTION: HURRICANE IRMA INTERSTATE (03) SIGN REPAIR/REPLACEMENT
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: PROJECT LENGTH: .000

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

FUND CODE	2021
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
ER17	51,347
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT	
ER17	109,754
TOTAL 421924 5	161,101
TOTAL 421924 5	161,101

ITEM NUMBER: 430878 1 PROJECT DESCRIPTION: CR 953/BARFIELD DR FROM CR 92 (SAN MARCO RD) TO INLET DRIVE
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03000601 PROJECT LENGTH: 1.100MI

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

FUND CODE	2021
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALU	-854
TOTAL 430878 1	-854
TOTAL 430878 1	-854

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

FUND CODE	2021
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	1,000
TOTAL 431895 1	1,000
TOTAL 431895 1	1,000

ITEM NUMBER: 433002 4 PROJECT DESCRIPTION: HURRICANE IRMA COUNTY WIDE (03) PERMANENT SIGNAL REPAIR
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: PROJECT LENGTH: .000

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

FUND CODE	2021
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
ER17	891,209
TOTAL 433002 4	891,209
TOTAL 433002 4	891,209

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

=====

HIGHWAYS

=====

ITEM NUMBER: 433002 5	PROJECT DESCRIPTION: HURRICANE IRMA COUNTY WIDE (03) LIGHTING REPAIRS	*NON-SIS*
DISTRICT: 01	COUNTY: COLLIER	TYPE OF WORK: EMERGENCY OPERATIONS
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE		2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
BR17		196,594
TOTAL 433002 5		196,594
TOTAL 433002 5		196,594

ITEM NUMBER: 433176 1	PROJECT DESCRIPTION: PINE RIDGE RD AT VARIOUS LOCATIONS	*NON-SIS*
DISTRICT: 01	COUNTY: COLLIER	TYPE OF WORK: ADD TURN LANE(S)
ROADWAY ID: 03504000	PROJECT LENGTH: .191MI	LANES EXIST/IMPROVED/ADDED: 5/ 5/ 1
FUND CODE		2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		-4,877
TOTAL 433176 1		-4,877
TOTAL 433176 1		-4,877

ITEM NUMBER: 434990 1	PROJECT DESCRIPTION: GOLDEN GATE VARIOUS LOCATIONS	*NON-SIS*
DISTRICT: 01	COUNTY: COLLIER	TYPE OF WORK: SIDEWALK
ROADWAY ID: 03000000	PROJECT LENGTH: .001MI	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE		2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY		
TALU		-15,905
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALU		-821
TOTAL 434990 1		-16,726
TOTAL 434990 1		-16,726

ITEM NUMBER: 435019 1	PROJECT DESCRIPTION: AIRPORT-PULLING RD AND PINE RIDGE RD SIGNAL TIMING	*NON-SIS*
DISTRICT: 01	COUNTY: COLLIER	TYPE OF WORK: ATMS - ARTERIAL TRAFFIC MGMT
ROADWAY ID: 03003000	PROJECT LENGTH: .001MI	LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE		2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY		
SU		140,087
TOTAL 435019 1		140,087
TOTAL 435019 1		140,087

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
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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		
		2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY			
SU		-25,386	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU		4	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY			
SU		-65,743	
TALU		-13,388	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU		5,000	
TOTAL 435030 1		-99,513	
TOTAL 435030 1		-99,513	

TYPE OF WORK: SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

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		
		2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY			
TALU		124,125	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
TALU		474	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY			
SA		463,177	
TOTAL 435116 1		587,776	
TOTAL 435116 1		587,776	

TYPE OF WORK: SIDEWALK
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

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		
		2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY			
TALU		99,075	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
TALU		317	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY			
SU		22,044	
TOTAL 435117 1		121,436	
TOTAL 435117 1		121,436	

TYPE OF WORK: SIDEWALK
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FLORIDA DEPARTMENT OF TRANSPORTATION
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ITEM NUMBER: 435118 1 PROJECT DESCRIPTION: CR 862 (VANDERBILT) FROM CR 901 TO GULF PAVILLION DR
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03550000 PROJECT LENGTH: .674MI

FUND CODE	2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	-304
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SA	282,166
TOTAL 435118 1	281,862
TOTAL 435118 1	281,862

NON-SIS
TYPE OF WORK: BIKE LANE/SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

ITEM NUMBER: 435119 1 PROJECT DESCRIPTION: 49TH TERRACE SW FROM 20TH PLACE SW TO 19TH PLACE SW
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03000000 PROJECT LENGTH: .001MI

FUND CODE	2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT TALU	-1,000
TOTAL 435119 1	-1,000
TOTAL 435119 1	-1,000

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

ITEM NUMBER: 435368 1 PROJECT DESCRIPTION: CR 846/IMMOKALEE RD AT RANDALL BLVD
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03590000 PROJECT LENGTH: .200MI

FUND CODE	2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	19,216
TOTAL 435368 1	19,216
TOTAL 435368 1	19,216

NON-SIS
TYPE OF WORK: PD&E/EMO STUDY
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

ITEM NUMBER: 436585 1 PROJECT DESCRIPTION: SR 84 (DAVIS BLVD) FROM SR 90 (US 41) TO AIRPORT PULLING RD
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03001000 PROJECT LENGTH: .952MI

FUND CODE	2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	-11,507
TOTAL 436585 1	-11,507
TOTAL 436585 1	-11,507

NON-SIS
TYPE OF WORK: RESURFACING
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

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DATE RUN: 10/01/2021
TIME RUN: 07.35.46
MBROBLTP

HIGHWAYS
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ITEM NUMBER: 436970 1 PROJECT DESCRIPTION: CR 92 (SAN MARCO RD) FROM S BARFIELD DRIVE TO 400 FT E OF VINTAGE BAY *NON-SIS*
DISTRICT: 01 COUNTY: COLLIER TYPE OF WORK: SIDEWALK
ROADWAY ID: 03600000 PROJECT LENGTH: 1.417MI LANES EXIST/IMPROVED/ADDED: 1/ 0/ 0

FUND CODE	2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF MARCO ISLAND	
SU	788,604
TOTAL 436970 1	788,604
TOTAL 436970 1	788,604

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	2021

PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY	
SU	-1,451
TOTAL 436971 1	-1,451
TOTAL 436971 1	-1,451

ITEM NUMBER: 437926 1 PROJECT DESCRIPTION: SIGNAL TIMING US41 FROM SR951/COLLIER BLVD TO OLD US41 *NON-SIS*
DISTRICT: 01 COUNTY: COLLIER TYPE OF WORK: TRAFFIC SIGNAL UPDATE
ROADWAY ID: 03010000 PROJECT LENGTH: 19.960MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	305,370
TOTAL 437926 1	305,370
TOTAL 437926 1	305,370

ITEM NUMBER: 438059 1 PROJECT DESCRIPTION: SR90 (US 41) TAMiami TRL FM E OF SR84 (DAVIS BLVD) TO COURTHOUSE SHADOWS *NON-SIS*
DISTRICT: 01 COUNTY: COLLIER TYPE OF WORK: RESURFACING
ROADWAY ID: 03010000 PROJECT LENGTH: 1.465MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
GFSA	2,454,017
HSP	959,039
NHRE	642,274
SA	51,300
TOTAL 438059 1	4,106,630
TOTAL 438059 1	4,106,630

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ITEM NUMBER: 438091 1	PROJECT DESCRIPTION: COUNTY BARN ROAD FROM RATTLESNAKE HAMMOCK TO SR 84 (DAVIS BLVD)	*NON-SIS*
DISTRICT: 01	COUNTY: COLLIER	
ROADWAY ID: 03633000	PROJECT LENGTH: 2.045MI	TYPE OF WORK: BIKE PATH/TRAIL
		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	SU	176,000
TOTAL 438091 1		176,000
TOTAL 438091 1		176,000

ITEM NUMBER: 438092 1	PROJECT DESCRIPTION: CR 901/VANDERBILT DR FROM VANDERBILT BEACH RD TO 109TH AVENUE N	*NON-SIS*
DISTRICT: 01	COUNTY: COLLIER	
ROADWAY ID: 03000046	PROJECT LENGTH: 1.214MI	TYPE OF WORK: SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	SU	151,000
TOTAL 438092 1		151,000
TOTAL 438092 1		151,000

ITEM NUMBER: 438093 1	PROJECT DESCRIPTION: GREEN BLVD FROM SANTA BARBARA BLVD TO SUNSHINE BLVD	*NON-SIS*
DISTRICT: 01	COUNTY: COLLIER	
ROADWAY ID: 03000036	PROJECT LENGTH: 1.040MI	TYPE OF WORK: BIKE LANE/SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	SU	226,000
TOTAL 438093 1		226,000
TOTAL 438093 1		226,000

ITEM NUMBER: 439002 1	PROJECT DESCRIPTION: SR 29 FROM NORTH 1ST STREET TO NORTH 9TH STREET	*SIS*
DISTRICT: 01	COUNTY: COLLIER	
ROADWAY ID: 03080000	PROJECT LENGTH: .524MI	TYPE OF WORK: PEDESTRIAN SAFETY IMPROVEMENT
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	SU	135,916
TOTAL 439002 1		135,916
TOTAL 439002 1		135,916

ITEM NUMBER: 439555 1	PROJECT DESCRIPTION: SR 951 FROM JUDGE JOLLEY BRIDGE TO FIDDLERS CREEK PARKWAY	*NON-SIS*
DISTRICT: 01	COUNTY: COLLIER	
ROADWAY ID: 03030000	PROJECT LENGTH: 3.031MI	TYPE OF WORK: RESURFACING
		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	RD	217,004

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ITEM NUMBER: 442788 1 PROJECT DESCRIPTION: HURRICANE IRMA FENCE REPAIR I-75 (SR 93) MP 58.6 - 116
 DISTRICT: 01 COUNTY: COLLIER
 ROADWAY ID: 03175000 PROJECT LENGTH: 57.470MI

SIS
 TYPE OF WORK: EMERGENCY OPERATIONS
 LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
ERI7	34,243
TOTAL 442788 1	34,243
TOTAL 442788 1	34,243

ITEM NUMBER: 446320 1 PROJECT DESCRIPTION: I-75 (SR 93) FROM TOLL BOOTH TO COLLIER BLVD
 DISTRICT: 01 COUNTY: COLLIER
 ROADWAY ID: 03175000 PROJECT LENGTH: 1.585MI

SIS
 TYPE OF WORK: RESURFACING
 LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	399,823
TOTAL 446320 1	399,823
TOTAL 446320 1	399,823
TOTAL DIST: 01	14,812,719
TOTAL HIGHWAYS	14,812,719

FLORIDA DEPARTMENT OF TRANSPORTATION
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PLANNING
=====

ITEM NUMBER: 439314 2 PROJECT DESCRIPTION: COLLIER COUNTY MPO FY 2018/2019-2019/2020 UFWP
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: PROJECT LENGTH: .000

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

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
PL	-58,009
SU	-24,650
TOTAL 439314 2	-82,659
TOTAL 439314 2	-82,659

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

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

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
PL	632,073
TOTAL 439314 3	632,073
TOTAL 439314 3	632,073
TOTAL DIST: 01	549,414
TOTAL PLANNING	549,414

Section F: FTA OBLIGATED PROJECTS FOR 2021

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.

