



Agenda TAC

Technical 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, 9:30 AM

- 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.

**TECHNICAL ADVISORY COMMITTEE of the
COLLIER METROPOLITAN PLANNING ORGANIZATION
MEETING MINUTES
February 28, 2022 9:30 a.m.**

1. Call to Order

Ms. Lantz called the meeting to order at 9:31 a.m.

2. Roll Call

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

TAC Members Present

Lorraine Lantz, Chair, Collier County Transportation Planning

Tim Brock, Everglades City

Michelle Arnold, Collier County Public Transit and Neighborhood Enhancement (PTNE)

Ute Vandersluis, Naples Airport Authority

Allison Bickett, Vice Chair, City of Naples

Don Scott, Lee County MPO

Dave Rivera, City of Naples

TAC Members Absent

Dan Hall, Collier County Traffic Operations

Tim Pinter, City of Marco Island

Andrew Bennett, Collier County Airport Authority

Daniel Smith, City of Marco Island

Margaret Wuerstle, Southwest Florida Regional Planning Council

MPO Staff

Anne McLaughlin, Executive Director

Brandy Otero, Principal Planner

Scott Philips, Principal Planner

Danielle Bates, Administrative Assistant

Others Present

Victoria Peters, FDOT

Bill Gramer, Jacobs Engineering

Steve Ludwinski, Corradino Group

3. Approval of the Agenda

Ms. Arnold moved to approve the agenda. Mr. Brock seconded. Carried unanimously.

4. Approval of the January 24, 2022 Meeting Minutes

Ms. Arnold moved to approve the January 24, 2022 meeting minutes. Ms. Bickett seconded. Carried unanimously.

5. Public Comments for Items not on the Agenda

None.

6. Agency Updates

A. FDOT

Ms. Peters: As of this morning, we were advised the Work Program development is going to the Legislature. There was a snapshot taken February 15th that was the TIP download file and another more accurate one will be taken on April 11th. Bessie Reina with 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 allowing participation 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. Committee Action

7.A. 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 LRTP. Page 4, item 5A now includes adding transit facilities and routes in the existing network. Page 5 item C includes language about network alternatives and how each step factors into transit. There are adjustments to the deliverables for social and economic data and the transit system. The next steps after reviewing are extensive. We are asking for endorsement now but there is a good chance there may be revisions along the way, such as technical revisions as we adjust to new information from FDOT and Federal Highway Administration (FHWA) or related to procurement process, as we find out if we have flexibility with language. We'll be working through that with procurement. The plan is to come back if there is a substantive change to seek re-endorsement.

Ms. Otero: Regarding the procurement process, the timeline is about a full year before we could get an award. Once we have an approved scope of services, we'll transmit it to FDOT and FHWA to review and concurrently we go to procurement to begin the solicitation request. Procurement said that is quicker now, it can be done in a few weeks. Grantor review time and procurement workload could change timeline. We're looking for MPO Board adoption by February 2023. It is better to get the scope in early

instead of waiting until the last minute. We are required to submit the entire Request for Professional Services (RPS) packet to FDOT and FHWA before it is advertised and they have to review the final contract. Grants office also reviews and adds clauses. Probably 11 months if everything goes well, with a clean and short selection committee.

Ms. Lantz: On page 3 the goals and objectives section had a couple bullets about waiting for directives on areas of emphasis and expectations, is that one of those options discussed last time, if you get a letter late can you get it in? Is there leeway?

Ms. McLaughlin: We're hoping we can work through having options in the contract, it's something we were able to do last time.

Ms. Peters: I will emphasize that the planning emphasis areas are needed now.

Mr. Scott: FHWA has said anything we sent in the last letters is still there, so you can take out the parenthesis and leave "letters" plural.

Ms. Lantz: On page 4, 5B has to do a lot with the County Interactive Growth Model (CIGM), were you anticipating that they would work with that consultant, as a subconsultant or work together?

Ms. McLaughlin: In order to work with CIGM the consultant team will have to have on their team Metro Forecasting Models (MFM). The RFP references MFM as having proprietary management of the CIGM, so consultants that pay attention will know they need to include MFM.

Mr. Scott: What if it turns into an exclusive thing?

Ms. McLaughlin: That's a problem I haven't anticipated.

Mr. Brock: Is there prequalification for consultant?

Ms. McLaughlin: We will put together a point system for how they are rated. It's been a couple years so it's hard to recall what criteria we used last time but the rating criteria is something we will work through with County procurement.

Ms. Peters: When you say you can't require bidders to include a specific subcontractor on their team, is there a clause that's missing? Why can't you?

Ms. McLaughlin: It's more of a grant issue, when we use federal funds, we have never gotten approval for any sole sourcing.

Ms. Peters: I didn't know that moved into that sole sourcing area.

Ms. McLaughlin: It's a grey area.

Mr. Brock: Do you have what you're going to provide to the consultant?

Ms. McLaughlin: That's part of the packet we develop with Procurement. We will emphasize the existing 2045 LRTP and tech memos and data we want to use as our starting point. We want them to build on that not start over from scratch. We want to be efficient with public funds. It will probably be in our packet, depending on Procurement, we'll include the documents or have links to them on the MPO's website.

Mr. Scott: FDOT recently sent format templates, rolled up sections from Central Office, interaction between FHWA and FDOT, there could be a requirement to make the new LRTP look like that.

Ms. McLaughlin: We looked those over and thought the 2045 LRTP was very close to meeting the templates already. Don't know whether the templates are advisory or compulsory. We would pass along any FDOT guidance we receive.

Ms. Arnold moved to endorse 2050 LRTP Scope and to move forward allowing for provisions and changes. Ms. Vandersluis seconded. Carried unanimously.

7.B. 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, address results of the 2020 Census and the continued completion of the Congestion Management Process update. The development of the 2050 LRTP includes the Transportation System Performance Report, Transit Development, Plan Local Road Safety Plan, and other studies. There are several corrections to tables due to formula and carryover errors that will be updated. There are a couple things different about this UPWP, the funding available for the 2-year period—excluding the soft match—uses the Consolidated Planning Grant which combined 5305 allocations and PL [Planning] funding. Major difference in funding. Thought we were receiving approximately \$900,000 in SU funding but were informed that number will change to \$700,000 probably. There is some cushion built in for salaries, as the budget guidance hasn't told us what to do and this will allow for changes in salary.

Ms. Peters: For SU funding, it won't come all at once the first year, SU and PL funds are under a difference phase, when you see what's in the box or on a project, the spending authority is not the same as what you put it in the UPWP. The Department pulls together special budget and applies it in the whole district, this will be less because the district only gets a certain amount. Money will come, more in the second year and in next UPWP as we secure more budget for it. The first year of next UPWP is critical for the LRTP. The project was \$900,000 but Work Program said they can supply \$700,000.

Mr. Scott: Thought it was referencing 5305. PL changed, but 5305 has not, that's an amendment for later.

Ms. Peters: The Work Program group knows this is important and are working with Central Office about budget.

Ms. Lantz: You used \$900,000 in the allocation and now are being told to go down to \$700,000.

Ms. Otero: We will reduce funding for first two years, and add more in the 3rd year, reducing money allocated, the money will still be there, but it will come in the 3rd year. We do need it in that year to close out the LRTP.

Ms. Lantz: Will you have some funds encumbered?

Ms. Otero: I need money in the bank, a Notice to Proceed on certain tasks, then will move forward on the other projects.

Ms. Peters: They can do it in chunks, and they know the money has to start rolling in July, it will be piecemealed out to balance the budget.

Mr. Brock: SU versus PL money, is it back to where it needs to be on projects?

Ms. Otero: SU is usually spent on projects, for the MPO Board this is a planning priority, in the past we could bank some PL money, but FDOT does not want us to do that. They make us spend down all the PL money and that doesn't leave us money to complete the LRTP. The Board making this a priority allows us to use SU funds.

Mr. Brock: Will this continue?

Ms. Peters: They are aware of the 20/80 rule. Once you prioritize the project if you fall under the rule it offers an exception to the rule. FDOT realizes for the MPOs this is a big discussion on how to fund the LRTP. If it is not addressed the FDOT liaisons will go to Tallahassee [Central Office] and bring it up again, to a task force or something. It has to be addressed.

Mr. Brock: SU is for projects, not planning.

Mr. Scott: It came up for a vote at MPOAC to do major LRTP updates every 10 years [instead of every 5.] There wasn't consensus.

Ms. Otero: A draft of the UPWP has to go to FDOT by March 15 for review.

Ms. Lantz: On page 24, on delivery dates task, the CIGM target date is March 2021, should it be March 2023?

Ms. Otero: Yes March 2023, correction noted. We need to receive all comments within the next week.

Mr. Scott moved to endorse draft UPWP with comments as necessary. Mr. Brock seconded. Passed unanimously.

8. Reports and Presentation (May require Committee Action)

9. Member Comments

Ms. Bickett: The City presented to City Council the Bike Ped Master Plan and the Bike Loop update was well received. We're gathering public comments and working on a Bike Loop map, some ideas for Fleischman Rd. There were couple of meetings in March, and it's going back to City Council for the April workshop and hopefully we can move forward so the projects can get on the [priority] list.

Mr. Scott: What is the loop?

Ms. Bickett: Naples Pathway Coalition's [Paradise Coast] Trail [Feasibility Study] ties into the [Gordon River] Greenway. We're hoping to promote this in the City, coordinating with NPC's consultants too. The maps will identify it, it's entirely within the City, with an extension of the trail in city limits that comes up by the zoo. Key points are to incorporate additional wayfinding signage. We don't have bike lanes for the whole loop but we're looking at infrastructure and community support.

Mr. Scott: SUN Trail always wants to go to the water.

Ms. Bickett: It may have signage for the beach and parks, and parking may be available to park and ride [to the beach].

Mr. Brock: Have you looked at the Office of Greenways and Trails to become an official Trail City? There are resources in that office, it's an application process, but it's worthwhile to get that designation.

Ms. Bickett: We will take a look at it.

Mr. Scott: We got our numbers late last week, from Mark [Reichert], to MPOAC. Lee is getting \$2.5 million more than before from the formula, \$2.5 million per year, 1/3 each. Collier is getting \$1.4 million per year over 5 years. We've heard a push to get rid of the gas tax and heard from Washington to get rid of federal gas tax too. There was discussion that they have tiers of projects, tier 1 has \$9 million. Costs estimates going up.

Ms. Otero: It's not the windfall we expected.

Mr. Scott: It's better than getting less but it's not covering everything. We were the lowest per capita state.

Mr. Brock: Is that split up [between several funding sources]?

Mr. Scott: Yes. Carbon Reduction is \$360,000.

Ms. Peters: Does that funding have to go to carbon reduction projects?

Mr. Scott: It can be used for sidewalks and stuff like that we're assuming.

Mr. Philips: 50% can go to non-carbon reduction based on federal rules, and discretionary funds.

Mr. Scott: It is \$1.128 million for carbon reduction but it costs \$1 million for half a mile of sidewalks.

Ms. Peters: additional announcement - Jennifer Marshall was the Head of the Environmental Office in District 1. Now she is in Central Office, so Abra Horne is her replacement in District 1.

10. Distribution Items

(None)

11. Next Meeting Date

March 28, 2022– 9:30 a.m. – in person

Ms. Lantz adjourned the meeting at 10:22 a.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.

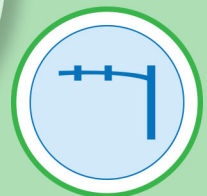


Table of Contents

| | |
|--|-----|
| 1.0 Introduction..... | 1-1 |
| 1.1 Causes of Congestion..... | 1-1 |
| 1.2 Purpose and Organization | 1-2 |
| 2.0 CMP Overview..... | 2-1 |
| 2.1 Federal Guidance | 2-1 |
| 2.2 State Requirements | 2-2 |
| 2.3 Previous Updates | 2-2 |
| 2.3.1 2017 Initiatives | 2-3 |
| 2.4 2022 Update | 2-4 |
| 2.5 Future Updates..... | 2-4 |
| 2.5.1 CMP Document..... | 2-4 |
| 2.5.2 Transportation System Performance Reports | 2-4 |
| 2.5.3 Implementation of Strategies..... | 2-4 |
| 3.0 Congestion Management Objectives..... | 3-1 |
| 3.1 CMP Goal..... | 3-1 |
| 3.2 CMP Objectives..... | 3-1 |
| 3.3 LRTP Goals and Objectives Related to Congestion..... | 3-1 |
| 4.0 CMP Network | 4-1 |
| 4.1 CMP Coverage Area | 4-1 |
| 4.2 Roadway Network | 4-1 |
| 4.3 Bicycle & Pedestrian Network..... | 4-1 |
| 4.4 Transit Network..... | 4-1 |
| 5.0 Congestion Management Performance Measures | 5-1 |
| 5.1 Multimodal Performance Measures | 5-1 |
| 5.2 Alignment with CMP Objectives..... | 5-2 |
| 6.0 Performance Monitoring and Congestion Analysis..... | 6-1 |
| 6.1 Monitoring System Performance..... | 6-1 |
| 6.2 Measuring Congestion in Collier County | 6-2 |
| 6.2.1 Identifying Congestion Hot Spots..... | 6-2 |
| 6.2.2 Analyzing Congested Locations and Needs | 6-3 |



| | | |
|-----|---|-----|
| 6.3 | Congestion Management Strategies | 6-4 |
| 7.0 | Implementation Process and Strategy Selection | 7-1 |
| 7.1 | CMP Strategy Evaluation Criteria | 7-1 |
| 7.2 | Future Studies | 7-1 |
| 8.0 | Evaluation of Implemented Strategies and Projects | 8-1 |
| 8.1 | Project Evaluation Process | 8-1 |
| 8.2 | CMP and TSP Report Updates..... | 8-2 |
| 8.3 | Public Feedback | 8-2 |

List of Figures

| | |
|--|-----|
| Figure 1-1: Causes of Congestion..... | 1-2 |
| Figure 2-1: Eight Actions of the Congestion Management Process..... | 2-2 |
| Figure 4-1: Collier MPO CMP Network (2023 Planned Number of Lanes)..... | 4-2 |
| Figure 4-2: Bicycle and Pedestrian Facilities Along the CMP Network..... | 4-3 |
| Figure 4-3: Transit Routes Operated by Collier Area Transit | 4-4 |

List of Tables

| | |
|---|-----|
| Table 5-1: CMP Performance Measure and Objective Alignment..... | 5-2 |
| Table 6-1 Performance Monitoring Plan | 6-1 |
| Table 6-2: CMP Strategies | 6-4 |
| Table 8-1: CMP Evaluation and Project Monitoring Matrix | 8-3 |

Appendices

| | |
|---|-----|
| Appendix A: School Congestion Matrix..... | A-1 |
| Appendix B: CMP Implementation Matrix | B-1 |
| Appendix C: CMC Strategy Evaluation Criteria..... | C-1 |
| Appendix D: CMP Project Application Submittal Form..... | D-1 |



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

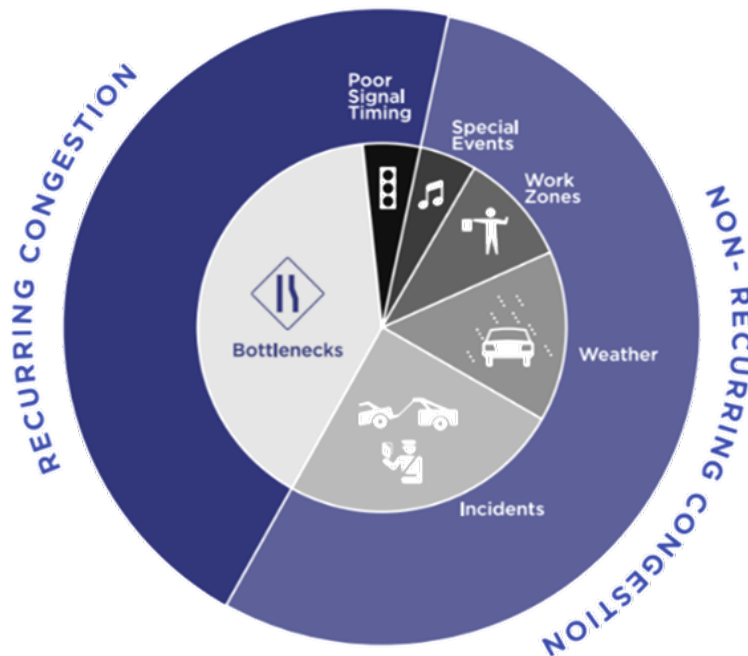
The process of congestion management begins by understanding the causes of the congestion. Congestion results from the interaction between many different sources but can be broadly classified into two categories:

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)