FY 2021 Obligated FTA Funds			
Description	FTA FL#	Awarded Amount	Executed Date
FHWA Flex Funds to 5307-Fixed Route Bus; FY 20; Collier Co., FL	FL-2020-091-00	\$ 500,000	October 13, 2020
5307 and 5339 Funds; Super Grant; Capital, ADA, Planning; Collier & Lee Cos, Bonita Springs/Naples UZA, FL	FL-2020-103-00	\$3,265,588	November 12, 2020
FHWA Flex to 5307; ADA Improvements; Collier Co., FL	FL-2020-115-00	\$ 250,000	January 28, 2021
FHWA Flex Funds to 5307-Fixed Route Bus; FY 20; Collier Co., FL	FL-2020-091-01	\$ 500,000	March 4, 2021
FY20 FTA 5339 Capital; Bus and Bus Facilities Discretionary Award; Collier Co., FL	FL-2021-033-00	\$9,020,000	September 10, 2021

Section G: COLLIER COUNTY FUNDING SUMMARY (FDOT)

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

Note – wait for April snapshot

Insert fdot 5 yr tip summary

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.

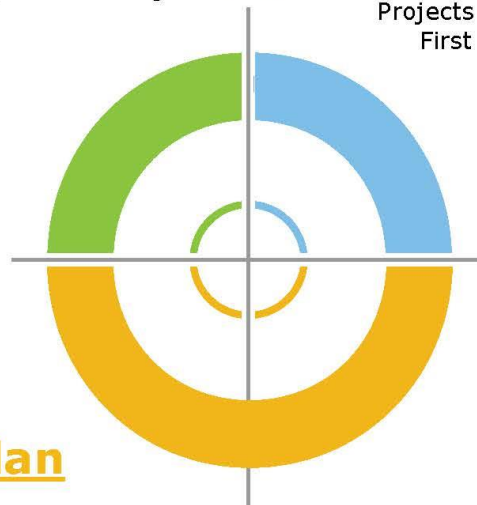
*SIS Capacity Projects included in the Adopted Five-Year Work Program

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, excluding Turnpike.

Projects in this plan could move forward into the First Five Year Plan 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	\$756	\$0	\$0	\$0	\$0	\$5	\$750			•		
4258822	PORT EVERGLADES SPANGLER BLVD BYPASS ROAD TO SR-5/US-1	New Road	\$0	\$27,600	\$0	\$0	\$0	\$13,800	\$0	\$13,800				•
4193481	SR-710 FROM PBC/MARTIN CO LINE TO CONGRESS AVE	Project Development & Environme	\$4	\$0	\$0	\$0	\$0	\$4	\$0		•			
2298961	SR-710/BEELINE HWY FROM W OF AUSTRALIAN AVE TO OLD DIXIE HWY	Add 2 Lanes to build 4 Lanes	\$9,556	\$700	\$23,777	\$0	\$0	\$8,714	\$25,319			•	•	•
4192511	SR-710/BEELINE HWY FROM PGA BLVD TO BLUE HERON BLVD	Add 2 Lanes to build 4 Lanes	\$0	\$0	\$2,421	\$0	\$0	\$2,421	\$0			•		
4327041	SR-710/BEELINE HWY FROM W OF INDIANTOWN RD TO W OF PRATT WHITNEY	Add 2 Lanes to build 4 Lanes	\$35,438	\$0	\$0	\$0	\$0	\$35,438	\$0			•		•
4327051	SR-710/BEELINE HWY FROM E OF SR-76 TO PALM BEACH/MARTIN CL	Add 2 Lanes to build 4 Lanes	\$2,520	\$3,980	\$0	\$60,216	\$0	\$66,696	\$0			•	•	•
4327061	SR-710/BEELINE HWY FROM PALM BEACH/MARTIN CL TO W OF INDIANTOWN R	Add 2 Lanes to build 4 Lanes	\$9,764	\$0	\$0	\$0	\$0	\$9,764	\$0			•		•
4327071	SR-710/BEELINE HWY FROM MP 2.0 TO W OF SW FOX BROWN RD	Add 2 Lanes to build 4 Lanes	\$13,509	\$0	\$0	\$0	\$0	\$13,509	\$0			•		•
4192522	SR-710/WARFIELD BLVD FR MARTIN POWER PLANT TO CR609/SW ALLAPATTAH	Add 2 Lanes to build 4 Lanes	\$1	\$0	\$0	\$0	\$0	\$1	\$0			•		
4193441	SR-710/WARFIELD BLVD FROM MARTIN/OKEE CO LINE TO CR-609/ALLAPATTAH	Project Development & Environme	\$1	\$0	\$0	\$0	\$0	\$1	\$0		•			
4193482	SR-710/WARFIELD BLVD FROM EAST OF SR-76 TO PBC/MARTIN CO LINE	Project Development & Environme	\$3	\$0	\$0	\$0	\$0	\$3	\$0		•			
ANNUAL TOTALS			\$72,425	\$32,260	\$26,198	\$60,216	\$34,525	\$185,755	\$26,069	\$13,800				

All Values in Thousands of "As Programmed" Dollars

PD&E – Project Development & Environment Study

PE – Preliminary Engineering Study

ROW – Right-of-Way

CON – Construction and Support and May Include Grants

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

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

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

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

MAP KEY:

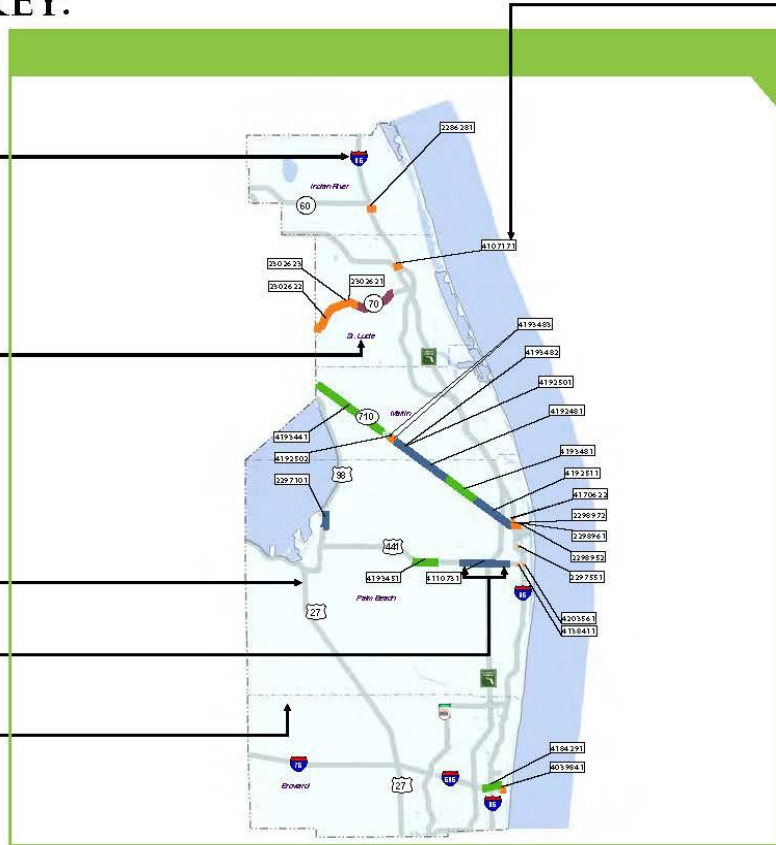
Facility

County Name

SIS Roadway

Project Limits

County Boundary



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

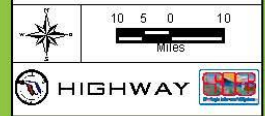
LEGEND

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)

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

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	MHNCH: 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	MHNCH: Modify Interchange	\$10,007	\$0	\$0	\$0	\$0	\$5,000	\$6,007	\$0		●			●
2012153	I-4 (SR 400) AT SR 567	MHNCH: 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	MHNCH: Modify Interchange	\$15,001	\$0	\$8,600	\$0	\$0	\$23,367	\$234	\$0		●	●	●	
4062253	I-75 (SR 93) AT CORKSCREW INTERCHANGE	MHNCH: 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	MHNCH: 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	MHNCH: 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	MHNCH: Modify Interchange	\$10,649	\$2,000	\$0	\$0	\$0	\$5,742	\$3,058	\$3,849		●	●	●	●
4258432	I-75 (SR 93) AT SR 951	MHNCH: Modify Interchange	\$6,914	\$0	\$320	\$145	\$96,222	\$101,878	\$1,085	\$1,239	●	●	●	●	●
2010325	I-75 (SR 93) AT US 301 INTERCHANGE	MHNCH: 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	\$1,185	\$0	\$0	\$0	\$0	\$1,185	\$1	\$0				●	
2010326	I-75 AT SR 64	MHNCH: Modify Interchange	\$903	\$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

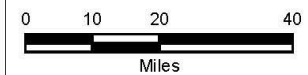
- █ Project Development & Environment
- █ Environmental Mitigation
- █ Preliminary Engineering
- █ Right-Of-Way
- █ Construction

NOTES

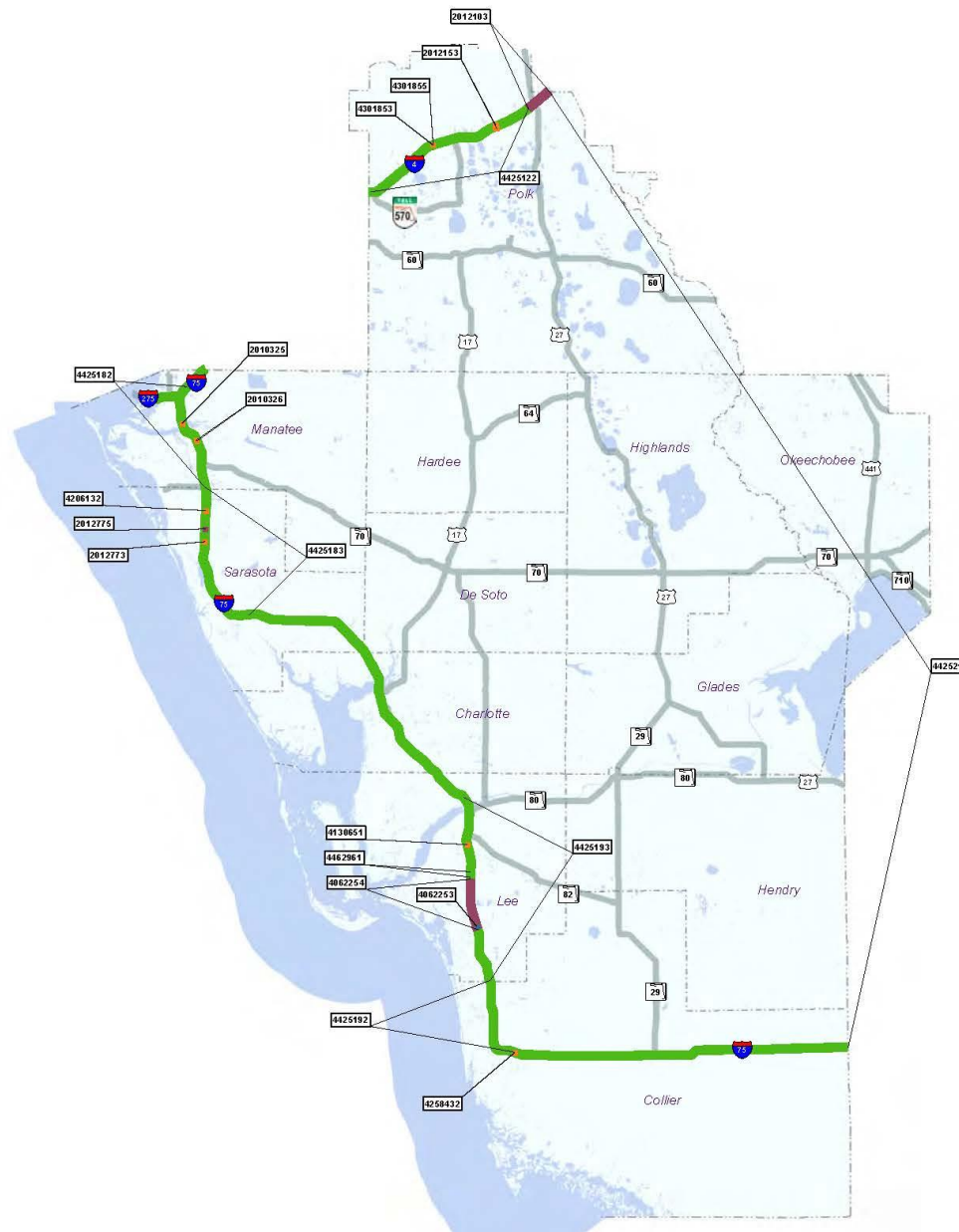
Projects color coded by highest project phase.

Some projects may overlap on map.

Project costs are subject to change.



HIGHWAY





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.

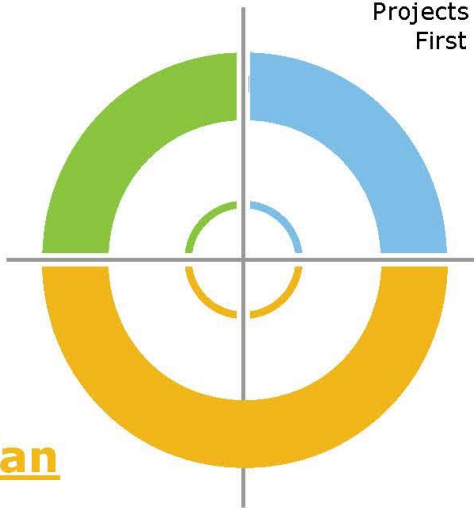
Update Cycle: Adopted annually by the FDOT Secretary, effective July 1st each year with the start of the new fiscal year.

*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, excluding Turnpike. Projects in this plan could move forward into the First Five Year Plan 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.



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.



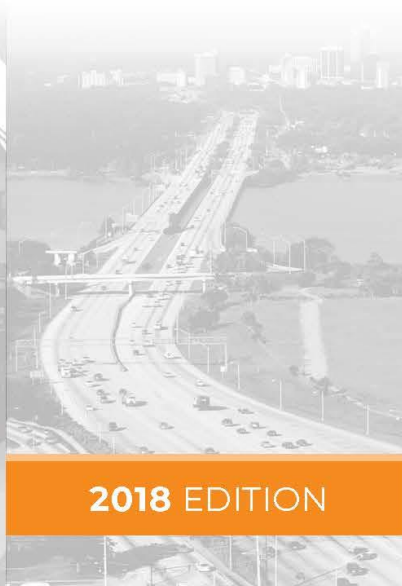
HIGHWAY





Strategic Intermodal System

Long Range Cost Feasible Plan FY 2029-2045



PRESENT DAY COSTS

2018 EDITION



ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds			Other Funds	IMPRV TYPE	
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs			TOTAL
3331	I-4	West of US 27 / SR 25	Polk / Osceola County Line				51,686	347,080	398,766						MGLANE
3330	I-4	West of SR 570 / Polk Parkway (West)	West of US 27 / SR 25		99,360	99,360	249,680	1,656,000	1,905,680						MGLANE
3333	I-75	Collier/Lee County Line	SR 78		136,800	136,800	271,300		271,300						MGLANE
3334	I-75	at North Jones Loop Rd			6,500	6,500									M-INCH
3335	I-75	at US 17/SR 35			7,500	7,500									M-INCH
3336	I-75	at CR 776/Harbor View			6,500	6,500									M-INCH
3337	I-75	at CR 769/Kings Highway			6,500	6,500									M-INCH
3339	I-75	North of University Parkway	CR 6 / Moccasin Wallow Rd.		60,480	60,480	175,240	821,344	996,584						MGLANE
3338	I-75	South of River Road	SR 681		34,200	34,200	64,538		64,538						MGLANE
3463	I-75	SR 681	North of University Parkway		49,014	49,014	152,341		152,341						MGLANE
3332	I-75	East of SR 951	Collier / Lee County Line		63,245	63,245	145,427		145,427						MGLANE
1379	SR 29	I-75	Oil Well Rd		4,333	4,333									A2-4
1383	SR 29	CR80A	CR 731 (Whidden Road)					113,434	113,434						A2-4
3341	SR 29	Oil Well Rd. / CR 658	Sunniland Nursery Rd.				4,548		4,548						A2-4
3342	SR 29	Sunniland Nursery Rd.	South of Agriculture Way				2,378		2,378						A2-4
3343	SR 29	S. of Agriculture Way	CR 846 E				5,628	23,318	28,946						A2-4
3346	SR 29	F Rd	North of Cowboy Way					47,899	47,899						A2-4
3347	SR 29	CR 846 E	N. of New Market Road N.					49,905	49,905						NR
3348	SR 31	SR 80	SR 78		9,350	9,350									A2-4
3349	SR 31	SR 78	CR 78/River Rd		956	956	4,191	6,376	10,567						A2-4
3350	SR 31	CR 78/River Rd	Cook Brown Rd		3,049	3,049	10,610	20,324	30,934						A2-4
3354	SR 60	East of CR 630	Polk / Osceola County Line				7,830		7,830						A2-4
3352	SR 60	Hillsborough / Polk County Line	CR 555 / Agricola Rd.	2,500	19,500	22,000									A2-6
3353	SR 60	SR 60A / Van Fleet Dr.	SR 25 / US 27	3,000	21,000	24,000									A2-6
3359	SR 64	Hardee / Highlands County Line	US 27	1,600	4,500	6,100									A2-4
3357	SR 64	US 17	SR 636	2,000	10,250	12,250									A2-4
3358	SR 64	Old Town Creek Rd. / CR 671 / Parnell Rd.	Hardee / Highlands County Line	1,750	5,000	6,750									A2-4
3367	SR 70	NW 38th Terrace	US 98	1,200	1,700	2,900									A2-4
3363	SR 70	Jefferson Avenue	US 27		2,879	2,879									A2-4
3364	SR 70	US 27	CR 29		2,456	2,456									A2-4
3365	SR 70	CR 29	Lonesome Island Road		1,083	1,083									A2-4
3362	SR 70	East of SR 31	Jefferson Avenue	3,500	39,000	42,500									A2-4
3361	SR 70	Manatee County Line	West of Peace River (American Legion Rd)	2,500	18,500	21,000									A2-4
3360	SR 70	CR 675	DeSoto County Line	3,000	26,000	29,000									A2-4
3366	SR 70	Lonesome Island Road	NW 38th Terrace	4,000	35,000	39,000									A2-4
3369	SR 710	Sherman Woods Ranch	Okeechobee / Martin County Line				7,399		7,399						A2-4
3370	SR 80	SR 31 / Arcadia Rd.	Buckingham Rd.	1,500	4,500	6,000									A2-6
3371	SR 82	SR 739 / Fowler Ave.	Michigan Link Ave.	2,500	4,500	7,000									HWYCAP
3373	SR 82	Alabama Road	Homestead Blvd.		2,189	2,189									A2-6
3372	SR 82	Michigan Link Ave.	Gateway Blvd	3,000	9,000	12,000									HWYCAP
3374	US 17	Palmetto St.	SR 70 / Hickory St.	750	674	1,424									HWYCAP
3375	US 17	SR 70 / Hickory St.	SR 35 / DeSoto Ave.	750	1,965	2,715									HWYCAP
969	US 17	Copley Drive	N of CR 74 (Bermont Rd)	1,045	2,000	3,045									A2-6
3376	US 17	Mann Rd.	Main St.	1,250	2,500	3,750									A2-6
3377	US 17	Main St.	SR 60A / Auto Zone Ln	1,000	3,000	4,000									A2-6
3378	US 19	I-275 Ramp	Skyway Br. Hillsborough County Line	3,500	4,182	7,682									A2-6
3382	US 27	North of Kokomo Rd.	Polk / Lake County Line		16,320	16,320	6,664		6,664						HWYCAP
3379	US 27	Palm Beach / Hendry County Line	SR 80	2,500	18,000	20,500									FRTCAP
3380	US 27	Glades / Highlands County Line	SR 70	3,000	18,000	21,000									A2-6
3381	US 27	South of Skipper Rd.	US 98	1,250	1,500	2,750									A2-6
3383	US 98 / US 441	18th Terrace	38th Ave.	1,500	2,500	4,000									A2-4
Funded CFP Totals						814,080		4,245,139					Total CFP Funds= 5,059,219		