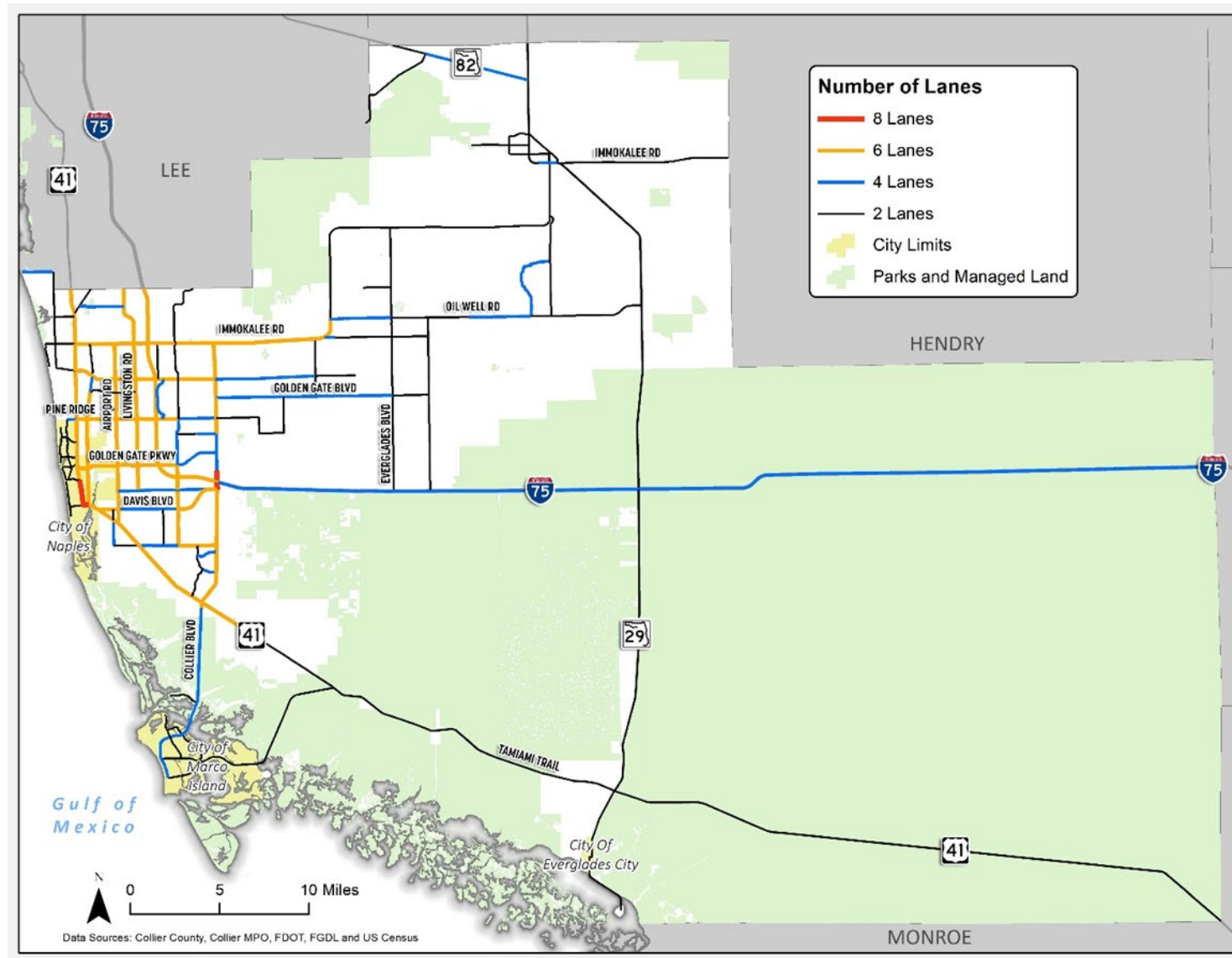


Figure 4-2: Bicycle and Pedestrian Facilities Along the CMP Network

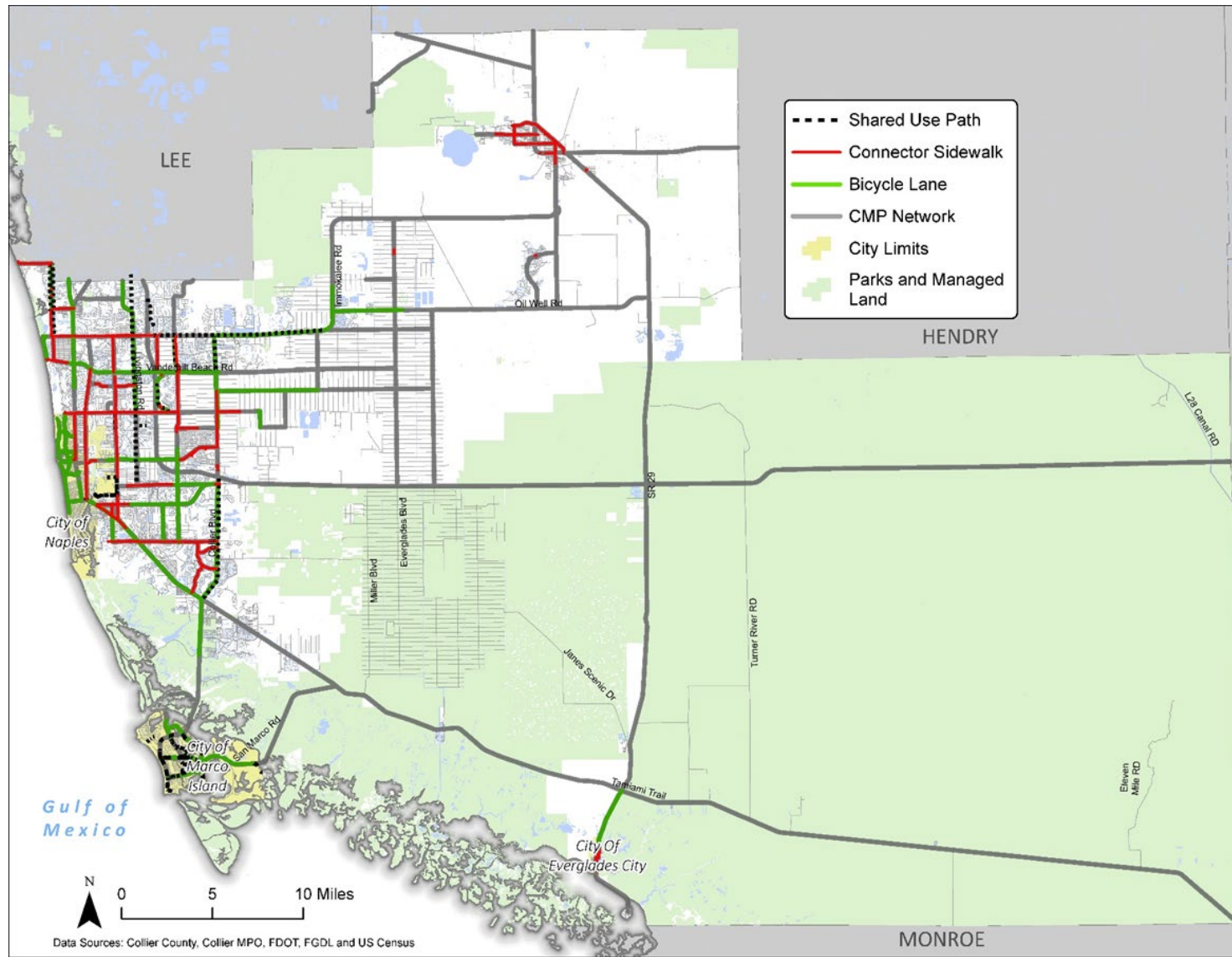
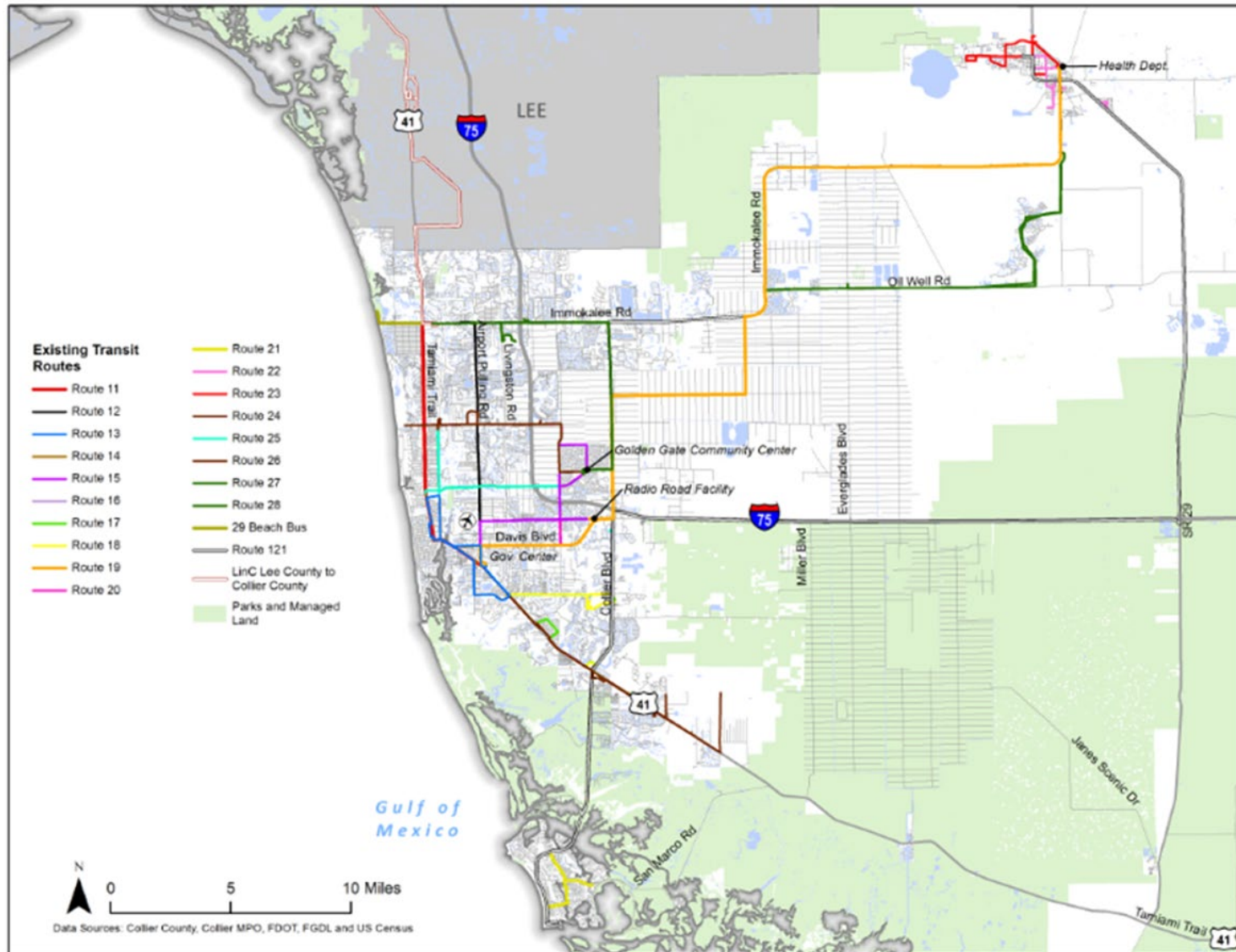


Figure 4-3: Transit Routes Operated by Collier Area Transit



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

| | |
|---|--|
| STRATEGIES: Demand Management (Programmatic), Transportation & Land Use Policy | 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 |
| STRATEGIES: Safety | Origin-Destination Study |
| | 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 |
| STRATEGIES: Physical Roadway Capacity Enhancement | School off-site waiting lots and curbing and parking zones |
| | Intersection Improvements |
| | Replace intersections with roundabouts and other innovative designs |
| | Deceleration lanes and turn lanes |
| | New grade-separated intersections |
| | New travel lanes (general purpose) |
| STRATEGIES: Bicycle & Pedestrian Facilities | New roadway network connections |
| | 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.

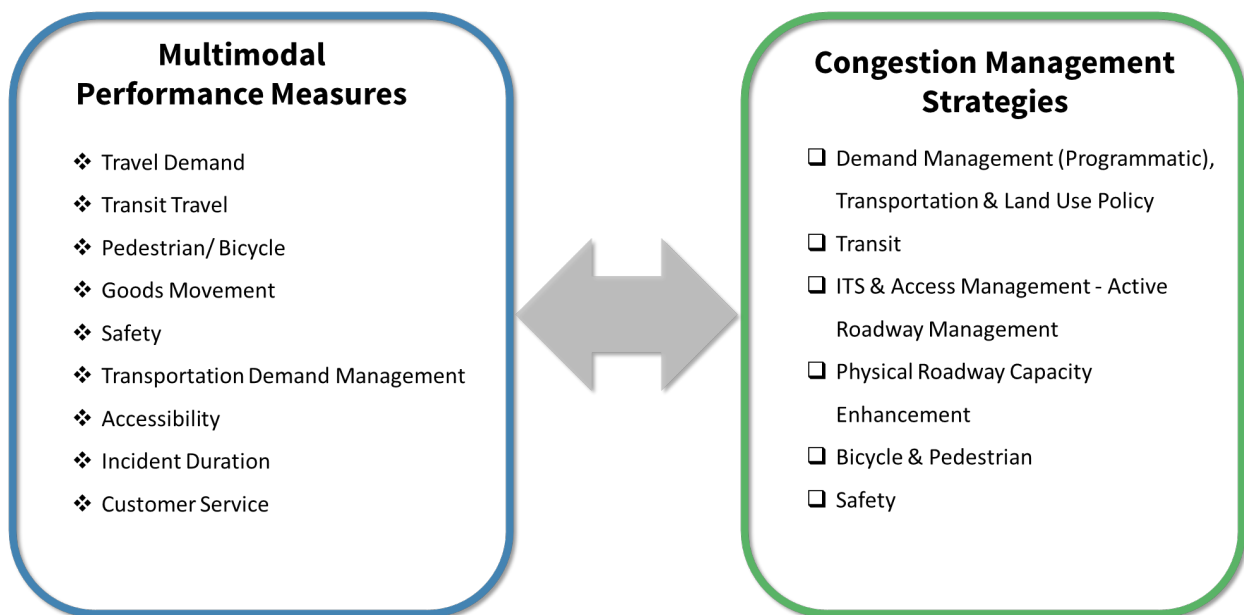


8.0 Evaluation of Implemented Strategies and Projects

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: <ul style="list-style-type: none"> - 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: <ul style="list-style-type: none"> - 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: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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

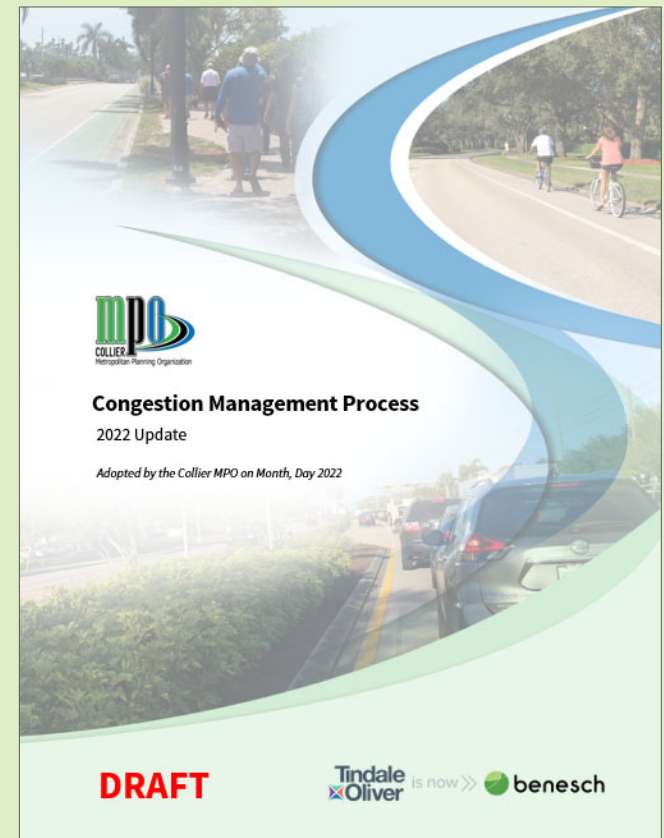




2022 CMP Document Update

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 | |
|--|-----|
| Table of Contents | |
| 1.0 Introduction..... | 1-1 |
| 1.1 Causes of Congestion..... | 1-1 |
| 1.2 Purpose and Organization..... | 1-2 |
| 2.0 CMP Overview..... | 2-1 |
| 2.1 Federal Guidance..... | 2-1 |
| 2.2 State Requirements..... | 2-2 |
| 2.3 Previous Updates..... | 2-2 |
| 2.3.1 2017 Initiatives..... | 2-3 |
| 2.4 2022 Update..... | 2-4 |
| 2.5 Future Updates..... | 2-4 |
| 2.5.1 CMP Document..... | 2-4 |
| 2.5.2 Transportation System Performance Reports..... | 2-4 |
| 2.5.3 Implementation of Strategies..... | 2-4 |
| 3.0 Congestion Management Objectives..... | 3-1 |
| 3.1 CMP Goal..... | 3-1 |
| 3.2 CMP Objectives..... | 3-1 |
| 3.3 LRTP Goals and Objectives Related to Congestion..... | 3-1 |
| 4.0 CMP Network..... | 4-1 |
| 4.1 CMP Coverage Area..... | 4-1 |
| 4.2 Roadway Network..... | 4-1 |
| 4.3 Bicycle & Pedestrian Network..... | 4-1 |
| 4.4 Transit Network..... | 4-1 |
| 5.0 Congestion Management Performance Measures..... | 5-1 |
| 5.1 Multimodal Performance Measures..... | 5-1 |
| 5.2 Alignment with CMP Objectives..... | 5-2 |
| 6.0 Performance Monitoring and Congestion Analysis..... | 6-1 |
| 6.1 Monitoring System Performance..... | 6-1 |
| 6.2 Measuring Congestion in Collier County..... | 6-2 |
| 6.2.1 Identifying Congestion Hot Spots..... | 6-2 |
| 6.2.2 Analyzing Congested Locations and Needs..... | 6-3 |



| Collier MPO – Congestion Management Process 2022 Update | |
|--|-----|
| 6.3 Congestion Management Strategies..... | 6-4 |
| 7.0 Implementation Process and Strategy Selection..... | 7-1 |
| 7.1 CMP Strategy Evaluation Criteria..... | 7-1 |
| 7.2 Future Studies..... | 7-1 |
| 8.0 Evaluation of Implemented Strategies and Projects..... | 8-1 |
| 8.1 Project Evaluation Process..... | 8-1 |
| 8.2 CMP and TSP Report Updates..... | 8-2 |
| 8.3 Public Feedback..... | 8-2 |
| List of Figures | |
| Figure 1-1: Causes of Congestion..... | 1-2 |
| Figure 1-2: Congestion Management Process Overview..... | 1-3 |
| Figure 2-1: Eight Actions of the Congestion Management Process..... | 2-2 |
| Figure 4-1: Collier MPO CMP Network (2023 Planned Number of Lanes)..... | 4-2 |
| Figure 4-2: Bicycle and Pedestrian Facilities Along the CMP Network..... | 4-3 |
| Figure 4-3: Transit Routes Operated by Collier Area Transit..... | 4-4 |
| List of Tables | |
| Table 5-1: CMP Performance Measure and Objective Alignment..... | 5-2 |
| Table 6-1 Performance Monitoring Plan..... | 6-1 |
| Table 6-2: CMP Strategies..... | 6-4 |
| Table 8-1: CMP Evaluation and Project Monitoring Matrix..... | 8-3 |
| Appendices | |
| Appendix A: School Congestion Matrix..... | A-1 |
| Appendix B: CMP Implementation Matrix..... | B-1 |
| Appendix C: CMC Strategy Evaluation Criteria..... | C-1 |
| Appendix D: CMP Project Application Submittal Form..... | D-1 |





2022 CMP Document Update

1 Develop Regional Objectives

2 Define CMP Network

3 Develop Multimodal Performance Measures

4 Collect Data/Monitor System Performance

5 Analyze Congestion Problems and Needs

6 Identify and Assess Strategies

7 Program and Implementation Strategies

8 Evaluate Strategy Effectiveness

- 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



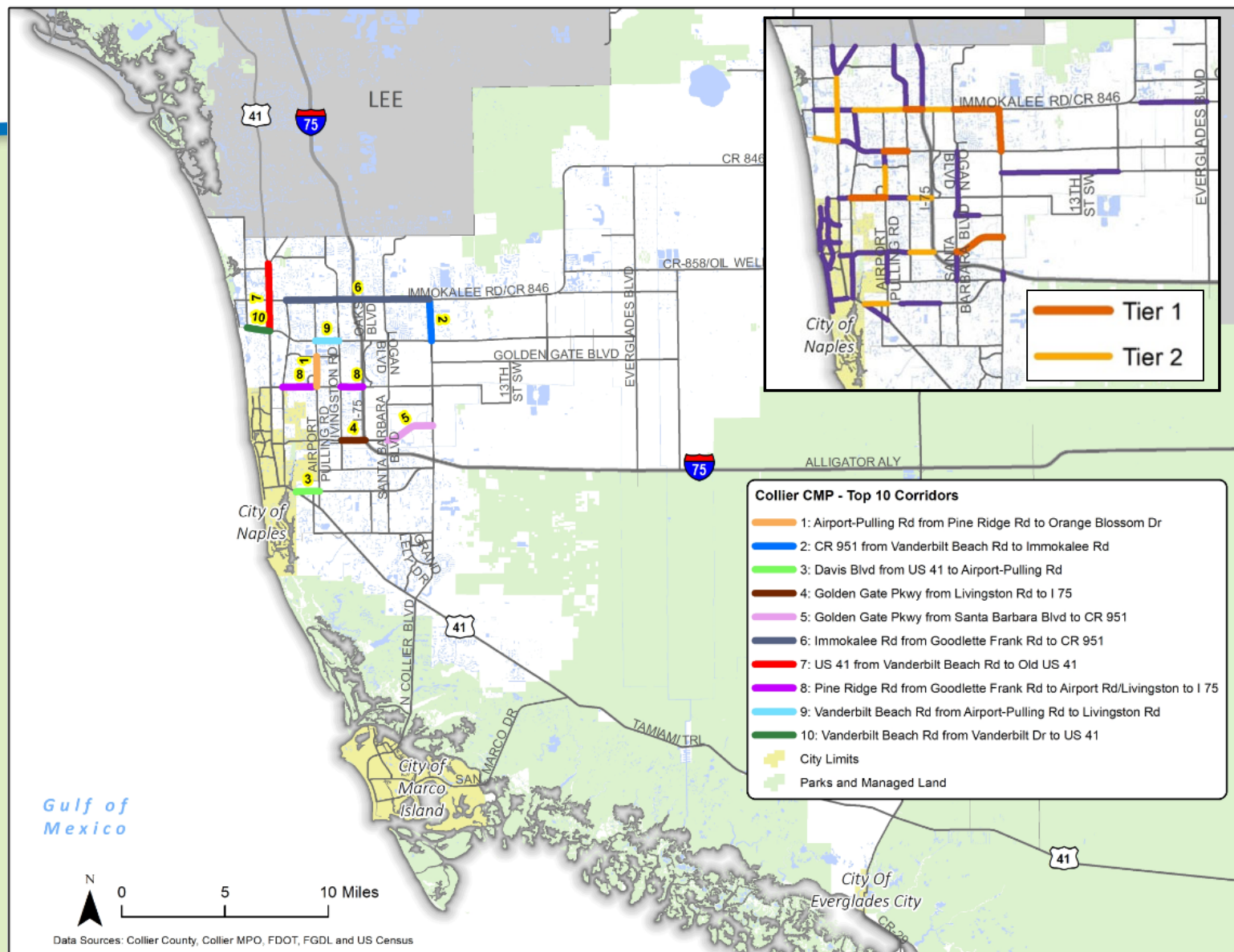
Next Steps

- 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





- 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

11x17 INSIDE

Alameda County Highways, Arterials, and Roads Fact Sheet


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 tie to local land uses (commercial and residential centers). They must facilitate throughput for all modes and support local land use.