LEGEND

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

NOTES

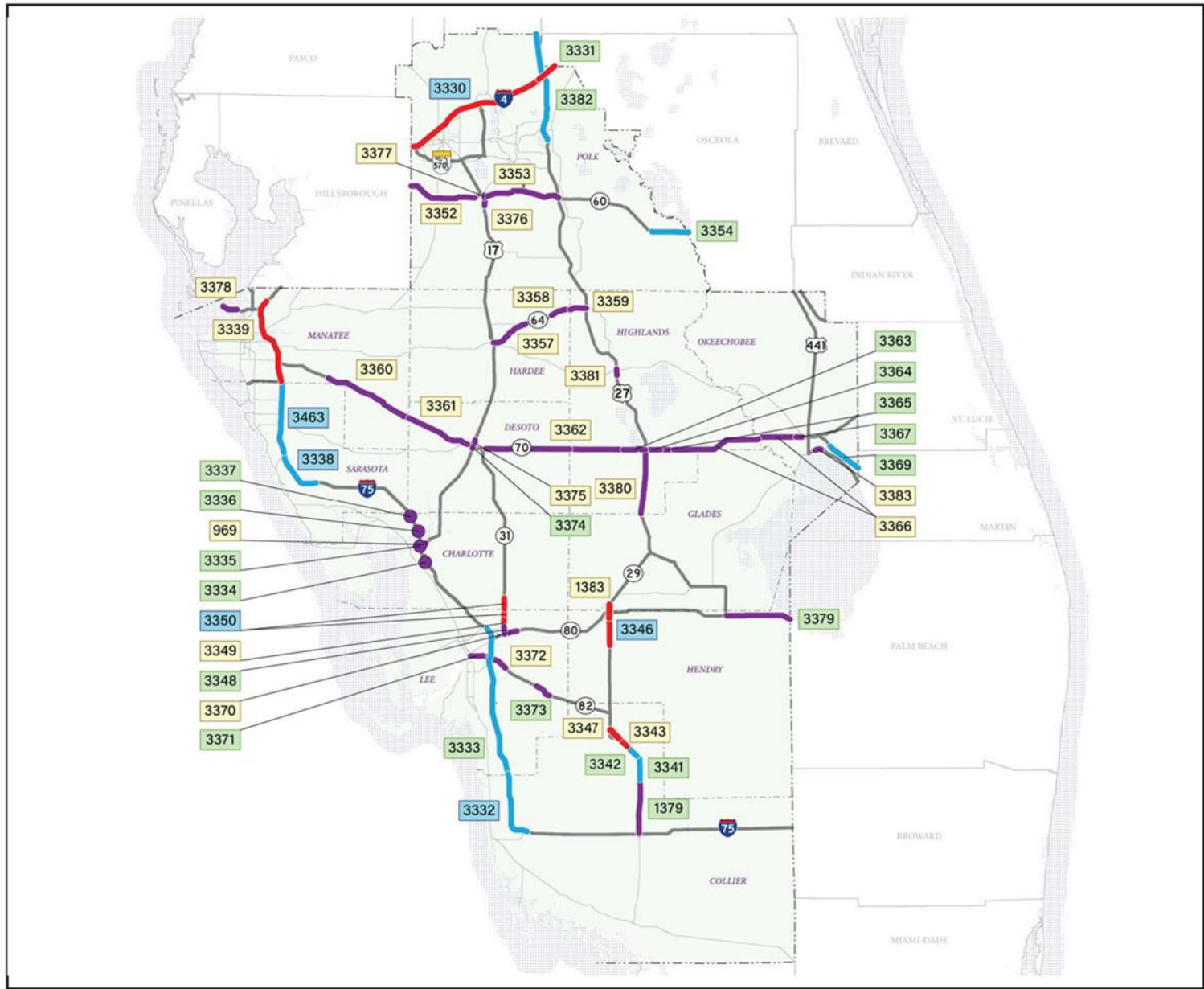
- (1) All values in thousands of Present Day Dollars (2017).
- (2) All phase costs shown as supplied by each District.
- (3) CON includes both Construction (CON52) and Construction Support (CEI).
- (4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
- (5) "P3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

IMPROVEMENT TYPES

- A1-3: Add 1 Lane to Build 3
- A2-4: Add 2 Lanes to Build 4
- A2-6: Add 2 Lanes to Build 6
- A2-8: Add 2 Lanes to Build 8
- A4-12: Add 4 Lanes to Build 12
- A1-AUX: Add 1 Auxiliary 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
- NR-INCH: New Interchange
- NR: New Road
- PDE: Project Dev. Env.
- SERVE: Add Svc/Front/CD System
- STUDY: Study
- UP: Ultimate Plan



FDOT STRATEGIC INTERMODAL SYSTEMS

Long Range Cost Feasible Plan FY 2029-2045

District 1

LEGEND

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

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

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

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

1234 Green Band - FY 2028/2029 to FY 2032/2033

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

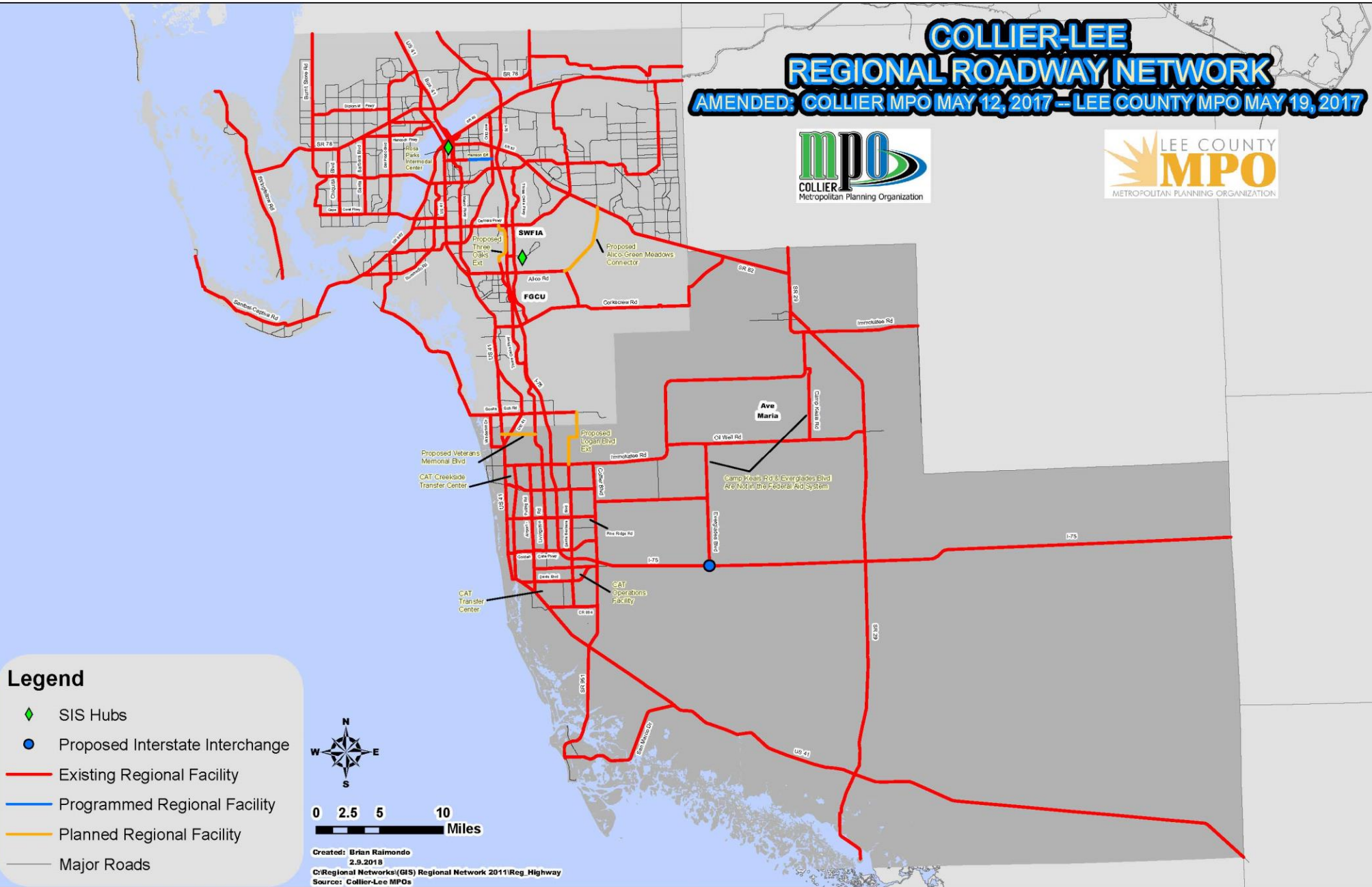
- SIS Highways
- Other State roads
- ⋯ Planned Add

0 10 20 Miles

APPENDIX B: COLLIER-LEE REGIONAL HIGHWAY MAP

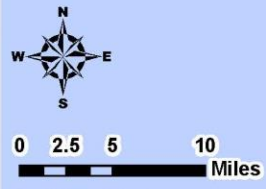
COLLIER-LEE REGIONAL ROADWAY NETWORK

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
©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	Local ID: X01	NPIAS No.: 12-0021
Sponsor: Collier County Airport Authority	Sponsor ID: MKY	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.:	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.:	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

**AIRPORT SPONSOR REQUESTED FUNDING -
CAPITAL IMPROVEMENT PLAN SUMMARY**

Airport: Immokalee Regional Airport	Local ID: IMM	NPIAS No.: 12-0031
Sponsor: Collier County Airport Authority	Sponsor ID: MKY	Site No.: 03245.*A

Project Description:	Fed Priority	Sponsor	Sponsor Year	Sponsor Requested Funding Breakdown		
				Federal	State	Local
Design, Permit & Bid Perimeter Road & Taxiway A Modifications						
UPIN: PFL0012380 FDOT Item No.: 446359 1			2021	\$237,330	\$0	\$0
Wildlife Hazard Site Study						
UPIN: PFL0013247 FDOT Item No.:			2021	\$0	\$20,000	\$5,000
Rehabilitate Runway 18/36						
UPIN: PFL0009405 FDOT Item No.:			2021	\$0	\$5,280,000	\$1,320,000
Construct Extension of Taxiway C						
UPIN: PFL0003510 FDOT Item No.:	3		2021	\$0	\$111,850	\$111,850
Yearly Total 2021				\$237,330	\$5,411,850	\$1,436,850
Design, Permit, Construct Aircraft Storage Hangars						
UPIN: PFL0008323 FDOT Item No.:			2022	\$0	\$1,200,000	\$300,000
Design, Permit & Bid Perimeter Road & Taxiway A Modifications						
UPIN: PFL0012380 FDOT Item No.: 446359 1			2022	\$0	\$13,185	\$13,185
Construct Perimeter Road & Taxiway A Modifications						
UPIN: PFL0012381 FDOT Item No.:			2022	\$900,000	\$0	\$0
Yearly Total 2022				\$900,000	\$1,213,185	\$313,185

**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 Aircraft Operations/Maintenance/GSE Facility							
UPIN: PFL0012373 FDOT Item No.: 446360 1			2021	\$0	\$600,000	\$150,000	\$750,000
Design, permit, and Construct Aircraft Hangar							
UPIN: PFL0010945 FDOT Item No.:			2021	\$150,000	\$0	\$0	\$150,000
Acquire and Install Emergency Generator							
UPIN: PFL0012649 FDOT Item No.:			2021	\$0	\$96,000	\$24,000	\$120,000
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
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

AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

Airport:		Local ID:		NPIAS No.:					
Naples Municipal Airport		APF		12-0053					
Sponsor:		Sponsor ID:		Site No.:					
City of Naples Airport Authority		APF		03379.*A					
Project Description:	UPIN:	FDOT Item No.:	Fed Priority	Sponsor	Sponsor Year	Sponsor Requested Funding Breakdown			
						Federal	State	Local	
Expand Airport Maintenance Facility Design and Construction	PFL0013287				2022	\$0	\$0	\$200,000	\$200,000
Airport Office Building (AOB) Improvements	PFL0013683				2022	\$0	\$0	\$700,000	\$700,000
Class 3 ARFF Vehicle	PFL0013320				2022	\$0	\$0	\$500,000	\$500,000
Emergency Generator for the Vault including Vault and Transformer Upgrade	PFL0013680				2022	\$0	\$0	\$2,000,000	\$2,000,000
Airport Perimeter Fencing Improvements Design/Build	PFL0013285		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	PFL0013286		2	1	2022	\$116,480	\$6,471	\$6,471	\$129,422
Fuel Farm Capacity Upgrade	PFL0013290				2022	\$0	\$0	\$2,000,000	\$2,000,000
Solar Canopy - GA Long Term Parking	PFL0013682				2022	\$0	\$0	\$3,000,000	\$3,000,000
North Quadrant Site Preparation (regrade site and stormwater pond)	PFL0013288				2022	\$0	\$0	\$3,100,000	\$3,100,000
Taxiways A and B Safety Improvements Design and Construction	PFL0013032		3	2	2022	\$93,428	\$5,190	\$5,190	\$103,808
14 CFR Part 150 Study Update	PFL0012915	446899 1			2022	\$150,000	\$7,500	\$7,500	\$165,000
Runway 5-23 Drainage Swale Improvements	PFL0011686	441765 1			2022	\$2,937,578	\$163,199	\$163,199	\$3,263,976

Taxiway B and C Lights to LED					2022	\$450,000	\$25,000	\$25,000	\$500,000
UPIN:	PFL0013681	FDOT Item No.:							
Taxiway B Extension and North Apron - Design and Construction					2022	\$0	\$0	\$308,000	\$308,000
UPIN:	PFL0011418	FDOT Item No.:	4	3					
Taxiway A-3 Relocation - Design and Construction					2022	\$69,525	\$3,863	\$3,863	\$77,251
UPIN:	PFL0013499	FDOT Item No.:							
North Road Terminal Improvements Phase II					2022	\$0	\$0	\$3,000,000	\$3,000,000
UPIN:	PFL0013684	FDOT Item No.:							
Yearly Total	2022					\$3,817,011	\$711,223	\$15,519,223	\$20,047,457
East Quadrant Apron Reconstruction					2023	\$469,506	\$26,084	\$26,084	\$521,674
UPIN:	PFL0009409	FDOT Item No.:	446385	1 5					
Expand Airport Maintenance Facility Design and Construction					2023	\$0	\$0	\$2,000,000	\$2,000,000
UPIN:	PFL0013287	FDOT Item No.:							
East Quadrant Clearspan Hangars Phase I Design and Phase II Construction					2023	\$0	\$0	\$221,824	\$221,824
UPIN:	PFL0013284	FDOT Item No.:							
Construct RW 5 Service Road, Relocate RW 23 Service Road, Relocate RW 32 Service Road					2023	\$0	\$1,135,254	\$283,813	\$1,419,067
UPIN:	PFL0013286	FDOT Item No.:	2	1					
Expand Airport Observation Deck					2023	\$0	\$0	\$282,000	\$282,000
UPIN:	PFL0013297	FDOT Item No.:							
Taxiways A and B Safety Improvements Design and Construction					2023	\$1,502,419	\$83,468	\$83,468	\$1,669,355
UPIN:	PFL0013032	FDOT Item No.:	3	2					
Master Drainage Plan Update					2023	\$0	\$0	\$393,000	\$393,000
UPIN:	PFL0013291	FDOT Item No.:							
Taxiway B Extension and North Apron - Design and Construction					2023	\$0	\$0	\$4,236,000	\$4,236,000
UPIN:	PFL0011418	FDOT Item No.:	4	3					
Taxiway A-3 Relocation - Design and Construction					2023	\$573,841	\$31,880	\$31,880	\$637,601
UPIN:	PFL0013499	FDOT Item No.:							
Yearly Total	2023					\$2,545,766	\$1,276,686	\$7,558,069	\$11,380,521
Commercial Terminal Apron Rehabilitation and Expansion- Design and Construction					2024	\$513,337	\$28,519	\$28,519	\$570,375
UPIN:	PFL0012395	FDOT Item No.:		5					

East Quadrant Apron Reconstruction									
UPIN:	PFL0009409	FDOT Item No.:	446385 1	5	2024	\$9,134,500	\$507,472	\$507,472	\$10,149,444
Box and T-Hangar Design/Construct - South Quadrant									
UPIN:	PFL0011685	FDOT Item No.:	446353 1		2024	\$0	\$800,000	\$800,000	\$1,600,000
East Quadrant Clearspan Hangars Phase I Design and Phase II Construction									
UPIN:	PFL0013284	FDOT Item No.:			2024	\$0	\$0	\$3,309,446	\$3,309,446
Yearly Total	2024					\$9,647,837	\$1,335,991	\$4,645,437	\$15,629,265
Commercial Terminal Apron Rehabilitation and Expansion- Design and Construction									
UPIN:	PFL0012395	FDOT Item No.:		5	2025	\$4,549,322	\$750,000	\$750,000	\$6,049,322
Aircraft Storage Hangars Aviation Dr S - Design/Construct									
UPIN:	PFL0013429	FDOT Item No.:			2025	\$0	\$282,500	\$282,500	\$565,000
Box and T-Hangar Design/Construct - South Quadrant									
UPIN:	PFL0011685	FDOT Item No.:	446353 1		2025	\$0	\$2,500,000	\$2,500,000	\$5,000,000
New General Aviation Terminal, Landside Parking and Entry - Design									
UPIN:	PFL0013296	FDOT Item No.:			2025	\$0	\$0	\$1,225,000	\$1,225,000
Yearly Total	2025					\$4,549,322	\$3,532,500	\$4,757,500	\$12,839,322
Commercial Terminal Apron Rehabilitation and Expansion- Design and Construction									
UPIN:	PFL0012395	FDOT Item No.:		5	2026	\$3,148,046	\$174,891	\$174,891	\$3,497,828
Expand Commercial Airline Terminal Apron Phase 2									
UPIN:	PFL0013295	FDOT Item No.:			2026	\$0	\$80,000	\$80,000	\$160,000
Aircraft Storage Hangars Aviation Dr S - Design/Construct									
UPIN:	PFL0013429	FDOT Item No.:			2026	\$0	\$4,175,000	\$4,175,000	\$8,350,000
Box and T-Hangar Design/Construct - South Quadrant									
UPIN:	PFL0011685	FDOT Item No.:	446353 1		2026	\$0	\$2,500,000	\$2,500,000	\$5,000,000
New General Aviation Terminal Construction									
UPIN:	PFL0008813	FDOT Item No.:		4	2026	\$0	\$9,000,000	\$9,000,000	\$18,000,000
Yearly Total	2026					\$3,148,046	\$15,929,891	\$15,929,891	\$35,007,828
Expand Commercial Airline Terminal Apron Phase 2									
UPIN:	PFL0013295	FDOT Item No.:			2027	\$0	\$1,239,700	\$1,239,700	\$2,479,400

Box and T-Hangar Design/Construct - South Quadrant

UPIN: PFL0011685 **FDOT Item No.:** 446353 1 2027 \$0 \$2,500,000 \$2,500,000 \$5,000,000

Rehabilitate Primary Runway 5-23 with LED MILs and Blastpads - Design/Build

UPIN: PFL0013299 **FDOT Item No.:** 2027 \$4,957,877 \$275,438 \$275,438 \$5,508,753

Yearly Total 2027 \$4,957,877 \$4,015,138 \$4,015,138 \$12,988,153

APPENDIX D: COLLIER MPO'S 2045 LRTP COST FEASIBLE PLAN

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

Map ID	Facility (FPO No.)	Limits From	Limits To	Description	TP Funding 2021-25 (YOE)	Plan Period 1 (TP): 2021-2025			Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026-2045
						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 95)	Collier/Lee County Line	New 4-Lane Express (Toll) Lanes (10-lanes)	\$0.03	0.02						03.25				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									49.01	\$49.01	
52	SR 29 [4175404]	Agriculture Way	CR 846 E	Widen from 2-Lanes to 4-Lanes	\$0.30	0.30						5.63				11.33	\$18.95	
53	SR 29 (SEGMENT D) [4175403]	Suniland 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	Suniland Nursery Rd	Widen from 2-Lanes to 4-Lanes	\$8.33	8.33						4.55					\$4.55	
Totals					\$17.47	\$10.70	\$6.18	\$0.00	\$0.00	\$0.00	\$30.36	\$67.58	\$12.55	\$0.00	\$0.00	\$145.43	\$73.22	\$329.14

PRE-ENG PRE-ENG includes PO&E and Design
 PDC Present Day Cost
 ROW Rights-of-Way
 CST Construction
 YOE Year of Expenditure