CHALLENGES


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

Tip Dilemma: Widespread congestion on highways diverts trips onto adjacent arterials and local roads, the preponderance of roadway options has exacerbated this problem, opening more local roads to cut-through traffic.



Opportunities


40 percent of daily trips on Alameda County roads carried by 1,200 miles of arterials



CHALLENGES

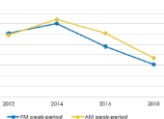
Stalled with state legislation, every city in Alameda implements stretch policies, which ensure that all state repaving will look for opportunities to (and how to) improve mobility for all modes on affected network, which can increase the efficiency prior transportation system.

High design: Thoughtful facility design, operation, promotes efficiency by reducing auto and is safety for all modes by reducing the compromise public health and creates vibrant



Opportunities

Emerging technologies can improve the if roadways while also supporting alternative



| Year | Peak period transit (%) | All peak-period (%) |
|------|-------------------------|---------------------|
| 2002 | ~5.5 | ~6.5 |
| 2014 | ~4.5 | ~5.5 |
| 2016 | ~4.0 | ~5.0 |
| 2018 | ~3.5 | ~4.5 |

Alameda County, California. New general-use road (2010-2012) connecting Highway 101 to Highway 101. New general-use road (2010-2012) connecting Highway 101 to Highway 101. New general-use road (2010-2012) connecting Highway 101 to Highway 101. New general-use road (2010-2012) connecting Highway 101 to Highway 101.



Today's Requested Actions

For the Committee to:

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



Contact

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Benesch Project Manager

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Brandy Otero

MPO Project Manager

239-252-5859

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OR

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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 #202~~21-07XX~~
A RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION ADOPTING
THE FY 202~~24/232~~ – 202~~65/276~~ 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 202~~24/232~~ – 202~~65/267~~ 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 202~~24/232~~ – 202~~65/267~~ 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 1~~04~~th day of June 202~~24~~.

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> | LRTP | <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> |

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|-------------|--|------------|--------------------------------------|
| <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> |

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| <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> |

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| <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> |

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| <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>LFF</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> |

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| <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)

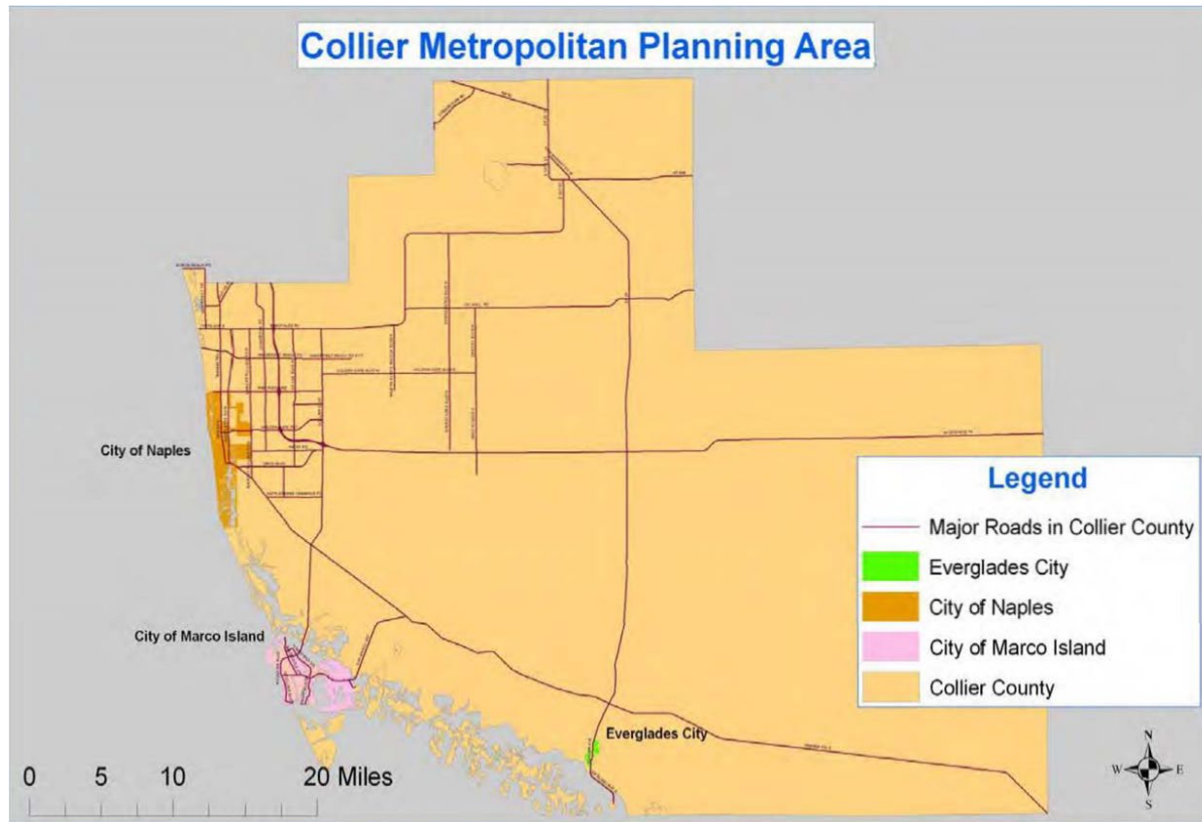
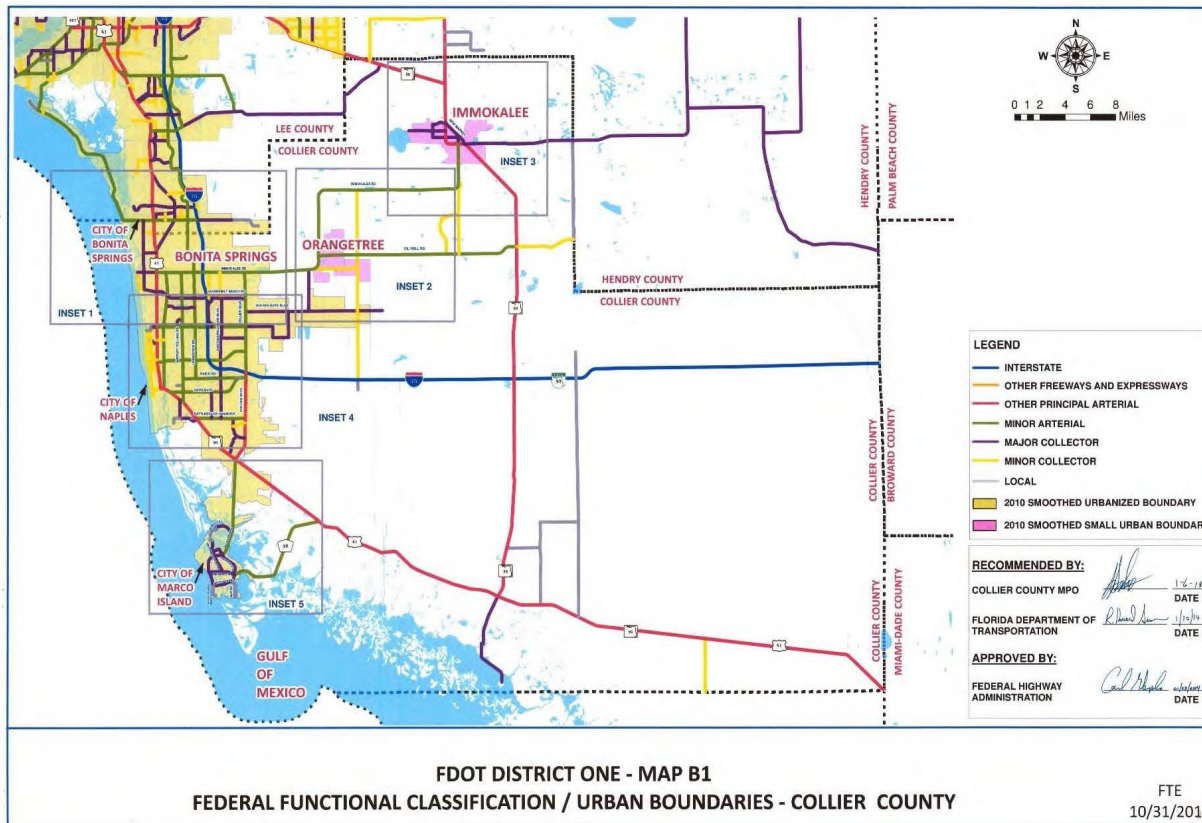


Figure 2: Bonita Springs – Naples Urbanized Area Map



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, s.339.135(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 ~~isare~~ developed with

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

Planning Factors

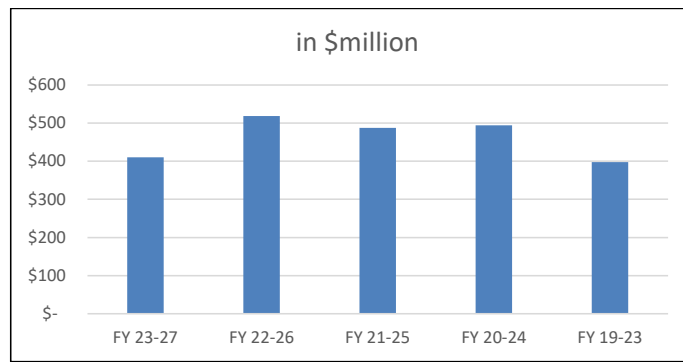
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for the motorized and 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) 2023-2024 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 \$~~24.109~~ million in comparison with the FY2024~~2~~ - FY2025~~6~~ 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

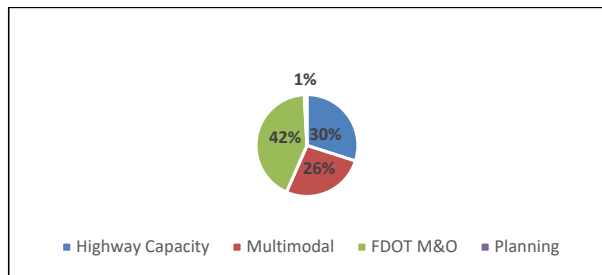
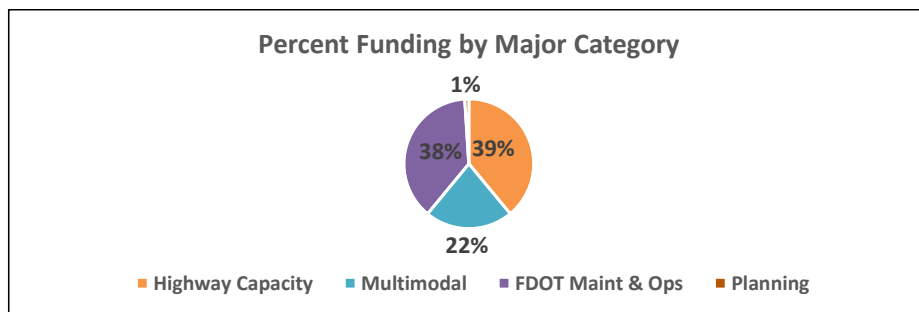


Figure 5: Percent Funding by Major Category FY 22-26



Resurfacing projects are shown in Figure 6 by Fiscal Year.

Figure 6: Map Showing Resurfacing Projects by Fiscal Year

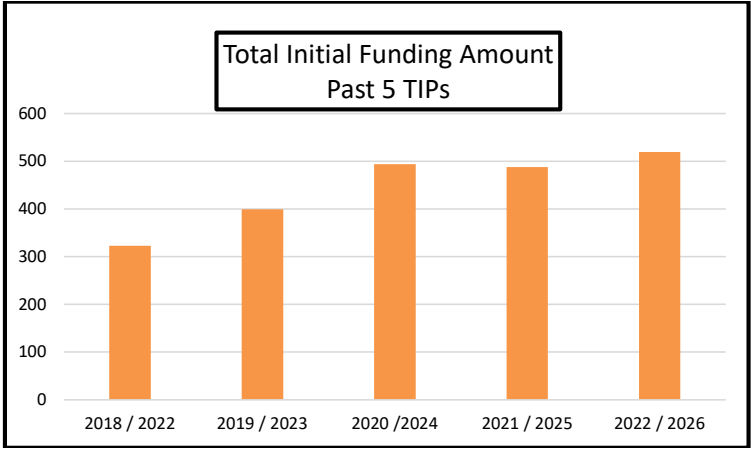
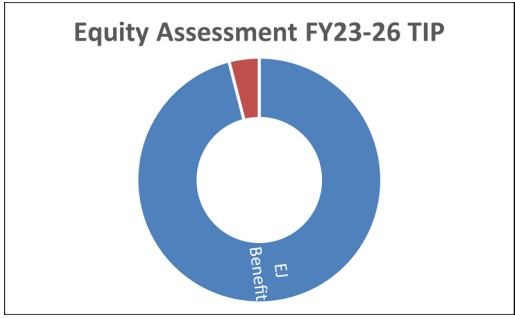
| Resurfacing Projects | | | |
|----------------------|---------------------------------|----|----------------|
| FPN | Roadway | FY | Jurisdiction |
| 4415611 | US 41 Whistler's Cove to SR 951 | 23 | BCC - D1 |
| 4440083 | I-75 (Alligator Alley) | 23 | BCC - D1 & 5 |
| 4496681 | CR 846 (Tradeport Pkwy) | 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 |

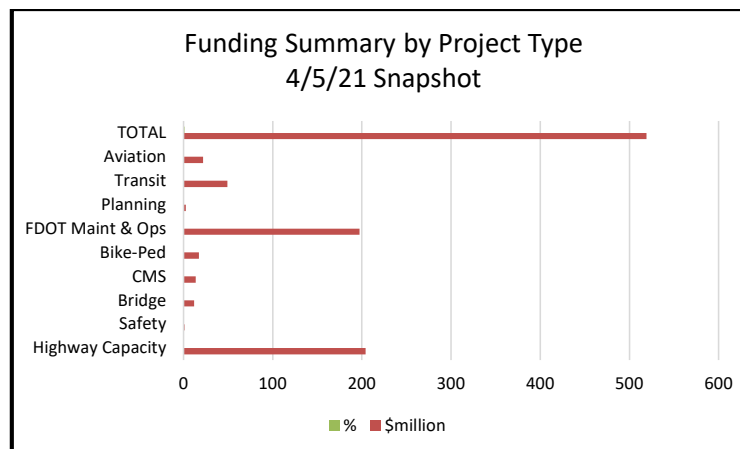
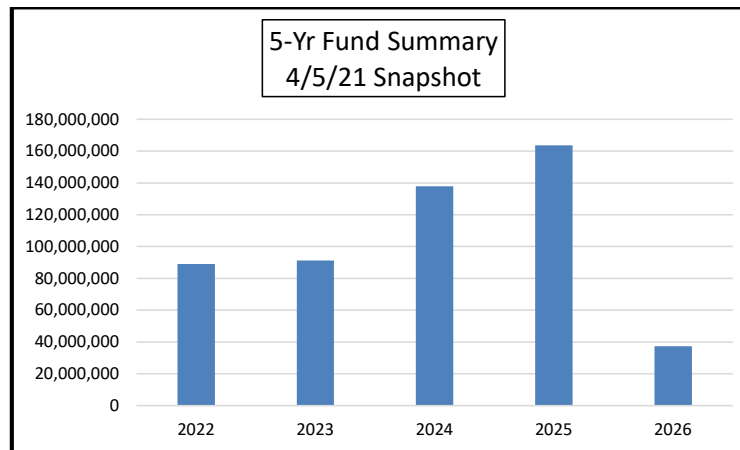
This year's Equity Assessment is similar to the prior year's TIP in that 96% of the programmed investment in Highway Capacity, Safety, Bicycle and Pedestrian, Transit and Congestion Management (SU Box Funds) is of benefit to traditionally underserved minority populations within Collier County.

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 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 ~~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

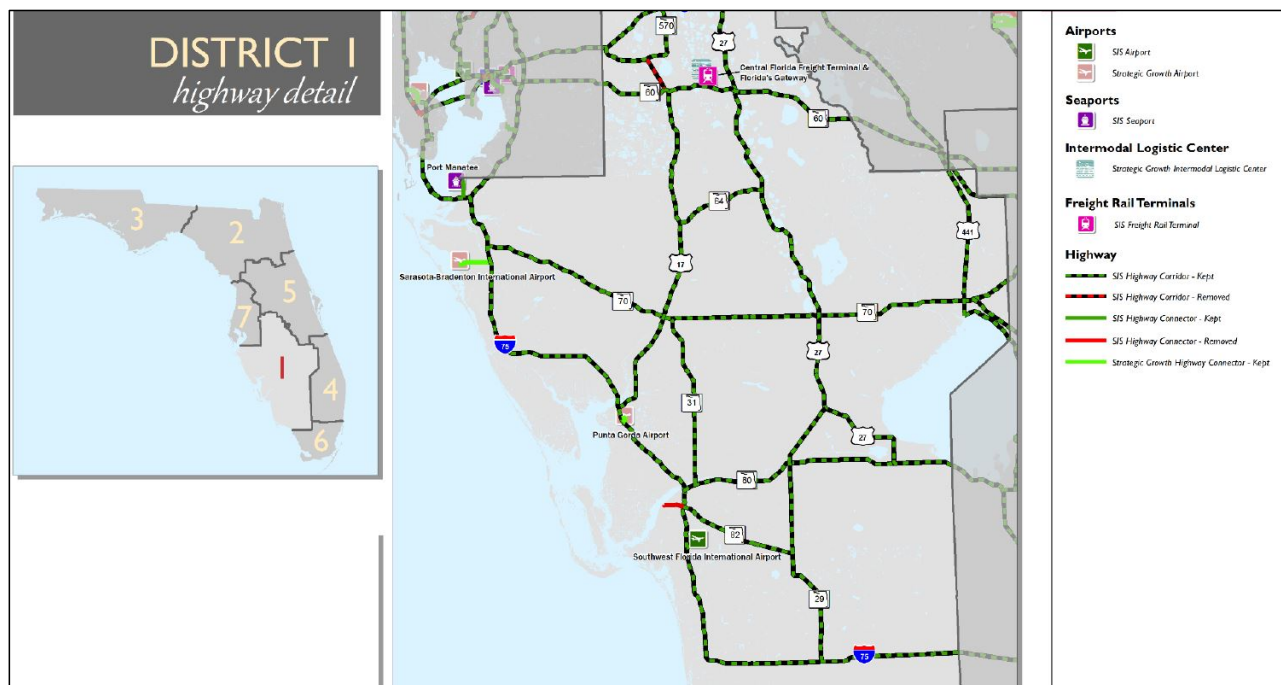
Unified Planning Work Program (UPWP), the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP) and other planning documents.