Table ES-6. 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 (FYC 2019 \$)	TP Funding 2021-25 (YOE)	Plan Period 1 (TP): 2023-2025			Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026-2045 (YOE \$ without \$IS)	Total \$S Costs	County	OA PRE-ENG	OA ROW and CST	Funding Source
							PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST						
PLAN PERIOD 2 CONSTRUCTION FUNDED PROJECTS																								
12	Everglades Blvd	Wardle's Bch Rd Int.	Randall Blvd	Widen from 2-Lanes to 4-Lanes	\$12.80					\$5.58	\$2.38	\$35.21								\$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	DA
25	I-75 (SR-93)	Immokalee Rd		Interchange Improvement (DDI proposal)	\$9.59					\$0.58		\$12.24								\$12.81		\$0.58	\$12.24	DA
37	Oil Well Road / CR 93R (SR144)	Everglades Blvd	Oil Well Grade Rd	Widen from 2-Lanes to 6-Lanes	\$36.78	\$1.81	\$0.91	\$0.80	\$4.79			\$42.21								\$48.83	\$48.83			County
57	US 41 (SR 90) (Tamiami Trail E)	Goodlette-Frank Rd		Major Intersection Improvement	\$13.00					\$0.83	\$2.97	\$12.41								\$17.01		\$0.83	\$16.38	DA
58	US 41 (SR 90) (Tamiami Trail E)	Greenway Rd	S L Farm Rd	Widen from 2-Lane to 6 Lanes	\$31.88					\$3.91	\$4.68	\$31.59								\$41.90		\$3.91	\$37.98	DA
66	Immokalee Rd	Livingston Rd		Major Intersection Improvement	\$24.50							\$26.82								\$26.82	\$26.82			County
78	Golden Gate Pkwy (Interchange)	Livingston Rd		Major Intersection Improvement	\$24.50							\$26.82								\$32.45	\$32.45			County
111	US 41	Immokalee Rd		Intersection Innovation Improvements	\$17.50							\$3.13								\$21.24		\$3.13	\$20.12	DA
PLAN PERIOD 3 CONSTRUCTION FUNDED PROJECTS																								
39	Old US 41	US 41	Law/Collier County Line	Widen from 2-Lanes to 4-Lanes	\$22.59					\$3.89	\$1.76				\$30.08					\$35.61		\$3.85	\$31.76	DA
42	Randall Blvd	Wn St NE	Everglades Blvd	Widen from 2-Lanes to 6-Lanes	\$51.57					\$7.29	\$5.31				\$63.05					\$77.67	\$77.67			County
59	US 41	Collier Blvd		Major Intersection Improvement	\$17.25					\$2.81		\$23.66								\$26.47		\$2.81	\$23.66	DA
60	US 41 (SR 90) (Tamiami Trail E)	Immokalee Rd	Old US 41	Further Study Required (Complete Streets Study for TSM&D Improvements)	\$17.25					\$0.46				\$2.60						\$26.12		\$2.46	\$23.66	DA
90	Pine Ridge Rd	Jagan Blvd	Collier Blvd	Widen from 4-Lanes to 6-Lanes	\$23.72					\$1.89				\$4.52						\$31.51	\$31.51			County

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

Table ES-6. Collier MPO 2045 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 (FDC 2015 \$)	TP Funding 2021-25 (YOE)	Plan Period 1 (TP): 2021-2025			Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026-2045 (YOE \$ without \$IS)	Total \$S Costs	County	OA PRE-ENG	OA ROW and CST	Funding Source
							PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST						
PLAN PERIOD 4 CONSTRUCTION FUNDED PROJECTS																								
11	Beverglades Blvd	Randall Blvd	South of Old Well Rd	Widen from 2-Lanes to 4-Lanes	\$16.42								\$3.00	\$1.53					\$74.83	\$29.18				County
22	I-75 (SR-93) Interchange (New)	Micinity of Everglades Blvd		New Interchange	\$42.26				\$3.76				\$1.30	\$6.33					\$15.63	\$73.03		\$9.07	\$63.97	OA
31	Immokalee Rd (CR 946)	SR 29	Airpark Blvd	Widen from 2-Lanes to 4 Lanes	\$3.90											\$0.77	\$0.48	\$8.86	\$7.20				County	
36	Logan Blvd	Pine Ridge Rd	Vanderbilt Beach Rd	Widen from 2-Lanes to 4-Lanes	\$22.23				\$3.40					\$0.16				\$37.31	\$38.87				County	
62	Wentlow Street Ext.	Little League Rd	West of Carson Rd	New 2-Lane Road	\$3.01								\$0.11				\$0.99	\$4.49	\$5.51				County	
65	Wilson Blvd	Seena Ave.	Golden Gate Blvd	New 2-Lane Road Expandable to 4-Lanes	\$36.15								\$8.82	\$4.23				\$40.38	\$63.35				County	
97	Immokalee Rd (Intersection)	Logan Blvd		Major Intersection Improvement	\$11.50								\$2.12					\$18.54	\$20.67				County	
99	Vanderbilt Beach Rd (Intersection)	Logan Blvd		Minor Intersection Improvement	\$11.50								\$2.12					\$18.53	\$20.67				County	
101	Pine Ridge Rd	Goodette-Frank Rd		Minor Intersection Improvement	\$5.75											\$1.20		\$8.38	\$10.48				County	
C1	Connector Roadway from I-75 Interchange (New)	Golden Gate Blvd	Vanderbilt Beach Rd	4-Lane Connector Roadway from New Interchange (Specific Location TBD During Interchange PD&E Study)	\$17.07				\$0.46				\$3.80	\$1.62				\$16.29	\$31.34		\$3.24	\$27.90	OA	
C2	Connector Roadway from I-75 Interchange (New)	I-75 (SR-93)	Golden Gate Blvd	4-Lane Connector Roadway from New Interchange (Specific Location TBD During Interchange PD&E Study)	\$80.59				\$7.90				\$13.28	\$7.41				\$120.42	\$142.70		\$15.28	\$127.43	OA	

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

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

Map ID	Facility	Limits from	Limits to	Description	Total Project Cost (POC 2015 \$)	TP Funding 2021-25 (YOE)	Plan Period 1 (TP): 2021-2025			Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026-2045 (YOE \$ without \$S)	Total \$S Costs	County	OA PRE-ENG	OA ROW and CST	Funding Source
							PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST						
PARTIALLY FUNDED PROJECTS																								
1	Berfield Rd (New) [60129]	The Lords Way	City Gate Blvd N	New 2-Lane Road Expandable to 4-	\$37.31	\$11.00	\$0.00	\$4.00	\$7.00	\$4.00			\$5.00						\$9.00	\$9.00			County	
5	Big Cypress Pkwy	Vanderbilt Beach Rd Ext.	Oll Well Rd	New 2-Lane Road Expandable to 4-	\$37.31													\$7.70	\$4.04	\$11.74	\$11.74			County
30	Immokalee Rd (CI 846)	Camp Kelsa Rd	Bastis Ave	Further Study Required (Immokalee Rd Planning Study)	\$2.00				\$3.00											\$2.00	\$2.00			County
33	Little League Rd Ext.	SR 82	Wentlow St.	New 2-Lane Road	\$40.99													\$8.48	\$7.38	\$15.81	\$15.81			County
41A	Rendell Blvd (Hyover) [60147]	Immokalee Rd		Ultimate Intersection improvement: Overpass	\$35.66	\$9.75	\$0.95	\$4.84										\$9.46		\$9.46	\$0.00	\$0.00	GA	
55	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	Widen from 4-lanes to 5-Lanes	\$40.26							\$9.94						\$9.81	\$45.88	\$55.83	\$9.95	\$45.88	GA	
62B	Vanderbilt Beach Rd Ext.	Ivargleden Blvd	Big Cypress Pkwy	New 2-Lane Road Expandable to 4	\$41.17													\$8.38	\$16.07	\$24.46	\$24.46			County
69	Ivargleden Blvd	Oll Well Rd / CR 85A	Immokalee Rd	Widen 2 to 4 Lanes	\$72.75				\$3.42	\$3.00										\$8.12	\$8.12			County
74	Immokalee Rd (CI 846) Intersection	Wilson Blvd		Major Intersection improvement	\$17.25													\$6.60		\$6.60	\$0.00	\$0.00	GA	
93	Immokalee Rd	K3rd Ave/Shady Hollow Blvd E	North of 47th Ave. NE	Widen from 2-lanes to 4-Lanes	\$9.79													\$2.38	\$0.68	\$2.74	\$2.74			County
94	Rural Village Blvd	Immokalee Rd		New 4-Lane Road	\$33.41													\$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	\$0.00	GA
103	US 41 (SR 90) (Tamiami Trail E)	Pine Ridge Rd		Major Intersection improvement	\$2.50													\$4.90		\$4.90	\$4.90	\$0.00	\$0.00	GA
104	US 41 (SR 90) (Tamiami Trail E) [4464511]	Golden Gate Pkwy		Major Intersection improvement	\$3.50	\$0.50	\$0.37	\$0.33											\$4.48		\$4.40	\$0.00	\$0.00	GA

Notes: Partially funded for construction PRE-ENG includes PO&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)
<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

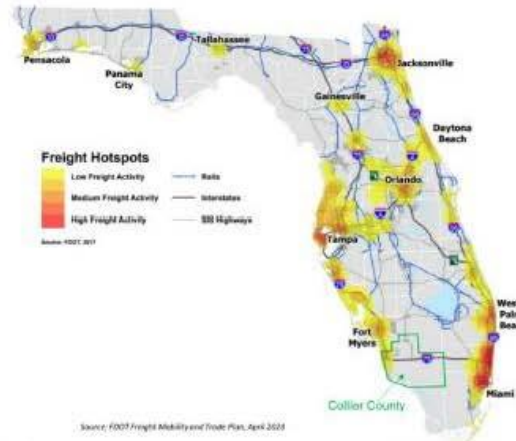
^a FY 2020/21 through FY 2024/25 TIP Amendment – FTA Grant Award (5339B Funding)

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.

Table 5-3. Airport Capital Revenue Projections

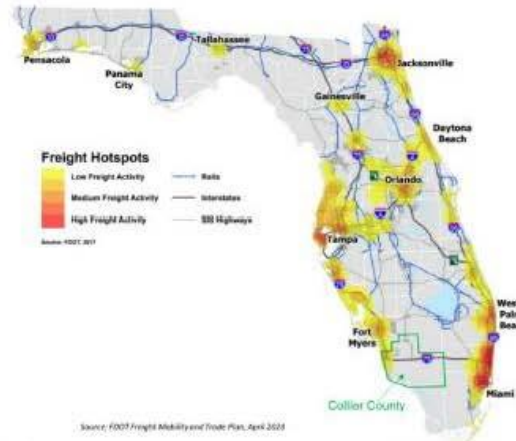
Airport	Funding Source	2020-2024	2026-2030	2031-2035	2036-2045	TOTAL
Collier County Airport Authority						
Immokalee Regional Airport	FAA, FDOT, Local		\$8,400,000	\$15,000,000	\$38,800,000	\$62,200,000
Everglades Airpark	FAA, FDOT, Local		\$2,000,000	\$3,000,000	\$5,100,000	\$10,100,000
Marco Island 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 E: FEDERAL LANDS APPROPRIATIONS

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



FY2022-FY2025 Transportation Improvement Program

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
Florida													
FW FLPA 419(1)	2021	FL	Collier	Florida Panther National Wildlife	Rehab Fritz Rd (RT 419)	3RL	FLTP	\$2,777,000	Title 23	EFLHD	Under Construction	FL 25	FWS R

Approval signature is shown on first page packet only. The listing reflects all newly identified and programmed and/or modified projects as of December 10, 2021.