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.

-



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:~~

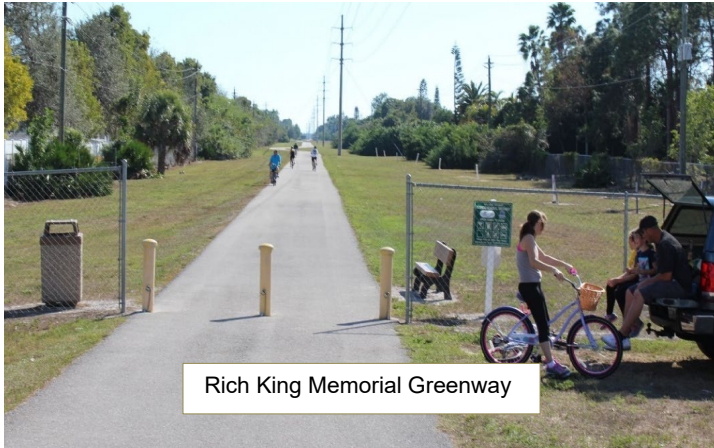
~~1. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) and MAP-21 §1103;~~

~~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;~~



~~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~~²⁴ – FY202~~67~~⁶⁸ TIP, were adopted by the MPO Board on June ~~4211~~⁴²¹², 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 <u>the new 5th year of FDOT's FY2023 - FY2027 Work Program, aka the MPO's FY 2023-2027 TIP.</u> |
| June 2021 ⁰ | MPO adopts prioritized list of projects for funding in the MPO FY2023- 27 ⁶ <u>Work Program/- TIP</u> |
| Jan 2022 ⁴ – April 2022 ⁴ | FDOT releases Tentative Five-year Work Program for FY2023-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 <u>Board</u> adopts FY2023 ² – FY2027 ⁶ TIP which is derived from FDOT's Tentative Five-year Work Program. MPO adopts <u>LOPP prioritized list of projects</u> for funding in the FY2023 ⁴ -FY2027 ⁸ 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. <u>(The Statewide Transportation Improvement Program goes into effect October 1, 2022)</u> |
| 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 Highway priorities list, shown on Table 2, on June 12¹, 2020⁰. 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 | | | | | |
| | | | | | | | | Phase | Source | YOY Cost | YOY | | | | | |
| | | | | | | | | PE | OA | | | FPN | Phase | Source | FY | Amount |
| 2 | Golden Gate Parkway | I-75 Interchange | I-75 Interchange | Eastbound on-ramp - New 2 lane Ramp | | \$2,000,000 | 2021-2025 | CST | OA | \$590,000 | \$3,130,000 | | | | | |
| 3 | Pine Ridge Rd | I-75 Interchange | I-75 Interchange | Intersection Traffic Signalization | | \$5,000,000 | 2021-2025 | CST | OA | \$2,540,000 | \$7,150,000 | 4452962 | CST | DI | 2023 | \$5,450,000 |
| 5 | CR 951 (Collier Blvd) | Golden Gate Canal | Green Blvd | 4 to 6 lane roadway | 2.0 | \$30,000,000 | 2021-2025 | CST | OA | \$6,350,000 | \$41,700,000 | 4464121 | PE | LF, CIGP | 2024 | \$3,200,000 |
| 7 | Immokalee Rd | I-75 Interchange | I-75 Interchange | Intersection Traffic Signalization | | \$2,750,000 | 2021-2025 | PE | OA | \$3,600,000 | \$4,000,000 | | | | | |
| 12 | Old US 41 | US 41 (SR 45) | Lee/Collier County line | Add Lanes and Reconstruct | 1.5 | \$15,030,000 | 2026-2030 | CST | OA | \$38,100,000 | | | | | | |
| 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 | PE | OA | \$510,000 | | FDOT PD&E, FPN 4353471 Collier, 4351101 Lee MPO | | | | |
| 21 | US 41 | Goodlette Rd | N/A | Intersection Improvements | | \$2,000,000 | 2021-2025 | CST | OA | \$3,490,000 | \$2,912,000 | funded with County Sales Surtax | | | | |
| 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 | \$2,720,000 | \$22,050,000 | FDOT Traffic Analysis & Modeling | | | | |
| | | | | | | | | PE | OA | \$2,020,000 | | 4351112 | ROW, RRU, CST | DDR, DS, LF, DIH | 2021 & 2024 | \$17,341,882 |
| | | | | | | Subtotal | | | | | | | | | 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 | YOY | 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 | | | YOY | | | | | |
| | | | | | | | | Phase | Source | YOY Cost | | | | | | |
| | | | | | | | | PE | OA | | | FPN | Phase | Source | FY | Amount |
| 5 | US 41/Tamiami Trail | Greenway Rd | 6 L Farm Rd | 2-lane roadway to 4 lanes with outside shoulder paved | | \$21,830,000 | 2026-2030 | | | \$6,010,000 | TBD | 4156213 | | | | |
| | | | | | | | | | | | | PD&E completed 2006 | CST | OA | 26-30 | Pending from FDOT |

| 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 | | | | | |
| | | | | | | | | Phase | Source | YOE Cost | YOE | FPN | Phase | Source | FY |
| 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 CST | TALT ACNP, D1 | 2023 & 26 2026 | \$680,000 \$33,752,368 |
| 23 | I-75 (SR93) Interchange | Golden Gate Pkwy | | Interchange Improvement | \$9,590,000 | 2026-30 | PE CST | OA OA | \$ 580,000 \$ 12,240,000 | \$ 12,820,000 | | | | | |
| 25 | I-75 (SR93) Interchange | Immokalee Rd | | Interchange Improvement (DDI Proposed) | \$9,590,000 | 2026-30 | PE CST | OA OA | \$ 580,000 \$ 12,240,000 | \$ 12,820,000 | | | | | |
| 57 | US41 (SR90)(Tamiami Trail E) | Goodlette-Frank Rd | | Major Intersection Improvement | \$13,000,000 | 2026-30 | PE ROW CST | OA OA OA | \$ 630,000 \$ 2,970,000 \$ 13,410,000 | \$ 17,010,000 | | | | | |
| 58 | US41 (SR90)(Tamiami Trail E) | Greenway Rd | 6 L Farm Rd | Widen from 2-lane to 4-lanes | \$31,880,000 | 2026-30 | PE ROW CST | OA OA OA | \$ 3,910,000 \$ 4,460,000 \$ 33,530,000 | \$ 41,900,000 | | | | | |
| 111 | US41 (SR90) (Tamiami Trail) | Immokalee Rd | | Intersection Innovation / Improvements | \$17,500,000 | 2026-30 | PE CST | OA OA | \$ 3,130,000 \$ 20,120,000 | \$ 23,250,000 | | | | | |
| | | | | | \$146,352,368 | | | | | | | | | | 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 | FPN | Phase | Source | FY | Amount |
| 39 | Old US41 | US41 | Lee/Collier County Line | Widen from 2 lanes to 4-lanes | \$22,590,000 | 2031-2035 | PE ROW | OA OA | \$ 3,850,000 \$ 170,000 | \$ 4,020,000 | | | | | |
| 59 | US 41 (SR90) (Tamiami Trail) | Collier Blvd | | Major Intersection Improvement | \$17,250,000 | 2031-2035 | PE | OA | \$ 2,810,000 | \$ 2,810,000 | | | | | |
| 60 | US41 (SR90)(Tamiami Trail) | Immokalee Rd | Old US 41 | Complete Streets Study for TSM&O Improvements | \$17,250,000 | 2031-2035 | PE | OA | \$ 460,000 | \$ 460,000 | | | | | |
| 22 | I-75 (SR93) New Interchange | Vicinity of Everglades Blvd | | New Interchange | \$42,260,000 | 2036-2045 | PE | OA | \$ 3,760,000 | \$ 3,760,000 | | | | | |
| C1 | Connector Roadway from New I-75 Interchange | Golden Gate Blvd | Vanderbilt Beach Rd | 4-lane Connector Roadway from New Interchange (Specific Location TBD during Interchange PD&E) | \$17,570,000 | 2036-2045 | PE | OA | \$ 440,000 | \$ 440,000 | | | | | |
| C2 | Connector Roadway from New I-75 Interchange | I-75 (SR93) | Golden Gate Blvd | 4-lane Connector Roadway from New Interchange (Specific Location TBD during Interchange PD&E) | \$80,590,000 | 2036-2045 | PE | OA | \$ 2,000,000 | \$ 2,000,000 | | | | | |
| | | | | | Subtotal | \$197,510,000 | | | \$ 13,490,000 | | | | | | |
| HIGHWAYS - Freight Priorities | | | | | | | | | | | | | | | |
| MAP ID | Facility | Limit From | Limit To | Project Description | Total Project Cost (PDC) | CST Time Frame | Phase | Source | Funding Request | YOE | FPN | Phase | Source | FY | Amount |
| 50 | SR 29 | New Market Rd N | N of SR 82 | Widen from 2 lanes to 4-lanes (with center turn lane) | \$31,801,703 | 2026-30 | CST | SIS | \$ 30,360,000 | \$ 30,360,000 | 4175406 | ENV ROW | SIS SIS | 2023 2024 | \$380,000 \$1,061,703 |
| 51 | SR 29 | Immokalee Rd (CR 846) | New Market Rd N | New 4-lane Rd (aka The Immokalee Bypass) | \$33,103,090 | unfunded in 2045 LRTP; would require amendment | CST | SIS | \$ 32,793,090 | TBD | 4175405 | ENV ROW | SIS SIS | 2024 & 25 2024 & 25 | \$310,000 \$6,676,616 |
| | | | | | Subtotal | \$64,904,793 | | | \$ 63,153,090 | | | | | | \$1,751,703 |

SIS PRIORITIES (for Collier and Lee County MPOs)

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

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

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

3- Includes bridge

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

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

Phase Abbreviations: IJR Interchange Justification Report; PE Preliminary Engineering

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~~40~~⁴¹ Transit Priorities ~~which were~~ approved by the MPO Board on June 1~~2~~¹, 202~~0~~¹, 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 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 |
| 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



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~~²⁰¹⁹, congestion management received 100% of the SU funds, approximately \$~~54.4~~ million. The ~~2021~~²⁰¹⁹ 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 adopted by the MPO Board ~~on~~ⁱⁿ June 11, ~~2021~~²⁰¹⁹ and subsequently modified and re-adopted by the Board on October 11, 2019. The Congestion Management Process (2017 update) was used by the committee as a guide to prioritize the 2019 projects.



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

|

2020 Congestion Management Project Priorities (continuation of 2019 Priorities)

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

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, 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 the MPO, the Collier County MPO and the Collier County MPO have the authority to set regional priorities. The Collier County MPO, which they set policies to prioritize regional

The Transportation Regional Incentive Program (TRIP) is a voluntary program that funds regional projects. The projects, which were approved 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 Cir/L | 2L to 4L | PE | \$8,320,000 | \$4,100,000 | | | |
| 2024/2025 | | | | | | | | | | |
| 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 (FY2024 – FY2026)

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 as a 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 – FY2021 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 2024, 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 FY2023 – FY2027 TIP

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.

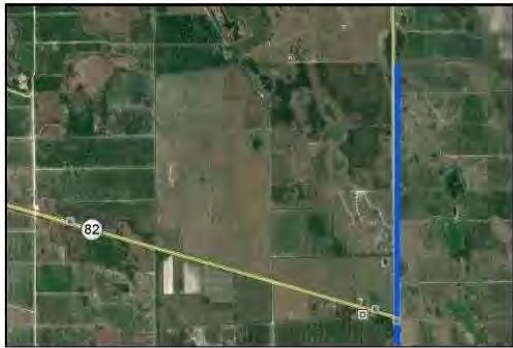
Projects often require multiple phases which may include any or all of the following: Project Development and Environment (PD&E), Design (PE), Environment (ENV), Right of Way acquisition (ROW), Railroad and Utilities (RRU), Construction (CST), Operations (OPS), Capital (CAP). Large projects are sometimes 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) | | | | | Prior Years Cost: | 1,898,484 |
| F | Work Summary: | | ADD LANES & RECONSTRUCT | | | | | Future Years Cost: | 0 |
| G | Lead Agency: | | FDOT | | | | | Total Project Cost: | 14,492,538 |
| | | | | | | | | L RTP Ref: | SIS PLAN APPENDIX A |
| H | Length: | | 1.869 | | | | | | |
| I | 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 | |
| | 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~~32~~-2026~~7~~. 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~~76~~⁷⁷. 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~~⁶⁸ 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~~²⁴ 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~~21~~²² Planning Grant Allocations for the Transportation Disadvantaged Trust Fund was \$27,~~016~~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}. 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 | | | | | | | | |
| 60108 | Vanderbilt Beach Rd/Collier | 104,500 C | | | | | 104,500 | 142,249 |
| 60201 | 16th Pine Ridge Rd (Livingston to I75) | 4,086 DR | 25,200 DCM | | | | 29,286 | 31,796 |
| 60147 | Randall/Innokaee Road Intersection | 3,000 R | 4,200 CM | | | | 7,200 | 10,844 |
| 60180 | Airport Rd Vanderbilt Bch Rd to Innokaee Rd | | 15,700 CM | | | | 15,700 | 18,885 |
| 60212 | 47th Ave NE Bridge | | | 750 D | | 8,300 C | 9,050 | 9,050 |
| 60212 | Wilson Blvd South Bridge | | | 450 DR | | 3,950 C | 4,400 | 4,400 |
| 60212 | 13th St NW Bridge | | 350 D | | 3,700 C | | 4,050 | 4,050 |
| 60212 | 62nd Ave NE Bridge | | 550 D | 400 DR | 5,550 C | 3,850 C | 4,250 | 4,250 |
| 60212 | 10th Ave SE Bridge | | | | | | 6,100 | 6,100 |
| 60228 | Sidewalks | 745 D | 1,25 D/C | 4,895 C | | | 6,895 | 10,000 |
| 60198 | Veterans Memorial PH I | | | | | | | 13,133 |
| 60198 | Veterans Memorial PH II | 4,300 RD | | 14,83 CM | | | 19,13 | 19,13 |
| 60199 | Vanderbilt Beach Rd (US41 to E of Goodlette) | | | | 13,500 DC | | 13,500 | 14,498 |
| 60129 | Wilson Benfield Ext (Lord's Way to City Gate N) | 1,500 RA | 500 RA | 1,000 RA | 1,000 RA | 1,000 RA | 5,000 | 7,348 |
| 60144 | Oil Well (Everglades to Oil Well Grade) | 500 A | 300 A | 300 A | 300 A | 300 A | 1,700 | 7,753 |
| 70167 | Business Center (City Gate) | | | 9,500 C | | | 9,500 | 20,692 |
| 68056 | Collier Blvd (Green to South of GG Main Canal) | 2,000 R | 38,100 RDC | | | | 40,100 | 40,911 |
| 60065 | Randall Blvd/10th to Everglades | | | | | 3,000 D | 3,000 | 3,254 |
| 60232 | Belle Meade | 30 M | | | | | 30 | 54 |
| TBD | Goodlette Rd (VBR to Innokaee Rd) | | 2,750 D | 634 A | 9,369 A | 2,643 A | 15,395 | 15,395 |
| TBD | Green Blvd (Santa Barbara Blvd to Sunrise) | | 500 S | | | | 500 | 500 |
| 60229 | Wilson Blvd (GG Blvd to Innokaee) | 1,000 DR | 1,000 DR | 21,800 C | | | 23,800 | 32,893 |
| 60249 | Vanderbilt Bch Rd (16th to Everglades) | 8,194 DRM | 5,860 RA | 11,800 C | | | 25,850 | 25,850 |
| TBD | Golden Gate Parkway at Livingston | | | 500 S | | 6,000 D | 6,500 | 6,500 |
| TBD | Railhead Crossing | | 200 C | | | | 200 | 200 |
| TBD | Poinciana Professional Park | | 300 C | | | | 300 | 300 |
| TBD | Trees Farm PUD | | 450 C | | | | 450 | 450 |
| TBD | Innokaee Rd at Livingston | | | | | 6,000 D | 6,000 | 6,000 |
| 60016 | Intersections Improvements Shoulder Widening | 3,200 C | 1,800 C | 2,575 D | 950 C | 675 | 9,200 | 10,352 |
| 60227 | Corkscrew Rd (Lee County Line) Shoulders | | 1,200 C | | | | 1,200 | 1,200 |
| TBD | Santa Barbara/Logan Turnpike | | | 879 D | 7,879 C | | 8,758 | 8,758 |
| 60245 | Logan Blvd N of Innok | 2,600 C | | | | | 2,600 | 2,769 |
| | Contingency | 6,015 | | | | | 6,015 | 6,015 |
| | Total | 141,673 | 100,713 | 70,314 | 42,245 | 35,719 | 390,158 | 563,743 |
| Operations Improvements Programs | | | | | | | | |
| 60066 | Bridge Repairs/Improvements | 2,950 | 6,500 | 3,000 | 3,000 | 1,500 | 16,950 | 29,255 |
| 60130 | Wall/Barrier Replacement | 50 | 250 | 250 | 250 | 250 | 1,050 | 2,202 |
| 60131 | Road Resurfacing 111/101 | 9,379 | 8,600 | 10,500 | 12,800 | 12,500 | 53,779 | 63,887 |
| 60077 | Striping and Marking | 800 | 800 | 800 | 800 | 800 | 4,000 | 5,408 |
| 60172 | Traffic Ops Upgrades/Enhancements | 1,429 | 1,120 | 1,210 | 2,195 | 433 | 6,387 | 7,891 |
| 60189 | LED Replacement Program | | | | | | - | 133 |
| 60118 | Countywide Pathways/Sidewalks Non P/L LAP | 576 | 1,250 | 300 | 650 | 475 | 3,300 | 4,220 |
| 60037 | Asset Mgmt | 25 | 150 | 150 | 150 | 150 | 625 | 1,350 |
| 60197 | RM Facility Fund 310 | 195 | 500 | 500 | 500 | 500 | 2,195 | 3,650 |
| 69331-339 | District 1,2,3,4,5,6 Sidewalk P/L | | | | | | - | 724 |
| | Subtotal Operations Improvements Programs | 15,604 | 19,170 | 16,760 | 20,345 | 16,626 | 88,287 | 113,523 |
| Subtotal Operations Improvements Programs | | | | | | | | |
| 60086 | Congestion Mgmt Fare | | | | | | - | 1,283 |
| 60240 | Traffic Calming | 50 DC | 50 DC | 50 DC | 50 DC | 50 DC | 250 | 538 |
| 60085 | TIS Review | 250 S | 250 S | 250 S | 250 S | 250 S | 1,250 | 1,852 |
| 60088 | PUD Monitoring | | | | | | - | 100 |
| 60109 | Planning Consulting | 400 S | 500 S | 500 S | 500 S | 500 S | 2,400 | 3,514 |
| 60163 | Traffic Studies | 300 S | 300 S | 300 S | 300 S | 300 S | 1,500 | 2,331 |
| 60171 | Multi Project | | | | | | - | 22 |
| 50233 | CR Rd Vehicles & Equip | 100 | | | | | 100 | 100 |
| | Transfer to Fund 325 STO | 11,318 | | | | | 11,318 | 11,318 |
| | Transfer to 712 | | | | | | - | 4,783 |
| | Transfer to 370 | 7,943 | | | | | 7,943 | 7,943 |
| | Impact Fee Refunds | 185 | 250 | 250 | 250 | 250 | 1,185 | 2,862 |
| | Debt Service Payments | 13,200 | 13,261 | 13,671 | 13,622 | 13,000 | 66,754 | 80,111 |
| | Total Funding Request All Funds | 199,830 | 133,992 | 102,095 | 77,562 | 66,676 | 571,153 | 798,771 |
| REVENUES | | | | | | | | |
| | Sales Tax | 81,831 | 27,565 | 6,495 | 9,250 | 15,384 | 140,525 | 191,000 |
| | Impact Fees Revenue | 16,000 | 15,500 | 15,500 | 15,500 | | 78,000 | 96,181 |
| | COA Revenue | | | | | | 0 | 0 |
| | Gas Tax Revenue | 22,500 | 23,300 | 23,500 | 23,700 | 24,000 | 117,000 | 139,500 |
| | Grants/Reimbursements* | 535 | 14,928 | 0 | 6,806 | 0 | 22,269 | 42,089 |
| | Transfer 001 to 310 | 8,817 | 8,817 | 8,817 | 8,817 | 8,817 | 44,085 | 52,902 |
| | Transfer 111 to 310 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 15,000 | 15,000 |
| | Interest Gas Tax-Impact Fees | 1,430 | 2,000 | 2,000 | 2,000 | 2,000 | 9,430 | 10,852 |
| | Carry Forward 313-310-Impact Fees | 58,617 | | | | | 58,617 | 221,634 |
| | Potential Debt Funding/Unfunded Needs | 2 | 32,407 | 44,808 | 10,514 | | 87,731 | 87,731 |
| | Expected FEMA Reimbursement | | 8,500 | | | | 8,500 | 8,500 |
| | Revenue Reserve 5% | -1,902 | -2,025 | -2,025 | -2,025 | -2,025 | -10,002 | -10,002 |
| | Total Revenues | 190,830 | 133,992 | 102,095 | 77,562 | 66,676 | 571,153 | 857,389 |
| | Grants 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 = 500 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 | 140,325 | 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 BUDGET | DEPT REQUEST | 2022-23 | 2023-24 | 2024-25 | 2025-26 |
|---------------------------------------|---|-------------------|------------------|------------------|------------------|------------------|------------------|
| | | 2020-21 | 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

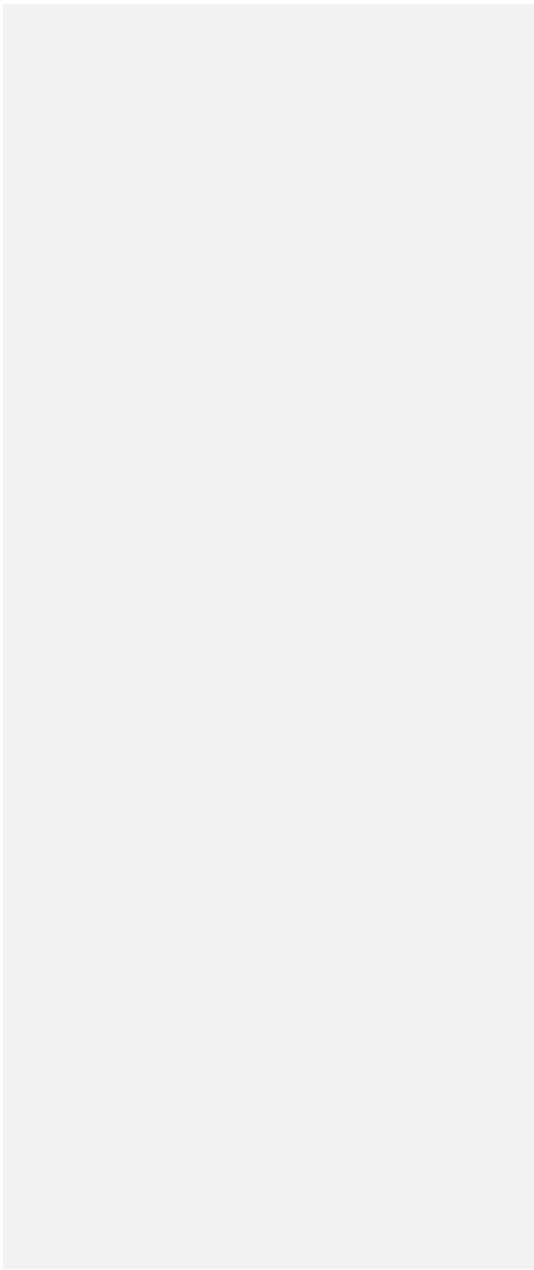


Five Year Capital Funding Plan

| 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 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | TOTAL 5 YR FUNDING |
|--------|-------|---|-----------|-----------|-----------|-----------|-----------|--------------------|
| | | | | | | | | |
| 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

PAGE 2
COLLIER MPO

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
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

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
ER17 891,209
TOTAL 433002 4 891,209
TOTAL 433002 4 891,209

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

PAGE 3
COLLIER MPO

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

DATE RUN: 10/01/2021
TIME RUN: 07:35.46
MBROBLTP

HIGHWAYS

ITEM NUMBER:433002 5 PROJECT DESCRIPTION:HURRICANE IRMA COUNTY WIDE (03) LIGHTING REPAIRS
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID: PROJECT LENGTH: .000

| FUND CODE | 2021 |
|---|----------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT ER17 | 196,594 |
| TOTAL 433002 5 | 196,594 |
| TOTAL 433002 5 | 196,594 |

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

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

| FUND CODE | 2021 |
|---|---------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU | -4,877 |
| TOTAL 433176 1 | -4,877 |
| TOTAL 433176 1 | -4,877 |

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

ITEM NUMBER:434990 1 PROJECT DESCRIPTION:GOLDEN GATE VARIOUS LOCATIONS
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID:03000000 PROJECT LENGTH: .001MI

| 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 |

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

ITEM NUMBER:435019 1 PROJECT DESCRIPTION:AIRPORT-PULLING RD AND PINE RIDGE RD SIGNAL TIMING
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID:03003000 PROJECT LENGTH: .001MI

| 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 |

NON-SIS
TYPE OF WORK:ATMS - ARTERIAL TRAFFIC MGMT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

PAGE 4
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:435030 1
DISTRICT:01
ROADWAY ID:03000000

PROJECT DESCRIPTION:SUNSHINE BLVD FROM 17TH AVE SW TO GREEN BLVD
COUNTY:COLLIER
PROJECT LENGTH: .001MI

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

| FUND CODE | 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 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 |

ITEM NUMBER:435116 1
DISTRICT:01
ROADWAY ID:03513000

PROJECT DESCRIPTION:GOLDEN GATE COLLECTOR SIDEWALKS VARIOUS LOCATIONS
COUNTY:COLLIER
PROJECT LENGTH: 1.213MI

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

| FUND CODE | 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 |

ITEM NUMBER:435117 1
DISTRICT:01
ROADWAY ID:03631000

PROJECT DESCRIPTION:NORTH NAPLES SIDEWALKS AT VARIOUS LOCATIONS
COUNTY:COLLIER
PROJECT LENGTH: 1.248MI

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

| FUND CODE | 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 |

PAGE 5
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: 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

| | | | |
|----------------------|--|--------------------------------------|----------------------|
| PAGE | 6 | FLORIDA DEPARTMENT OF TRANSPORTATION | DATE RUN: 10/01/2021 |
| COLLIER MPO | | OFFICE OF WORK PROGRAM | TIME RUN: 07.35.46 |
| | | ANNUAL OBLIGATIONS REPORT | MEROBLTP |
| | | ===== | |
| | | 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 | | |
| | 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 | |

PAGE 7
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: 438091 1
DISTRICT: 01
ROADWAY ID: 03633000

PROJECT DESCRIPTION: COUNTY BARN ROAD FROM RATTLESNAKE HAMMOCK TO SR 84 (DAVIS BLVD)
COUNTY: COLLIER
PROJECT LENGTH: 2.045MI

NON-SIS
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
DISTRICT: 01
ROADWAY ID: 03000046

PROJECT DESCRIPTION: CR 901/VANDERBILT DR FROM VANDERBILT BEACH RD TO 109TH AVENUE N
COUNTY: COLLIER
PROJECT LENGTH: 1.214MI

NON-SIS
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
DISTRICT: 01
ROADWAY ID: 03000036

PROJECT DESCRIPTION: GREEN BLVD FROM SANTA BARBARA BLVD TO SUNSHINE BLVD
COUNTY: COLLIER
PROJECT LENGTH: 1.040MI

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 | 226,000 |
| TOTAL 438093 1 | 226,000 |
| TOTAL 438093 1 | 226,000 |

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

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

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

| FUND CODE | 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
DISTRICT: 01
ROADWAY ID: 03030000

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

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

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

| 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

PAGE 10
COLLIER MPO

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

PLANNING

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

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 ~~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> |

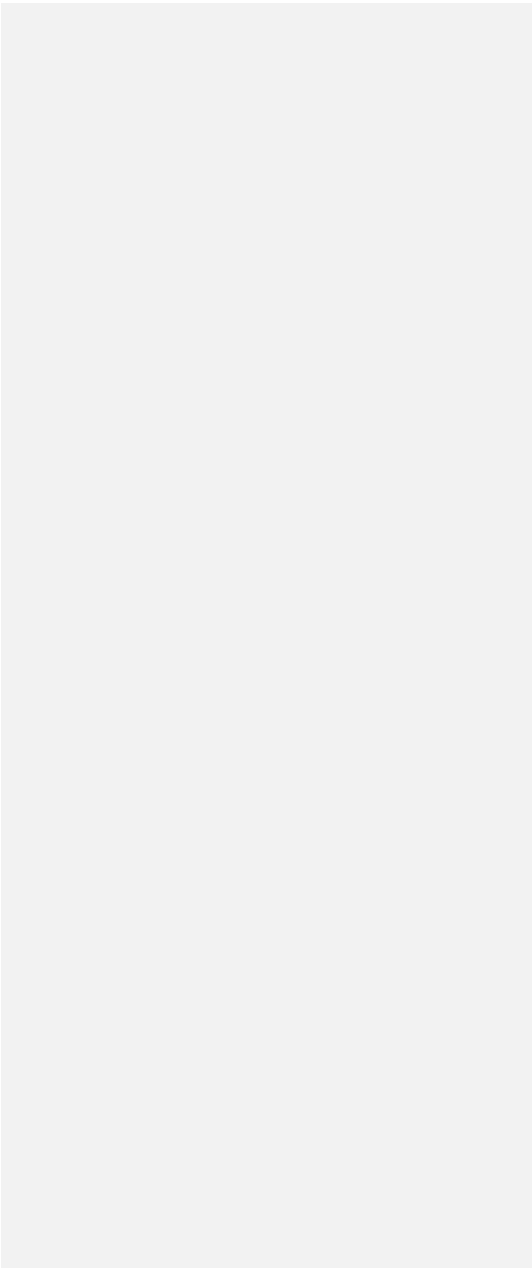
Section G: COLLIER COUNTY FUNDING SUMMARY (FDOT)

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

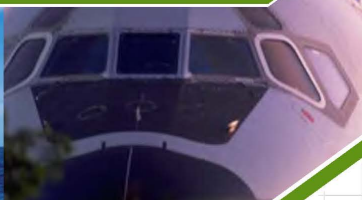
The following pages illustrate the FDOT Strategic Intermodal System (SIS) Plans for District 1. The plans may be downloaded at:
<https://www.fdot.gov/planning/systems/programs/mspi/plans/default.shtm>



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.

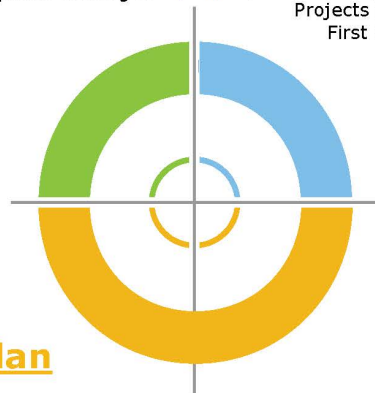


TABLE KEY:

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&E | PE | ROW CON |
| 4332631 | DISTRICTWIDE SIS NHS CONNECTORS PALM BEACH & BROWARD | Project Development & Environment | \$755 | \$0 | \$0 | \$0 | \$0 | \$5 | \$750 | | • | • | • |
| 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 | | • | • | • |
| 2298961 | SR-710/BEE LINE HWY FROM W OF AUSTRALIAN AVE TO OLD DIXIE HWY | Add 2 Lanes to build 4 Lanes | \$9,556 | \$700 | \$23,777 | \$0 | \$0 | \$8,714 | \$25,319 | | • | • | • |
| 4193511 | SR-710/BEE LINE HWY FROM PGA BLVD TO BLUE HERON BLVD | Add 2 Lanes to build 4 Lanes | \$0 | \$0 | \$2,421 | \$0 | \$0 | \$2,421 | \$0 | | • | • | • |
| 4327041 | SR-710/BEE LINE HWY FROM W. OF INDIANTOWN RD TO W. OF PRATT WHITNEY | Add 2 Lanes to build 4 Lanes | \$35,438 | \$0 | \$0 | \$0 | \$0 | \$35,438 | \$0 | | • | • | • |
| 4327051 | SR-710/BEE LINE HWY FROM E. OF SR-76 TO PALM BEACH/MARTIN CL | Add 2 Lanes to build 4 Lanes | \$2,520 | \$3,950 | \$0 | \$60,216 | \$0 | \$65,686 | \$0 | | • | • | • |
| 4327061 | SR-710/BEE LINE HWY FROM PALM BEACH/MARTIN CL TO W. OF INDIANTOWN R | Add 2 Lanes to build 4 Lanes | \$9,764 | \$0 | \$0 | \$0 | \$0 | \$9,764 | \$0 | | • | • | • |
| 4327071 | SR-710/BEE LINE HWY FROM MP 2.0 TO W. OF SW FOX BROWN RD | Add 2 Lanes to build 4 Lanes | \$13,509 | \$0 | \$0 | \$0 | \$0 | \$13,509 | \$0 | | • | • | • |
| 4193522 | SR-710/MARFIELD 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/MARFIELD BLVD FROM MARTIN/KEE CO LINE TO CR-609/ALLAPATTAH | Project Development & Environment | \$1 | \$0 | \$0 | \$0 | \$0 | \$1 | \$0 | | • | • | • |
| 4193482 | SR-710/MARFIELD BLVD FROM EAST OF SR-76 TO PBC/MARTIN CO LINE | Project Development & Environment | \$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

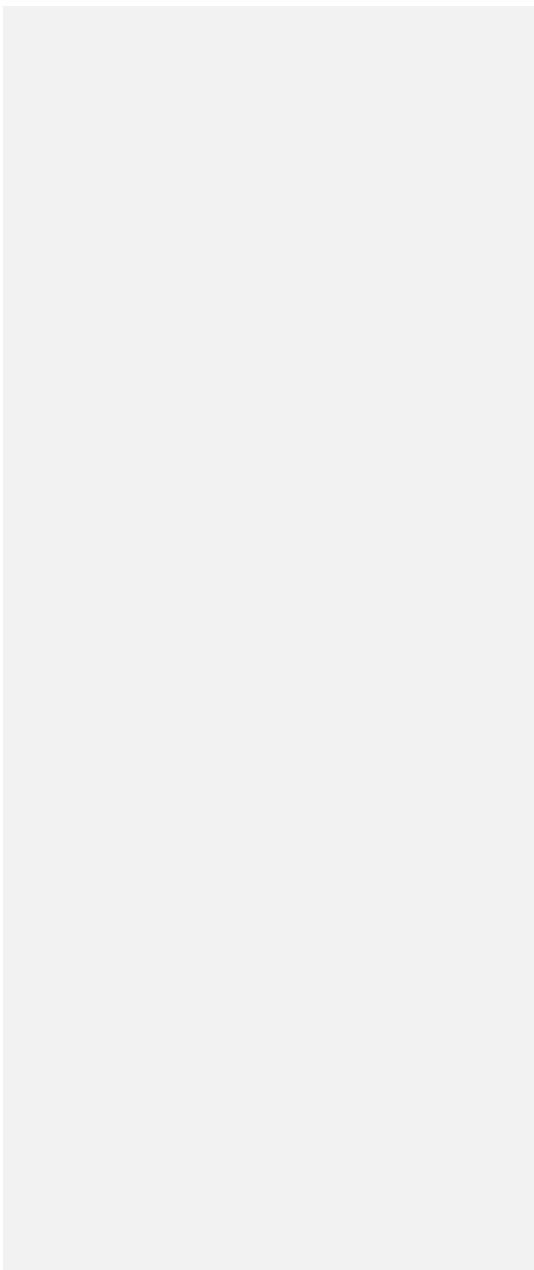
A summary row is provided for a District-wide review for both interstate and non-interstate project totals. Costs within a year could include multiple phases.

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

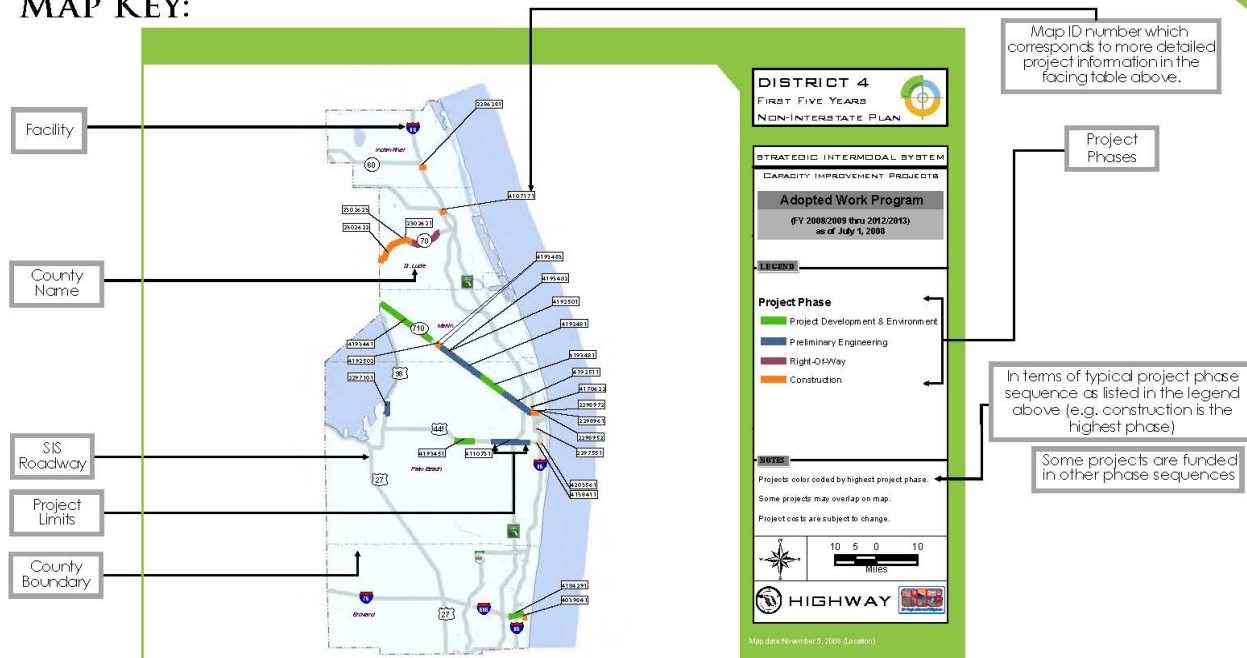
The Grant phase refers to a funding strategy where contributions are exchanged between Federal, State, and/or Local entities.

Columns on the far right give information related to project phase. A dot indicates the phase included within the five year 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/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 | MINCH: 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 | 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 | \$5,571 | \$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 | | • | | | |
| 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 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 894 (COLONIAL BLVD) INTERCHANGE | MINCH: Modify Interchange | \$10,849 | \$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 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 | • | | | | |
| 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 PROGRAM/MANAGER - GEC | PDE: Project Dev. & Env. | \$2,000 | \$2,000 | \$2,000 | \$1,800 | \$2,000 | \$2,000 | \$7,800 | \$0 | • | | | | |
| ANNUAL TOTALS | | | \$292,284 | \$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


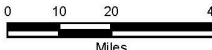
- Project Development & Environment
- Environmental Mitigation
- Preliminary Engineering
- Right-Of-Way
- Construction


NOTES

Projects color coded by highest project phase.