APPENDIX F: SUMMARY OF PUBLIC COMMENTS

<u>Date</u>	<u>From</u>	<u>Email/phone</u>	<u>Comment</u>	<u>Response</u>
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APPENDIX G: FISCAL CONSTRAINT

Insert here – wait for April snapshot

APPENDIX H: 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
<ul style="list-style-type: none">• Implements a recommended action in a Bicycle/Pedestrian Road Safety Audit – 5 points• Addresses a safety concern involving serious injuries and fatalities as identified in this Plan, absent a Safety Audit to verify the proposed mitigation measure – 3 points• Addresses a safety concern involving crashes of less severity, absent a Safety Audit to verify the proposed mitigation measure – 2 points• Addresses a safety concern expressed by members of the public in the absence of crash records – 1 point
Equity
<ul style="list-style-type: none">• Fills a need associated with an Environmental Justice community or use identified in this Plan – 5 points• Fills a need associated with an area that meets some, but not all EJ criteria used in identifying EJ communities for this Plan – 3 points• Fills a need associated with an area that does not have adequate access to nonmotorized transportation facilities based upon public input received in the development of this Plan – 1 point
Connectivity
<ul style="list-style-type: none">• Fills a prioritized infrastructure gap identified in this Plan – 5 points• Fills a need for improved connectivity based upon public input received in the development of this Plan – 2 points

Congestion Management Projects

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

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

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

Bridge Project Application Criteria

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

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

Transit Project Selection

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

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

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

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

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

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

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

The LRTP and the TIP

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

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

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

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

APPENDIX I: 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.

Update per new UPWP once it's adopted

APPENDIX J: ADDRESSING PERFORMANCE MANAGEMENT REQUIREMENTS IN THE TIP

APPENDIX K: AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

To be inserted as they occur.

EXECUTIVE SUMMARY
Committee Action
Item 7C

Endorse 2022 Transit Priorities

OBJECTIVE: For the committee to endorse the 2022 Transit Priorities.

CONSIDERATIONS: Collier County Public Transportation and Neighborhood Enhancement (PTNE) Division staff submit new transit priorities annually. This year's list continues to identify asset management-related projects as a reflection of the Transit Asset Management Plan targets, which the MPO adopted. The 2022 priorities (**Attachment 1**) are consistent with the Transit Development Plan and the Park and Ride Study which were incorporated by reference into the 2045 Long Range Transportation Plan. The priorities are similar to the 2021 priorities (**Attachment 2**) and include the addition of the Maintenance and Operations Facility (recently added to the revised 2021 priorities).

STAFF RECOMMENDATION: That the committee endorse the 2022 Transit Priorities.

Prepared By: Brandy Otero, Principal Planner

ATTACHMENT(S):

1. 2022 Transit Priorities
2. 2021 Transit Priorities

2022 Transit Priorities							
Improvement	Category	Ranking	Implementation Year	Annual Cost	3-Year Operating Cost	10-Year Operating Cost	Capital Cost
Maintenance and Operations Facility Replacement	Transit Asset Management (TAM)	1	2025	\$ -	\$ -	\$ -	\$7,900,000
Administration/Passenger Station Roof Replacement	Transit Asset Management (TAM)	2	2022	\$ -	\$ -	\$ -	\$357,000
Route 15 from 90 to 45 minutes	Increase Frequency	3	2023	\$163,238	\$489,715	\$1,632,384	\$503,771
Route 11 from 30 to 20 minutes	Increase Frequency	4	2023	\$652,954	\$1,958,861	\$6,529,536	\$503,771
Route 12 from 90 to 45 minutes	Increase Frequency	5	2023	\$282,947	\$848,840	\$2,829,466	\$503,771
Route 16 from 90 to 45 minutes	Increase Frequency	6	2024	\$156,105	\$468,316	\$1,561,054	\$503,771
Immokalee Transfer Facility (Building)	Transit Asset Management (TAM)	7	2025		\$0		\$585,000
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	8	2023	\$ -	\$ -	\$ -	\$520,000
Route 14 from 60 to 30 minutes	Increase Frequency	9	2024	\$243,915	\$731,744	\$2,439,146	\$512,698
Site SL-15 Creekside	Park and Ride	10	2024	\$ -	\$ -	\$ -	\$564,940
Beach Lot Vanderbilt Beach Rd	Park and Ride	11	2024	\$ -	\$ -	\$ -	\$2,318,200
Route 17/18 from 90 to 45 minutes	Increase Frequency	12	2024	\$258,550	\$775,649	\$2,585,495	\$503,771
Route 13 from 40 to 30 minutes	Increase Frequency	13	2024	\$83,712	\$251,135	\$837,115	\$512,698
New Island Trolley	New Service	14	2025	\$551,082	\$1,653,246	\$5,510,821	\$864,368
Study: Mobility on Demand	Other Improvements	15	2025	\$ -	\$ -	\$ -	\$150,000
Study: Fares	Other Improvements	16	2025	\$ -	\$ -	\$ -	\$150,000
Support Vehicle - Replacement	Transit Asset Management (TAM)	17	2024	\$ -	\$ -	\$ -	\$30,000
New Bayshore Shuttle	New Service	18	2026	\$201,000	\$602,999	\$2,009,995	\$531,029
Support Vehicle - Replacement	Transit Asset Management (TAM)	19	2025	\$ -	\$ -	\$ -	\$30,000
Radio Rd Transfer Station Lot	Park and Ride	20	2027	\$ -	\$ -	\$ -	\$479,961
Beach Lot Pine Ridge Rd	Park and Ride	21	2027	\$ -	\$ -	\$ -	\$2,587,310
Immokalee Rd - Split Route 27 creating EW Route	Route Network Modifications	22	2028	\$189,885	\$569,654	\$1,898,846	\$550,016
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	23	2027	\$ -	\$ -	\$ -	\$525,000
Collier Blvd - Split Route 27 creating NS Route	Route Network Modifications	24	2028	\$189,885	\$569,654	\$1,898,846	\$550,016
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	25	2027	\$ -	\$ -	\$ -	\$525,000
New Route 19/28 - Extend Hours to 10:00 PM	Service Expansion	26	2028	\$29,288	\$87,863	\$292,876	\$0
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	27	2027	\$ -	\$ -	\$ -	\$525,000
Route 24 - Extend Hours to 10:00 PM	Service Expansion	28	2028	\$30,298	\$90,893	\$302,976	\$0
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	29	2027	\$ -	\$ -	\$ -	\$525,000
Goodlette Frank Rd - Split Route 25 creating NS Route	Route Network Modifications	30	2028	\$183,805	\$551,416	\$1,838,052	\$550,016
MOD – North Naples	New Service	31	2030	\$81,723	\$245,169	\$817,230	\$81,961
New Autonomous Circulator	New Service	32	2030	\$52,411	\$157,232	\$524,105	\$569,681
MOD – Marco Island	New Service	33	2030	\$108,912	\$326,736	\$1,089,119	\$81,961
MOD – Golden Gate Estates	New Service	34	2030	\$163,446	\$490,338	\$1,634,460	\$81,961
New Naples Pier Electric Shuttle	New Service	35	2030	\$82,213	\$246,638	\$822,125	\$569,681
MOD – Naples	New Service	36	2030	\$193,889	\$581,666	\$1,938,887	\$81,961

2021 Transit Priorities (Revised 4/8/22)							
Improvement	Category	Ranking	Implementation Year	Annual Cost	3-Year Operating Cost	10-Year Operating Cost	Capital Cost
Route 15 from 90 to 45 minutes	Increase Frequency	1	2022	\$163,238	\$489,715	\$1,632,384	\$503,771
Route 11 from 30 to 20 minutes	Increase Frequency	2	2022	\$652,954	\$1,958,861	\$6,529,536	\$503,771
Route 12 from 90 to 45 minutes	Increase Frequency	3	2022	\$282,947	\$848,840	\$2,829,466	\$503,771
Administration/Passenger Station Roof Replacement	Transit Asset Management (TAM)	4	2022	\$0	\$0	\$0	\$357,000
CAT Maintenance Building Reconstruction*	Transit Asset Management (TAM)	5	2022	\$0	\$0	\$0	\$17,802,200
Route 16 from 90 to 45 minutes	Increase Frequency	6	2023	\$156,105	\$468,316	\$1,561,054	\$503,771
Route 14 from 60 to 30 minutes	Increase Frequency	7	2023	\$243,915	\$731,744	\$2,439,146	\$512,698
Site SL-15 Creekside	Park and Ride	8	2023	\$0	\$0	\$0	\$564,940
Beach Lot Vanderbilt Beach Rd	Park and Ride	9	2023	\$0	\$0	\$0	\$2,318,200
Route 17/18 from 90 to 45 minutes	Increase Frequency	10	2023	\$258,550	\$775,649	\$2,585,495	\$503,771
Route 13 from 40 to 30 minutes	Increase Frequency	11	2023	\$83,712	\$251,135	\$837,115	\$512,698
New Island Trolley	New Service	12	2024	\$551,082	\$1,653,246	\$5,510,821	\$864,368
Study: Mobility on Demand	Other Improvements	13	2024	\$0	\$0	\$0	\$50,000
Study: Fares	Other Improvements	14	2024	\$0	\$0	\$0	\$50,000
Support Vehicle - Truck	Transit Asset Management (TAM)	15	2024	\$0	\$0	\$0	\$30,000
New Baysshore Shuttle	New Service	16	2025	\$201,000	\$602,999	\$2,009,995	\$531,029
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	17	2025	\$0	\$0	\$0	\$500,000
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	18	2025	\$0	\$0	\$0	\$500,000
Support Vehicle - Replacement	Transit Asset Management (TAM)	19	2025	\$0	\$0	\$0	\$30,000
Support Vehicle - Replacement	Transit Asset Management (TAM)	20	2025	\$0	\$0	\$0	\$30,000
Radio Rd Transfer Station Lot	Park and Ride	21	2026	\$0	\$0	\$0	\$479,961
Beach Lot Pine Ridge Rd	Park and Ride	22	2026	\$0	\$0	\$0	\$2,587,310
Immokalee Rd - Split Route 27 creating EW Route	Route Network Modifications	23	2027	\$189,885	\$569,654	\$1,898,846	\$550,016
Collier Blvd - Split Route 27 creating NS Route	Route Network Modifications	24	2027	\$189,885	\$569,654	\$1,898,846	\$550,016
New Route 19/28 - Extend Hours to 10:00 PM	Service Expansion	25	2027	\$29,288	\$87,863	\$292,876	\$0
Route 24 - Extend Hours to 10:00 PM	Service Expansion	26	2027	\$30,298	\$90,893	\$302,976	\$0
Goodlette Frank Rd - Split Route 25 creating NS Route	Route Network Modifications	27	2027	\$183,805	\$551,416	\$1,838,052	\$550,016
MOD – North Naples	New Service	28	2029	\$81,723	\$245,169	\$817,230	\$81,961
New Autonomous Circulator	New Service	29	2029	\$52,411	\$157,232	\$524,105	\$569,681
MOD – Marco Island	New Service	30	2029	\$108,912	\$326,736	\$1,089,119	\$81,961
MOD – Golden Gate Estates	New Service	31	2029	\$163,446	\$490,338	\$1,634,460	\$81,961
New Naples Pier Electric Shuttle	New Service	32	2029	\$82,213	\$246,638	\$822,125	\$569,681
MOD – Naples	New Service	33	2029	\$193,889	\$581,666	\$1,938,887	\$81,961

*originally funded as rehabilitation project in FY21-25 TIP FPN 4480651 FY21

added 4/8/22

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7D

Endorse 2022 Bike-Pedestrian Project Priorities

OBJECTIVE: For the Committee to endorse the 2022 Bicycle and Pedestrian Project Priorities.