Some projects may overlap on map.

Project costs are subject to change.



HIGHWAY

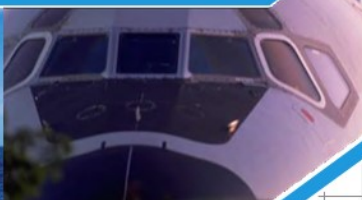
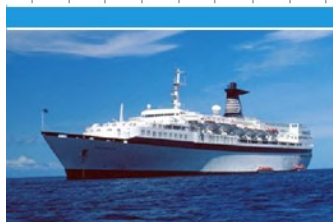




Strategic Intermodal System Funding Strategy



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

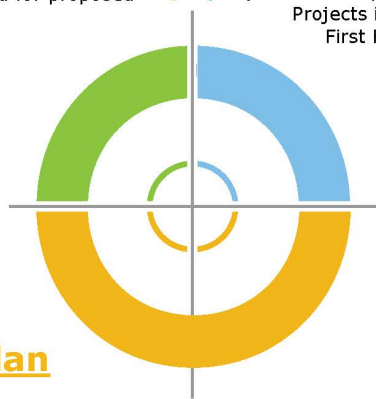
The Second Five Year Plan illustrates projects that are planned to be funded in the five years (Years 6 through 10) beyond the Adopted Work Program, excluding Turnpike. Projects in this plan could move forward into the First Five Year Plan as funds become available.

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 | \$214,062 | \$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 | | | | | ● |
| 4448961 | 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 CIL 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

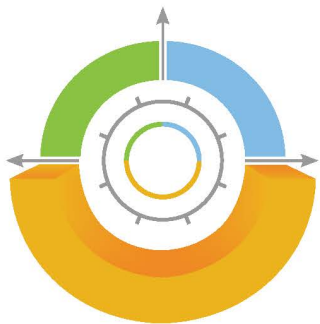
NOTES

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



HIGHWAY

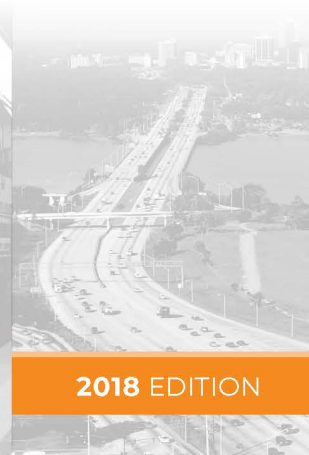




Strategic Intermodal System

Long Range Cost Feasible Plan

FY 2029-2045



PRESENT DAY COSTS

2018 EDITION

DISTRICT 1



STRATEGIC INTERMODAL SYSTEM • Long Range Cost Feasible Plan • FY 2029-2045



| ID | FACILITY | FROM | TO | Design | | | Right of Way / Construction | | | P3 Funds | | | Other Funds | IMPRV TYPE |
|-------------------|----------------|---|--|--------|---------|---------|-----------------------------|-----------|-----------|----------|----------|------|----------------------------|------------|
| | | | | PDE | PE | TOTAL | ROW | CON | TOTAL | COST | Begin Yr | #Yrs | | |
| 3331 | I-4 | West of US 27 / SR 25 | Polk / Osceola County Line | | | | 51,686 | 347,080 | 398,766 | | | | | MGLANE |
| 3330 | I-4 | West of SR 570 / Polk Parkway (West) | West of US 27 / SR 25 | | 99,360 | 99,360 | 249,680 | 1,656,000 | 1,905,680 | | | | | MGLANE |
| 3333 | I-75 | Collier/Lee County Line | SR 78 | | 136,800 | 136,800 | 271,300 | | 271,300 | | | | | MGLANE |
| 3334 | I-75 | at North Jones Loop Rd | | | 6,500 | 6,500 | | | | | | | | M-INCH |
| 3335 | I-75 | at US 17/SR 35 | | | 7,500 | 7,500 | | | | | | | | M-INCH |
| 3336 | I-75 | at CR 776/Harbor View | | | 6,500 | 6,500 | | | | | | | | M-INCH |
| 3337 | I-75 | at CR 769/Kings Highway | | | 6,500 | 6,500 | | | | | | | | M-INCH |
| 3339 | I-75 | North of University Parkway | CR 6 / Moccasin Wallow Rd. | | 60,480 | 60,480 | 175,240 | 821,344 | 996,584 | | | | | MGLANE |
| 3338 | I-75 | South of River Road | SR 681 | | 34,200 | 34,200 | | | 64,538 | | | | | MGLANE |
| 3463 | I-75 | SR 681 | North of University Parkway | | 49,014 | 49,014 | | | 152,341 | | | | | MGLANE |
| 3332 | I-75 | East of SR 951 | Collier / Lee County Line | | 63,245 | 63,245 | | | 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 | | | | | A2-4 |
| 3341 | SR 29 | Oil Well Rd. / CR 658 | Sunniland Nursery Rd. | | | | 4,548 | | | | | | | A2-4 |
| 3342 | SR 29 | Sunniland Nursery Rd. | South of Agriculture Way | | | | 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 | Okesechopee / 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. | | 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 | 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 - 2034/2036 |
| 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 (CON2) 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
- A2-8: 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

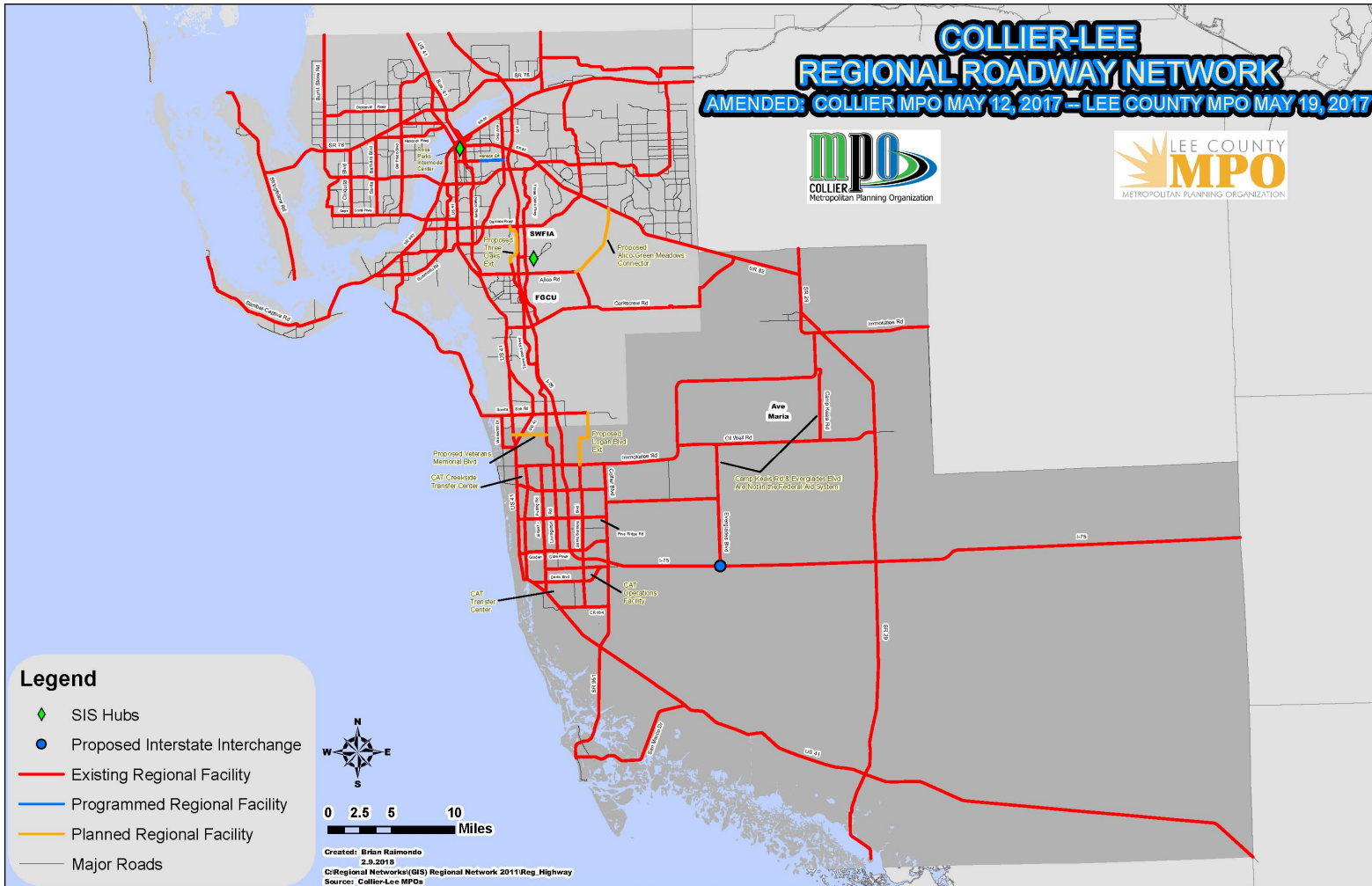
- M-INCH: Modify Interchange
- N-INCH: New Interchange
- NR: New Road
- PDE: Project Dev. Env.
- SERVE: Add Svc/Front/CD System
- STUDY: Study
- UP: Ultimate Plan



APPENDIX B: COLLIER-LEE REGIONAL HIGHWAY MAP

COLLIER-LEE REGIONAL ROADWAY NETWORK

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



APPENDIX C: AIRPORT CAPITAL IMPROVEMENT PROGRAMS (JACIP)

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

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

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 |
| Airport Master Plan Update | | | | | | | |
| UPIN: PFL0010198 | FDOT Item No.: | 3 | 4 | 2021 | \$180,000 | \$0 | \$0 |
| Wildlife Hazard Site Study | | | | | | | |
| UPIN: PFL0013246 | FDOT Item No.: | | | 2021 | \$0 | \$20,000 | \$5,000 |
| Reconstruct and widen Runway 15/33 | | | | | | | |
| UPIN: PFL0003358 | FDOT Item No.: | 2 | 2 | 2021 | \$2,700,000 | \$0 | \$0 |
| Install VASI System | | | | | | | |
| UPIN: PFL0008819 | FDOT Item No.: | 4 | | 2021 | \$150,000 | \$0 | \$0 |
| Yearly Total | 2021 | | | | \$3,030,000 | \$20,000 | \$5,000 |
| Land Acquisition | | | | | | | |
| UPIN: PFL0008818 | FDOT Item No.: | 5 | 5 | 2022 | \$1,125,000 | \$0 | \$0 |
| Airport Master Plan Update | | | | | | | |
| UPIN: PFL0010198 | FDOT Item No.: | 3 | 4 | 2022 | \$0 | \$10,000 | \$10,000 |
| Reconstruct and widen Runway 15/33 | | | | | | | |
| UPIN: PFL0003358 | FDOT Item No.: | 2 | 2 | 2022 | \$0 | \$150,000 | \$150,000 |
| Install VASI System | | | | | | | |
| UPIN: PFL0008819 | FDOT Item No.: | 4 | | 2022 | \$0 | \$8,250 | \$8,250 |
| Yearly Total | 2022 | | | | \$1,125,000 | \$168,250 | \$168,250 |

2/7/2022

AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

Page 1 of 1

| 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 | Federal | Sponsor Requested Funding Breakdown | |
| | | | | | | 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 | \$7,086,030 |
| | | | | | | | |
| 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 | \$2,426,370 |

2/7/2022

AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

Page 1 of 1

| 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 | Sponsor Requested Funding Breakdown | | | |
| | | | | | | | Federal | 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 |

2/7/2022

AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

Page 1 of 4

| 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 | | | | | | | |
| UPIN: | FDOT Item No.: | | | 2022 | \$0 | \$0 | \$200,000 |
| | | | | | | | \$200,000 |
| Airport Office Building (AOB) Improvements | | | | | | | |
| UPIN: | FDOT Item No.: | | | 2022 | \$0 | \$0 | \$700,000 |
| | | | | | | | \$700,000 |
| Class 3 ARFF Vehicle | | | | | | | |
| UPIN: | FDOT Item No.: | | | 2022 | \$0 | \$0 | \$500,000 |
| | | | | | | | \$500,000 |
| Emergency Generator for the Vault including Vault and Transformer Upgrade | | | | | | | |
| UPIN: | FDOT Item No.: | | | 2022 | \$0 | \$0 | \$2,000,000 |
| | | | | | | | \$2,000,000 |
| Airport Perimeter Fencing Improvements Design/Build | | | | | | | |
| UPIN: | FDOT Item No.: | 1 | | 2022 | \$0 | \$500,000 | \$500,000 |
| | | | | | | | \$1,000,000 |
| Construct RW 5 Service Road, Relocate RW 23 Service Road, Relocate RW 32 Service Road | | | | | | | |
| UPIN: | FDOT Item No.: | 2 | 1 | 2022 | \$116,480 | \$6,471 | \$6,471 |
| | | | | | | | \$129,422 |
| Fuel Farm Capacity Upgrade | | | | | | | |
| UPIN: | FDOT Item No.: | | | 2022 | \$0 | \$0 | \$2,000,000 |
| | | | | | | | \$2,000,000 |
| Solar Canopy - GA Long Term Parking | | | | | | | |
| UPIN: | FDOT Item No.: | | | 2022 | \$0 | \$0 | \$3,000,000 |
| | | | | | | | \$3,000,000 |
| North Quadrant Site Preparation (regrade site and stormwater pond) | | | | | | | |
| UPIN: | FDOT Item No.: | | | 2022 | \$0 | \$0 | \$3,100,000 |
| | | | | | | | \$3,100,000 |
| Taxiways A and B Safety Improvements Design and Construction | | | | | | | |
| UPIN: | FDOT Item No.: | 3 | 2 | 2022 | \$93,428 | \$5,190 | \$5,190 |
| | | | | | | | \$103,808 |
| 14 CFR Part 150 Study Update | | | | | | | |
| UPIN: | FDOT Item No.: | | | 2022 | \$150,000 | \$7,500 | \$7,500 |
| | | | | | | | \$165,000 |
| Runway 5-23 Drainage Swale Improvements | | | | | | | |
| UPIN: | FDOT Item No.: | | | 2022 | \$2,937,578 | \$163,199 | \$163,199 |
| | | | | | | | \$3,263,976 |

| | | | | | | | | | | |
|---|------------|----------------|--------|---|------|-------------|-------------|--------------|--------------|-----------|
| 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 \$)

[illegible]

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 (POC 2023 \$) | TP Funding 2021-25 (YOE) | Plan Period 1 (TPP): 2021-2025 | | | Plan Period 2: 2026-2030 | | | Plan Period 3: 2031-2035 | | | Plan Period 4: 2036-2040 | | | Total Cost 2026-2045 (YOE \$ without SIG) | Total SIG Costs | County | OA PRE-ENG | OA ROW and CST | Funding Source |
|--|----------------------------------|----------------------------|--------------------------|--|----------------------------------|--------------------------|--------------------------------|-----|--------|--------------------------|--------|---------|--------------------------|-----|--------|--------------------------|---------|-----|---|-----------------|---------|------------|----------------|----------------|
| | | | | | | | PRE-ENG | ROW | CST | PRE-ENG | ROW | CST | PRE-ENG | ROW | CST | PRE-ENG | ROW | CST | | | | | | |
| PLAN PERIOD 2 CONSTRUCTION FUNDED PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | Overglades Blvd | Vanderbilt to Bch Rd to 75 | Randall Blvd | Widen from 2-lanes to 4-lanes | \$32.80 | | | | | \$5.59 | \$2.58 | \$38.91 | | | | | | | \$43.27 | | \$43.27 | | | County |
| 23 | I-75 (SR-03) Interchange (new) | Golden Gate Pkwy | | Interchange improvement | \$9.59 | | | | | \$9.58 | | \$12.81 | | | | | | | \$12.81 | | | \$0.58 | \$12.24 | OA |
| 25 | I-75 (SR-03) | Immokalee Rd | | Interchange improvement (DOT proposed) | \$9.59 | | | | | \$9.58 | | \$12.81 | | | | | | | \$12.81 | | | \$0.58 | \$12.24 | OA |
| 37 | Old Wall Road / CR 95B (SR-44) | Overglades Blvd | Old Wall Grade Rd | Widen from 2-lanes to 4-lanes | \$36.78 | \$1.81 | \$0.91 | | \$0.00 | \$6.73 | | \$43.11 | | | | | | | \$48.83 | | \$48.83 | | | County |
| 57 | US 41 (SR 90) (Turnpike Trail E) | Goodlette-Frank Rd | | Major Intersection improvement | \$13.00 | | | | | \$0.63 | \$2.97 | \$16.61 | | | | | | | \$17.01 | | | \$0.63 | \$16.38 | OA |
| 58 | US 41 (SR 90) (Turnpike Trail E) | Greenway Rd | S.L. Farm Rd | Widen from 2-lane to 4-lanes | \$35.88 | | | | | \$3.81 | \$4.68 | \$38.93 | | | | | | | \$43.30 | | | \$3.91 | \$37.98 | OA |
| 66 | Immokalee Rd | Livingston Rd | | Major Intersection improvement | \$24.50 | | | | | | | \$26.62 | | | | | | | \$26.82 | | \$26.82 | | | County |
| 78 | Golden Gate Pkwy (Interchange) | Livingston Rd | | Major Intersection improvement | \$24.50 | | | | | \$3.65 | | \$28.85 | | | | | | | \$32.45 | | \$32.45 | | | County |
| 111 | US 41 | Immokalee Rd | | Intersection improvement (Provisional Improvements) | \$17.50 | | | | | \$3.13 | | \$20.12 | | | | | | | \$23.24 | | | \$3.13 | \$20.12 | OA |
| PLAN PERIOD 3 CONSTRUCTION FUNDED PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | |
| 39 | Old US 41 | US 41 | Levy/Collier County Line | Widen from 2-lanes to 4-lanes | \$22.59 | | | | | \$3.85 | \$5.70 | | | | | \$10.60 | | | \$35.61 | | | \$3.85 | \$31.76 | OA |
| 42 | Randall Blvd | Old SR NE | Overglades Blvd | Widen from 2-lanes to 4-lanes | \$51.57 | | | | | \$7.29 | \$8.35 | | | | | \$15.84 | | | \$77.67 | | \$77.67 | | | County |
| 59 | US 41 | Collier Blvd | | Major Intersection improvement | \$17.25 | | | | | \$2.81 | | \$20.66 | | | | | | | \$26.47 | | | \$2.81 | \$23.66 | OA |
| 60 | US 41 (SR 90) (Turnpike Trail E) | Immokalee Rd | Old US 41 | Further Study Required (Complete Streets Study for TSM&O improvements) | \$17.25 | | | | | \$0.46 | | \$18.86 | | | \$2.00 | | | | \$26.32 | | | \$2.46 | \$23.66 | OA |
| 90 | Pine Ridge Rd | Jagan Blvd | Collier Blvd | Widen from 4-lanes to 6-lanes | \$21.72 | | | | | \$1.89 | | | | | \$4.61 | | \$23.00 | | \$31.51 | | \$31.51 | | | County |
| PRE-ENG includes PD&E and Design | | | | | | | | | | | | | | | | | | | | | | | | |
| Present Day Cost | | | | | | | | | | | | | | | | | | | | | | | | |
| Right-of-Way | | | | | | | | | | | | | | | | | | | | | | | | |
| Construction | | | | | | | | | | | | | | | | | | | | | | | | |
| YOE = Year of Expenditure | | | | | | | | | | | | | | | | | | | | | | | | |

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 (POC 2022 \$) | 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&S) | Total S&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 | Burgledon Blvd | Pandall Blvd | South of Old Wall Rd | Widen from 2-Lanes to 4-Lanes | \$16.42 | | | | | | | | | \$3.00 | \$1.53 | | | | \$14.65 | \$29.18 | | \$29.18 | | | County |
| 22 | I-75 (SR-93) Interchange (New) | Proximity of Burgledon Blvd | | New Interchange | \$42.25 | | | | | | \$3.76 | | | \$3.30 | \$6.33 | | | | \$13.45 | \$73.03 | | \$9.07 | \$63.97 | OA | |
| 31 | Immokalee Rd (CR 946) | SR 23 | Airpark Blvd | Widen from 2-Lanes to 4-Lanes | \$3.90 | | | | | | | | | | | | \$8.77 | \$8.55 | \$4.84 | \$7.20 | \$7.20 | | | | County |
| 36 | Jagen Blvd | Pine Ridge Rd | Vanderbilt Beach Rd | Widen from 2-Lanes to 4-Lanes | \$22.23 | | | | | \$3.49 | | | | | \$5.16 | | | | | \$13.11 | \$38.87 | | | | County |
| 83 | Wacheton Street Ext. | Little League Rd | West of Carson Rd | New 2-Lane Road | \$3.61 | | | | | | | | | \$9.51 | | | | \$9.51 | \$4.41 | \$5.51 | \$5.51 | | | | County |
| 65 | Wilson Blvd | Kearse Ave. | Golden Gate Blvd | New 2-Lane Road (Superior to 4-Lanes) | \$36.15 | | | | | | | | | \$8.62 | \$4.23 | | | | | \$66.09 | \$63.35 | | \$63.35 | | County |
| 97 | Immokalee Rd (Intersection) | Jagen Blvd | | Major Intersection Improvement | \$11.50 | | | | | | | | | \$2.12 | | | | | | \$10.55 | \$20.67 | | \$20.67 | | County |
| 99 | Vanderbilt Beach Rd (Intersection) | Jagen Blvd | | Minor Intersection Improvement | \$11.30 | | | | | | | | | \$2.12 | | | | | | \$10.03 | \$20.67 | | \$20.67 | | County |
| 101 | Pine Ridge Rd | Goodlette-Frank Rd | | Minor Intersection Improvement | \$5.75 | | | | | | | | | | | | \$1.20 | | | \$8.08 | \$10.48 | | \$10.48 | | County |
| C1 | Connector Roadway from I-75 Interchange (New) | Golden Gate Blvd | Vanderbilt Beach Rd | 4-Lane Connector Roadway from New Interchange (Specific Location TBD During Interchange POBE Study) | \$17.57 | | | | | | \$9.68 | | | \$2.80 | \$3.62 | | | | | \$14.54 | \$32.14 | | \$3.14 | \$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 POBE Study) | \$80.59 | | | | | | \$2.09 | | | \$13.38 | \$7.41 | | | | | \$150.04 | \$142.70 | | \$15.28 | \$127.43 | OA |

PRE-ENG includes PO&E and Design

Present Day CostRight-of-WayConstructionYOE: Year of Expenditure

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 (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 (FYC \$ without SS) | Total SS Costs | County | OA PRE-ENG | OA ROW and C&T | Funding Source |
|---------------------------|---|------------------------------|-----------------------|--|----------------------------------|--------------------------|-------------------------------|--------|--------|--------------------------|--------|-----|--------------------------|-----|--------|--------------------------|---------|-----|--|----------------|---------|------------|----------------|----------------|
| | | | | | | | PRE-ENG | ROW | C&T | PRE-ENG | ROW | C&T | PRE-ENG | ROW | C&T | PRE-ENG | ROW | C&T | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| PARTIALLY FUNDED PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | Bentfield Rd (New) (M229) | The Lords Way | City Gate Blvd N | New 2-Lane Road Expandable to 4- | \$17.31 | \$11.00 | \$0.00 | \$4.00 | \$3.31 | \$4.00 | | | | | \$8.00 | | | | \$9.400 | | \$9.00 | | | County |
| 8 | Big Cypress Pkwy | Vanderbilt Beach Rd Ext. | 201 Wall Rd | New 2-Lane Road Expandable to 4- | \$37.31 | | | | | | | | | | | \$7.70 | \$4.04 | | \$11.74 | | \$11.74 | | | County |
| 30 | Immokalee Rd (CH 946) | Camp Bells Rd | South Ave | Further Study Required (Immokalee Rd Planning Study) | \$2.00 | | | | | \$3.06 | | | | | | | | | \$2.00 | | \$2.00 | | | County |
| 33 | Little League Rd Ext. | SR 82 | Wescline St. | New 2-Lane Road | \$40.99 | | | | | | | | | | | \$8.48 | \$7.83 | | \$15.81 | | \$15.81 | | | County |
| 41A | Randall Blvd (Flyover) (M247) | Immokalee Rd | | Ultimate Intersection Improvement: Overpass | \$15.68 | \$9.75 | \$0.65 | \$4.80 | | | | | | | | \$9.46 | | | \$9.46 | | \$9.46 | \$0.00 | | OA |
| 55 | SR 84 (Devils Blvd) | Airport Pulling Rd | Santa Barbara Blvd | Widen from 4-Lanes to 6-Lanes | \$40.28 | | | | | | | | \$0.94 | | | \$9.61 | \$45.88 | | \$55.83 | | \$9.95 | \$45.88 | | OA |
| 62B | Vanderbilt Beach Rd Ext. | Swargades Blvd | Big Cypress Pkwy | New 2-Lane Road Expandable to 4 | \$41.17 | | | | | | | | | | | \$8.38 | \$16.07 | | \$24.46 | | \$24.46 | | | County |
| 63 | Swargades Blvd | 201 Wall Rd / CH 946 | Immokalee Rd | Widen 2 to 4 Lanes | \$72.75 | | | | | \$3.31 | \$5.00 | | | | | | | | \$8.12 | | \$8.12 | | | County |
| 74 | Immokalee Rd (CH 946) Intersection | Wilson Blvd | | Major Intersection Improvement | \$17.25 | | | | | | | | | | | \$6.80 | | | \$6.80 | | \$6.80 | \$0.00 | | OA |
| 93 | Immokalee Rd | 43rd Ave/Shady Hollow Blvd E | North of 47th Ave, NE | Widen from 2-Lanes to 4-Lanes | \$9.75 | | | | | | | | | | | \$2.38 | \$0.66 | | \$2.74 | | \$2.74 | | | County |
| 94 | Rural Village Blvd | Immokalee Rd | Immokalee Rd | New 4-Lane Road | \$23.41 | | | | | | | | | | | \$5.84 | \$3.96 | | \$8.80 | | \$8.80 | | | County |
| 98 | Vanderbilt Beach Rd | Lorington Rd | | Minor Intersection Improvement | \$11.50 | | | | | | | | | | | \$2.40 | | | \$2.40 | | \$2.40 | | | County |
| 103 | US 41 (SR 90) (Tennant Trail E) | Vanderbilt Beach Rd | | Major Intersection Improvement | \$2.50 | | | | | | | | | | | \$4.90 | | | \$4.90 | | \$4.90 | \$0.00 | | OA |
| 105 | US 41 (SR 90) (Tennant Trail E) | Tree Ridge Rd | | Major Intersection Improvement | \$2.50 | | | | | | | | | | | \$4.90 | | | \$4.90 | | \$4.90 | \$0.00 | | OA |
| 104 | US 42 (SR 90) (Tennant Trail E) (A464511) | Golden Gate Pkwy | | Major Intersection Improvement | \$13.50 | \$0.50 | \$0.27 | \$0.38 | | | | | | | | \$4.40 | | | \$4.40 | | \$4.40 | \$0.00 | | OA |

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* | \$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 |

* 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 |

6-4 Freight Network Projects

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Figure 6-11. Freight Hotspot Locations



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 | PROGRA M 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 ~~GE~~: 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 : 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 ~~K~~J: 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)

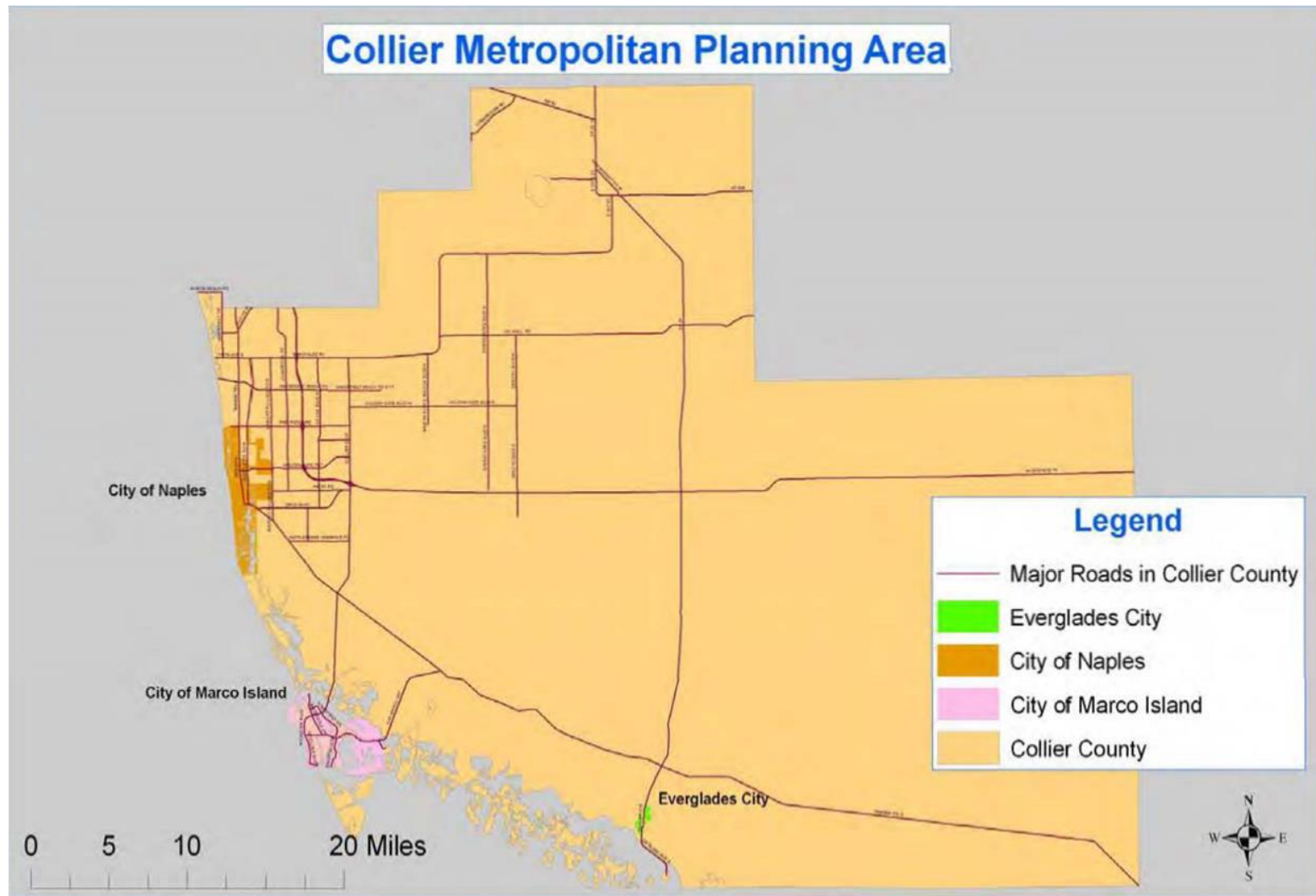
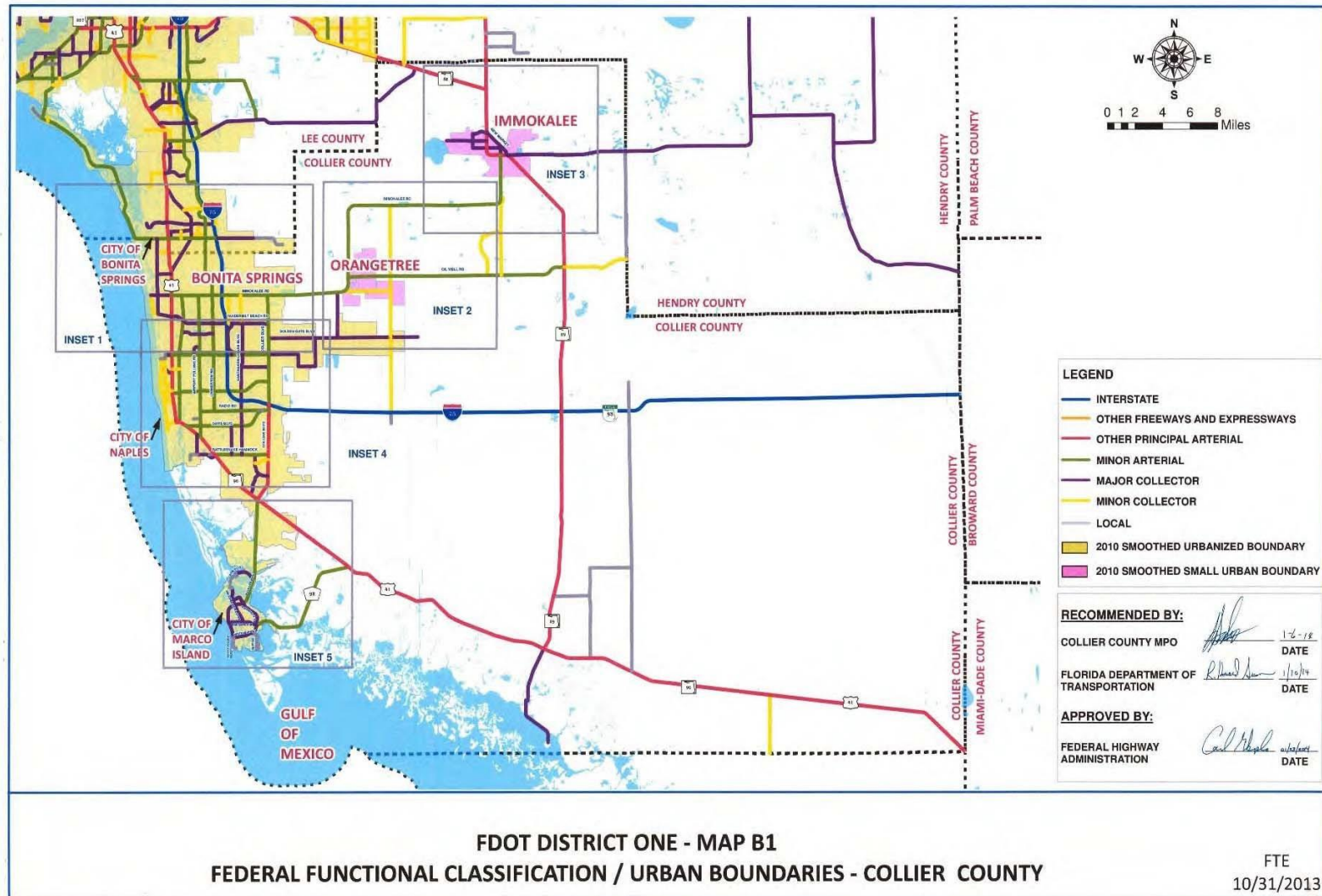


Figure 2: Bonita Springs – Naples Urbanized Area Map



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

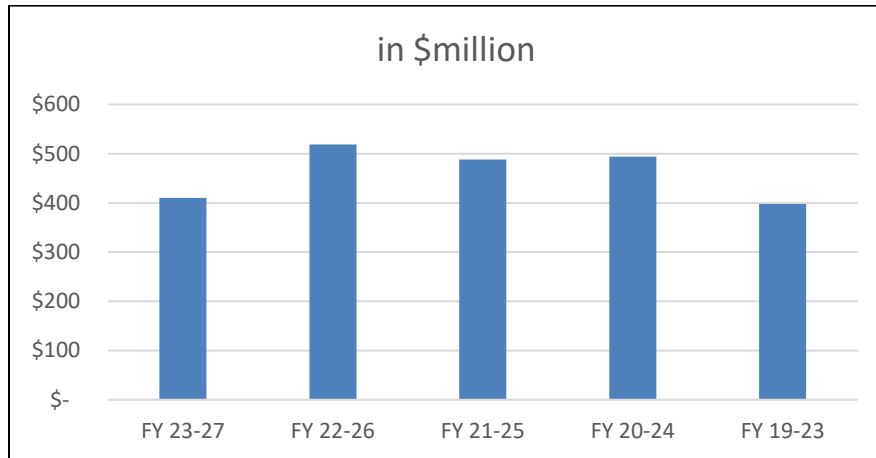
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for the motorized and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

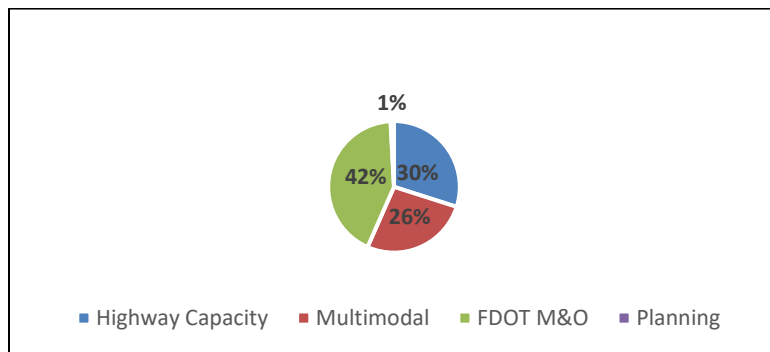
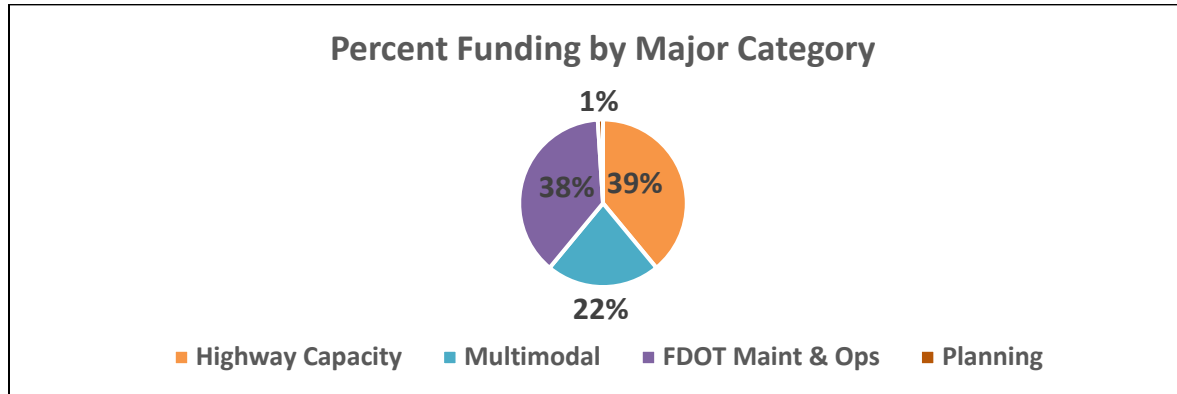


Figure 5: Percent Funding by Major Category FY 22-26



Resurfacing projects are shown in Figure 6 by Fiscal Year.