CONSIDERATIONS: The Bicycle and Pedestrian Advisory Committee endorsed the 2022 Bicycle and Pedestrian Prioritized Project list shown in **Attachment 1** at their January 18, 2022 meeting. The 2022 project priorities are consistent with the 2045 Long-Range Transportation Plan and the MPO Bicycle and Pedestrian Master Plan. The total project costs for the eleven projects on the priority list is \$7.4M. The projects on the list are slated for programming in FY 2028 based on available funding.

The MPO will encourage project proponents to present a brief overview of their projects and answer questions at the meeting.

STAFF RECOMMENDATION: That the Committee endorse the 2022 Bicycle and Pedestrian Project Priorities.

Prepared By: Scott Philips, Principal Planner

ATTACHMENT(S):

1. 2022 BPAC Prioritized Project List

2022 BPAC PRIORITIZED PROJECTS				
Rank	Project Name	Submitting Agency	LAP	Funding Request
1	Immokalee Sidewalks	Collier County	County	\$ 1,079,000
2	Bayshore CRA Sidewalks	Collier County	County	\$ 239,824
3	Naples Manor Sidewalks	Collier County	County	\$ 1,100,000
4	Golden Gate City Sidewalks	Collier County	County	\$ 309,100
5	Everglades City Phase 4 Bike/Ped Improvements	Everglades City	FDOT	\$ 563,380
6	Marco Island - Bald Eagle Dr Bike Lanes	Marco Island	Marco Is.	\$ 802,475
7	Naples Park Sidewalks - 106 Ave North	Collier County	County	\$ 621,000
8	Naples Park Sidewalks - 108 Ave North	Collier County	County	\$ 627,000
9	Naples Park Sidewalks - 109 Ave North	Collier County	County	\$ 622,000
10	Vanderbilt Beach Rd Pathway	Collier County	County	\$ 703,000
11	B/P Trail Crossing Golden Gate Pkwy @ Freedom Park & Gordon	MPO	FDOT	\$ 750,000
			Total	\$ 7,416,779

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7E

Endorse Amendment #5 to the FY 2022-2026 Transportation Improvement Program (TIP) and Authorizing Resolution

OBJECTIVE: For the committee to review and endorse Amendment #5 to the FY 2022-2026 Collier MPO Transportation Improvement Program (TIP), and authorizing resolution.

CONSIDERATIONS: The Florida Department of Transportation (FDOT) has requested that the Collier MPO amend its FY2022-FY2026 Transportation Improvement Program (TIP) to remove the following project:

431895-3: 16th Street Bridge from Golden Gate Blvd to Randall Blvd. Currently programmed for construction in FY22 for a total of \$4.9 million.

Attachment 1 contains the draft Authorizing Resolution and exhibits referenced therein, including the TIP amendment signature page, project sheet, and FDOT letter requesting the amendment.

This project was programmed to be procured utilizing a design/build process with the local agency (Collier County) responsible for implementation. Unfortunately, due to the FDOT's policy which does not allow local agencies to utilize this specific procurement method through the Local Agency Program (LAP) process, the need for a Project Development & Environmental (PD&E) re-evaluation and potential right-of-way to accommodate intersection improvements necessary for signal installation at time of construction of the bridge, the project procurement method must be changed to a conventional design-bid-build process. This requires the project to be deleted as a design/build project and to not commence during this fiscal year. Collier County was able to fund design with local funds to keep the project moving forward. Per Secretary Nandam, FDOT will continue to participate with construction funding, and will program a replacement project once the work program opens for changes in July of this year. The replacement project will be funded in FY 24 with the available SU funds.

The MPO is following the TIP amendment public involvement process outlined in the MPO's Public Participation Plan in that this amendment has been:

- Posted for review by the TAC and CAC;
- Public comment period announced on the MPO website; and
- Distributed via e-mail to applicable list-serve(s).

The comment period began on March 18, 2022 and ends with the MPO Board meeting on April 8, 2022.

STAFF RECOMMENDATION: That the Committee endorse the amendment and authorizing resolution.

Prepared By: Anne McLaughlin, Executive Director, Collier MPO

ATTACHMENT(S):

1. Authorizing Resolution and Exhibit

MPO RESOLUTION #2022-03

A RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION APPROVING AN AMENDMENT TO THE FY 2021/22- 2025/26 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

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

WHEREAS, the FDOT has requested the Collier MPO to amend the FY 2021/22-2025/26 TIP to delete Federal Project Number (FPN) 431895-3 16th Street Bridge from Golden Gate Blvd to Randall Blvd, as shown in the Exhibit; and

WHEREAS, FDOT has submitted a letter to the MPO stating that the amendment is necessary to include in the MPO’s TIP to ensure consistency with FDOT’s Work Program, as shown in the Exhibit; and

WHEREAS, the MPO announced the TIP Amendment on its website, distributed it via e-mail to various list-serves, and followed all steps of its Public Participation Plan through the expiration of the public comment period, which terminated with the MPO’s Board meeting on April 8, 2022; and

WHEREAS, the MPO has reviewed the proposed TIP Amendment and determined that it is consistent with the MPO’s adopted plans and policies; and

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

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

1. The FY 2021/22 - 2025/26 Transportation Improvement Program Amendment set forth in the Exhibit is hereby adopted.
2. The Collier Metropolitan Planning Organization's Chair is hereby authorized to execute this Resolution certifying the MPO Board's approval of the Amendment to the FY 2021/22-2025/26 Transportation Improvement Program for transmittal to FDOT and the Federal Highway Administration.

This Resolution PASSED and duly adopted by the Collier Metropolitan Planning Organization Board after majority vote on this 8th day of April 2022.

Attest: COLLIER METROPOLITAN PLANNING ORGANIZATION

By: _____
Anne McLaughlin
MPO Executive Director

By: _____
Council Member Paul Perry
MPO Chair

Approved as to form and legality:

Scott R. Teach, Deputy County Attorney

DRAFT

Exhibit 1

**TIP Amendment for Approval by MPO Board on April 8, 2022 for
FY 2021/22 through FY 2025/26 TIP**

FPN	Action	Project Name	Requested by	Fund	Phase	FY	Amount
431895-3	Delete Project from FY 2022-26 TIP	16 th St Bridge from Golden Gate Blvd to Randall Blvd	FDOT	ACCM	CST	2022	\$1,546,467
				ACSU	CST	2022	\$1,700,000
				CM	CST	2022	\$475,877
				SU	CST	2022	\$1,211,599
	TOTAL						\$4,933,943

Responsible Agency	TIP Page	L RTP Reference
Collier County	Page 1 Bridge Projects (pdf 63)	P6-2, Table 6-1

COLLIER METROPOLITAN PLANNING ORGANIZATION

Attest: _____

Anne McLaughlin
Collier MPO Executive Director

Approved as to form and legality

Scott R. Teach, Deputy County Attorney

Date: _____

By: _____

Council Member Paul Perry
Collier MPO Chair

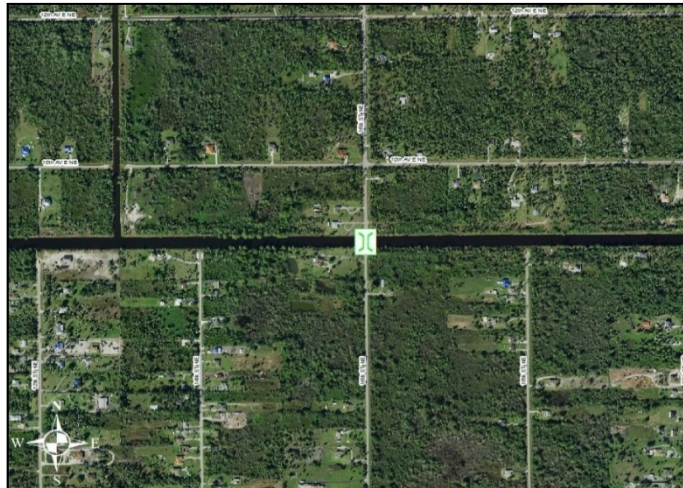
Date: _____

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
Work Summary: NEW BRIDGE CONSTRUCTION **2045 LRTP:** P6-2, Table 6-1

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





Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT, P.E.
SECRETARY

March 15, 2022

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

RE: Request for Amendment to the Collier Metropolitan Planning Organization’s Fiscal Years 2021/2022 through Fiscal Years 2025/2026 Transportation Improvement Program (TIP)

Dear Ms. McLaughlin:

The letter is a formal request for the Collier Metropolitan Planning Organization (MPO) to approve the following amendment to the FY2021/22 – FY2025/26 Transportation Improvement Plan (TIP) at the April 08, 2022 Collier MPO Board Meeting.


This Project was recently deleted from the Five-Year Work Program for Collier County. This project is currently shown in the first year of the Collier MPO’s TIP for FY2021/2022 through FY2025/2026 and required to be amended (deletion).

FPN Number	Federal Project Description	Phase Group	Amount	Funding Type	Fiscal Year	Comments
431895-3	16 th St Bridge NE from Golden Gate Blvd to Randall Blvd	Construction	\$1,546,467	ACCM	2022	Project Deletion in Work Program
431895-3	16 th St Bridge NE from Golden Gate Blvd to Randall Blvd	Construction	\$1,700,000	ACSU	2022	Project Deletion in Work Program
431895-3	16 th St Bridge NE from Golden Gate Blvd to Randall Blvd	Construction	\$475,877	CM	2022	Project Deletion in Work Program
431895-3	16 th St Bridge NE from Golden Gate Blvd to Randall Blvd	Construction	\$1,211,599	SU	2022	Project Deletion in Work Program

Ms. Anne McLaughlin
March 15, 2022
Page 2

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

Sincerely,

DocuSigned by:
 3/15/2022 | 1:24 PM EDT
BBDEB55AB69A48A...

Victoria G Peters
Planning Specialist III, Community Liaison

VGP:vgp

cc: Carlos Gonzalez, Federal Highway Administration
Abra Horne, Florida Department of Transportation
Denise Strickland, Florida Department of Transportation
Melissa Slater, Florida Department of Transportation
Wayne Gaither, Florida Department of Transportation