Figure 6: Map Showing Resurfacing Projects by Fiscal Year

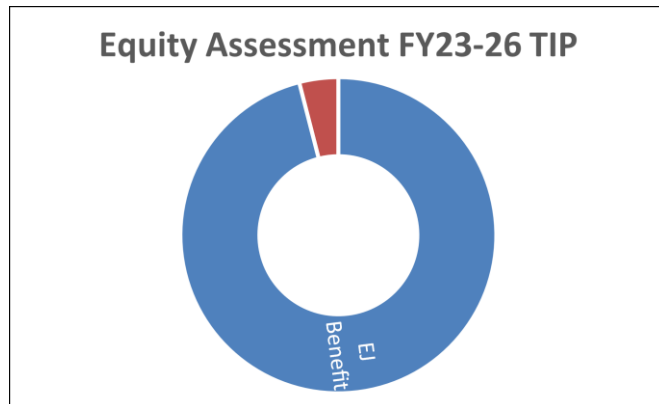
| Resurfacing Projects | | | |
|----------------------|---------------------------------|----|----------------|
| FPN | Roadway | FY | Jurisdiction |
| 4415611 | US 41 Whistler's Cove to SR 951 | 23 | BCC - D1 |
| 4440083 | I-75 (Alligator Alley) | 23 | BCC - D1 & 5 |
| 4496681 | CR 846 (Tradeport Pkwy) | 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

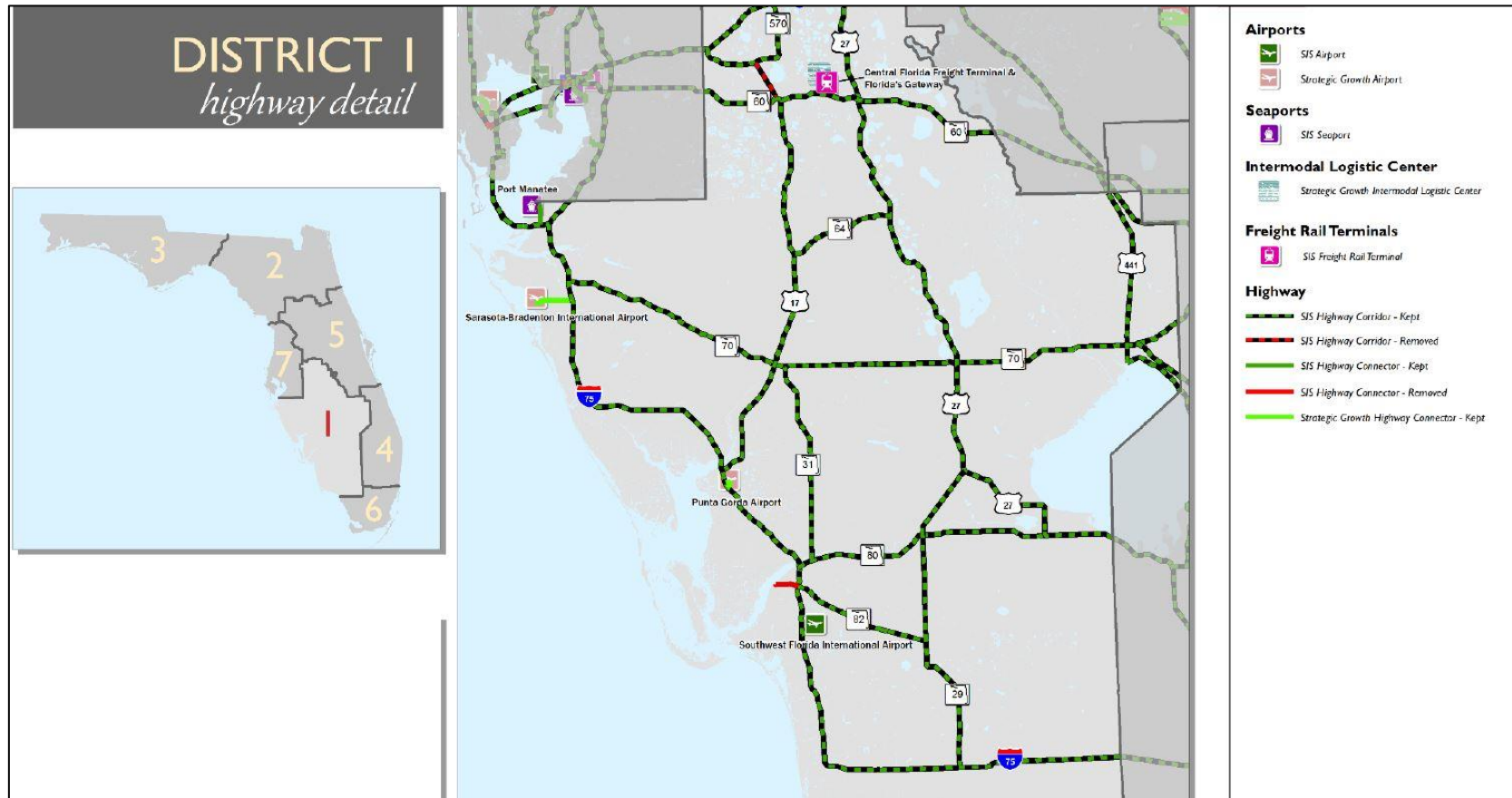
to MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of the Unified Planning Work Program (UPWP), the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP) and other planning documents.

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 | | | | | |
| | | | | | | | Phase | Source | YOE Cost | YOE | FPN | Phase | Source | FY | Amount |
| 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 | | | | | | |
| | | | | | \$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 | \$197,510,000 | | | | \$ 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 | unfunded in 2045 LRTP; would require amendment | CST | SIS | \$ 32,793,090 | TBD | 4175405 | ENV | SIS | 2024 & 25 | \$310,000 |
| | | | | | | | | | | | | ROW | SIS | 2024 & 25 | \$6,676,616 |
| | | | | | Subtotal | \$64,904,793 | | | | \$ 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 2023-2027 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.

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 <table border="0"> <tr> <td>Prior Years Cost:</td> <td>1,898,484</td> </tr> <tr> <td>Future Years Cost:</td> <td>0</td> </tr> <tr> <td>Total Project Cost:</td> <td>14,492,538</td> </tr> <tr> <td>LRTP Ref:</td> <td>SIS PLAN APPENDIX A</td> </tr> </table> | | Prior Years Cost: | 1,898,484 | Future Years Cost: | 0 | Total Project Cost: | 14,492,538 | LRTP Ref: | SIS PLAN APPENDIX A |
| 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 SUMMARY OF PROJECTS | FY22 Amount | | FY23 Amount | | FY24 Amount | | FY25 Amount | | FY26 Amount | | FY 22-26 Amount | FY 21-26 Amount |
|--|---|----------------|-----|----------------|-----|----------------|----|---------------|----|---------------|----|-----------------|-----------------|
| 60168 | Vanderbilt Beach Rd/Collier | 104,500 | C | | | | | | | | | 104,500 | 142,245 |
| 60201 | 18th Pine Ridge Rd (Livingston to I75) | 4,086 | DR | 25,200 | DCM | | | | | | | 29,286 | 31786 |
| 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 | C | 9,050 | 9,050 |
| 60212 | Wilson Blvd South Bridge | | | | | 450 | DR | | | 3,950 | C | 4,400 | 4,400 |
| 60212 | 13th St NW Bridge | | | 350 | D | | | 3,700 | C | | | 4,050 | 4,050 |
| 60212 | 62nd Ave NE Bridge | | | | | 400 | DR | 5,550 | C | 3,850 | C | 4,250 | 4,250 |
| 60212 | 10th Ave SE Bridge | | | 550 | D | | | | | | | 6,100 | 6,100 |
| 60228 | Sidewalks | 745 | D | 1,251 | D/C | 4,885 | C | | | | | 6,881 | 10,000 |
| 60198 | Veterans Memorial PH I | | | | | | | | | | | | 13,152 |
| 60198 | Veterans Memorial PH II | 4,300 | RD | | | 14,831 | CM | | | | | 19,131 | 19,131 |
| 60199 | Vanderbilt Beach Rd (US41to E of Goodlette) | | | | | | | 15,500 | DC | | | 15,500 | 14,496 |
| 60123 | Wilson Benfield Ext (Lord's Way to City Gate N) | 1,500 | RA | 500 | RA | 1,000 | RA | 1,000 | RA | 1,000 | RA | 5,000 | 7,346 |
| 60144 | Oil Well (Everglades to Oil Well Grade) | 500 | A | 300 | A | 300 | A | 300 | A | 300 | A | 1,700 | 7,793 |
| 70167 | Business Center (City Gate) | | | | | 9,500 | C | | | | | 9,500 | 20,692 |
| 68056 | Collier Blvd (Green to South of GG Main Canal) | 2,000 | R | 38,100 | RDC | | | | | | | 40,100 | 40,911 |
| 60065 | Randall Blvd/8th to Everglades | | | | | | | | | 3,000 | D | 3,000 | 3,254 |
| 60232 | Belle Meade | 30 | M | | | | | | | | | 30 | 54 |
| TBD | Goodlette Rd (VBR to Immokalee Rd) | | | 2,750 | D | 634 | A | 9,366 | A | 2,643 | A | 15,393 | 15,393 |
| TBD | Green Blvd (Santa Barbara Blvd to Sunshine) | | | 500 | S | | | | | | | 500 | 500 |
| 60229 | Wilson Blvd (GG Blvd to Immokalee) | 1,000 | DR | 1,000 | DR | 21,800 | C | | | | | 23,800 | 32,893 |
| 60249 | Vanderbilt Bch Rd (8th to Everglades) | 8,190 | DRM | 5,860 | RA | 11,800 | C | | | | | 25,850 | 25,850 |
| TBD | Golden Gate Parkway at Livingston | | | | | 500 | S | | | 6,000 | D | 6,500 | 6,500 |
| TBD | Railhead Crossing | | | 200 | C | | | | | | | 200 | 200 |
| TBD | Poinciana Professional Park | | | 300 | C | | | | | | | 300 | 300 |
| TBD | Tree Farm PUD | | | 450 | C | | | | | | | 450 | 450 |
| TBD | Immokalee Rd at Livingston | | | | | | | 6,000 | D | | | 6,000 | 6,000 |
| 60016 | Intersections Improvements Shoulder Widening | 3,200 | C | 1,800 | C | 2,575 | D | 950 | C | 675 | | 9,200 | 10,352 |
| 60227 | Corkscrew Rd (Lee County Line) Shoulders | | | 1,200 | C | | | | | | | 1,200 | 1,200 |
| TBD | Santa Barbara/Logan Turnlane | | | | | 879 | D | 7,879 | C | | | 8,758 | 8,758 |
| 60245 | Logan Blvd N of Immokalee | 2,600 | C | | | | | | | | | 2,600 | 2,765 |
| | Contingency | 6,019 | | | | | | | | | | 6,019 | 6,019 |
| | Total | 141,670 | | 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 | 29,255 |
| 60130 | Wall/Barrier Replacement | 50 | | 250 | | 250 | | 250 | | 250 | | 1,050 | 2,202 |
| 60131 | Road Resurfacing 111' 101 | 9,379 | | 8,600 | | 10,500 | | 12,800 | | 12,500 | | 53,779 | 63,687 |
| 60077 | Striping and Marking | 800 | | 800 | | 800 | | 800 | | 800 | | 4,000 | 5,408 |
| 60172 | Traffic Ops Upgrades/Enhancements | 1,429 | | 1,120 | | 1,210 | | 2,195 | | 433 | | 6,387 | 7,891 |
| 60189 | LED Replacement Program | | | | | | | | | | | | 132 |
| 60198 | Countywide Pathways/Sidewalks Non P/L /LAP | 576 | | 1,250 | | 350 | | 650 | | 475 | | 3,301 | 4,220 |
| 60037 | Asset Mgmt | 25 | | 150 | | 150 | | 150 | | 150 | | 625 | 1,352 |
| 60197 | RM Facility Fund 310 | 195 | | 500 | | 500 | | 500 | | 500 | | 2,195 | 3,650 |
| 69331-339 | District 12,3,4,5,6 Sidewalk P/L | | | | | | | | | | | | 724 |
| | Subtotal Operations Improvements/Programs | 15,404 | | 15,170 | | 16,760 | | 20,345 | | 16,808 | | 88,287 | 118,521 |
| 60066 | Congestion Mgmt Fare | | | | | | | | | | | | 1,263 |
| 60240 | Traffic Calming | 50 | DC | 50 | DC | 50 | DC | 50 | DC | 50 | DC | 250 | 536 |
| 60085 | TIS Review | 250 | S | 250 | S | 250 | S | 250 | S | 250 | S | 1,250 | 1,852 |
| 60088 | PUD Monitoring | | | | | | | | | | | | 100 |
| 60109 | Planning Consulting | 400 | S | 500 | S | 500 | S | 500 | S | 500 | S | 2,400 | 3,574 |
| 60163 | Traffic Studies | 300 | S | 300 | S | 300 | S | 300 | S | 300 | S | 1,500 | 2,331 |
| 60171 | Multi Project | | | | | | | | | | | | 22 |
| 50233 | Off-Rd Vehicles & Equip | 100 | | | | | | | | | | 100 | 100 |
| | Transfer to Fund 325 STO | 113.18 | | | | | | | | | | 113.18 | 113.18 |
| | Transfer to 712 | | | | | | | | | | | 0 | 4,783 |
| | Transfer to 370 | 7,943 | | | | | | | | | | 7,943 | 7,943 |
| | Impact Fee Refunds | 195 | | 250 | | 250 | | 250 | | 250 | | 1,195 | 2,562 |
| | Debt Service Payments | 13,200 | | 13,261 | | 13,671 | | 13,622 | | 13,000 | | 66,754 | 80,116 |
| | | | | | | | | | | | | 0 | 0 |
| | Total Funding Request All Funds | 190,830 | | 133,992 | | 102,095 | | 77,562 | | 66,676 | | 571,155 | 798,771 |
| REVENUES | | | | | | | | | | | | | |
| | Sales Tax | 81,831 | | 27,565 | | 6,495 | | 9,250 | | 15,384 | | 140,525 | 191,000 |
| | Impact Fees Revenue | 15,000 | | 15,500 | | 15,500 | | 15,500 | | 15,500 | | 78,000 | 95,183 |
| | COA Revenue | | | | | | | | | | | 0 | 0 |
| | Gas Tax Revenue | 22,500 | | 23,300 | | 23,500 | | 23,700 | | 24,000 | | 117,000 | 139,500 |
| | Grants/Reimbursements* | 535 | | 14,928 | | 0 | | 6,806 | | 0 | | 22,269 | 42,089 |
| | Transfer 001to 310 | 8,817 | | 8,817 | | 8,817 | | 8,817 | | 8,817 | | 44,085 | 52,902 |
| | Transfer 111to 310 | 3,000 | | 3,000 | | 3,000 | | 3,000 | | 3,000 | | 15,000 | 18,000 |
| | Interest Gas Tax-Impact Fees | 1,430 | | 2,000 | | 2,000 | | 2,000 | | 2,000 | | 9,430 | 10,855 |
| | Carry Forward 310-310-Impact Fees | 58,617 | | | | | | | | | | 58,617 | 22,1630 |
| | Potential Debt Funding/Unfunded Needs | 2 | | 32,407 | | 44,808 | | 10,514 | | | | 87,731 | 87,731 |
| | Expected FEMA Reimbursement | | | 8,500 | | | | | | | | 8,500 | 8,500 |
| | Revenue Reserve 5% | 1,902 | | 2,025 | | 2,025 | | 2,025 | | 2,025 | | 10,002 | 10,002 |
| | Total Revenues | 190,830 | | 133,992 | | 102,095 | | 77,562 | | 66,676 | | 571,155 | 857,388 |
| | Gross 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 = 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 |

| | 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 | Imm/ 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 |

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 BUDGET 2020-21 | DEPT REQUEST 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 |
|---|--|------------------------|----------------------|------------------|------------------|------------------|------------------|
| | 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 |

| 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 |

| 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 |

| 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

PAGE 2
COLLIER MPO

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

DATE RUN: 10/01/2021 11/2021
TIME RUN: 07:35:46 7.35.46
MBROBLTP 3ROBLTP

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 3IS* / 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 |

PAGE 3
COLLIER MPO

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

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

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HIGHWAYS

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ITEM NUMBER: 433002 5 PROJECT DESCRIPTION: HURRICANE IRMA COUNTY WIDE (03) LIGHTING REPAIRS
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK: EMERGENCY OPERATIONS
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
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03504000 PROJECT LENGTH: .191MI

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

| FUND CODE | 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
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03000000 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 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
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03003000 PROJECT LENGTH: .001MI

NON-SIS
TYPE OF WORK: ATMS - ARTERIAL TRAFFIC MGMT
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 |

PAGE 4
COLLIER MPO

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

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

HIGHWAYS
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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 |
|--|--------------------|
| 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 |
|--|----------------|
| 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 |
|--|----------------|
| 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

PAGE 5
COLLIER MPO

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

DATE RUN: 10/01/2021
TIME RUN: 07:35.46
MBROBLTP

HIGHWAYS
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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 |

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 |

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 |

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 |

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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 | |
| ROADWAY ID:03600000 | PROJECT LENGTH: 1.417MI | TYPE OF WORK:SIDEWALK |
| | | 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 | |
| ROADWAY ID:03000000 | PROJECT LENGTH: .001MI | TYPE OF WORK:TRAFFIC OPS IMPROVEMENT |
| | | 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 | |
| ROADWAY ID:03010000 | PROJECT LENGTH: 19.960MI | TYPE OF WORK:TRAFFIC SIGNAL UPDATE |
| | | 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 | |
| ROADWAY ID:03010000 | PROJECT LENGTH: 1.465MI | TYPE OF WORK:RESURFACING |
| | | 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 |

PAGE 7
COLLIER MPO

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

DATE RUN: 10/01/2021
TIME RUN: 07:35.46
MBROBLTP

HIGHWAYS
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ITEM NUMBER: 438091 1
DISTRICT: 01
ROADWAY ID: 03633000

PROJECT DESCRIPTION: COUNTY BARN ROAD FROM RATTLESNAKE HAMMOCK TO SR 84 (DAVIS BLVD)
COUNTY: COLLIER
PROJECT LENGTH: 2.045MI

NON-SIS
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
DISTRICT: 01
ROADWAY ID: 03000046

PROJECT DESCRIPTION: CR 901/VANDERBILT DR FROM VANDERBILT BEACH RD TO 109TH AVENUE N
COUNTY: COLLIER
PROJECT LENGTH: 1.214MI

NON-SIS
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
DISTRICT: 01
ROADWAY ID: 03000036

PROJECT DESCRIPTION: GREEN BLVD FROM SANTA BARBARA BLVD TO SUNSHINE BLVD
COUNTY: COLLIER
PROJECT LENGTH: 1.040MI

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 | 226,000 |
| TOTAL 438093 1 | 226,000 |
| TOTAL 438093 1 | 226,000 |

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

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

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

| FUND CODE | 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
DISTRICT: 01
ROADWAY ID: 03030000

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

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

| FUND CODE | 2021 |
|---|---------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SR | 217,000 |

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PAGE 9
COLLIER MPO

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

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

HIGHWAYS
=====

ITEM NUMBER: 442788 1
DISTRICT: 01
ROADWAY ID: 03175000

PROJECT DESCRIPTION: HURRICANE IRMA FENCE REPAIR I-75 (SR 93) MP 58.6 - 116
COUNTY: COLLIER
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 | |
| ER17 | 34,243 |
| TOTAL 442788 1 | 34,243 |
| TOTAL 442788 1 | 34,243 |

ITEM NUMBER: 446320 1
DISTRICT: 01
ROADWAY ID: 03175000

PROJECT DESCRIPTION: I-75 (SR 93) FROM TOLL BOOTH TO COLLIER BLVD
COUNTY: COLLIER
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 |

PAGE 10
COLLIER MPO

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

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

PLANNING
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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

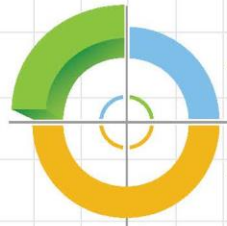
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APPENDIX A: FDOT'S STRATEGIC INTERMODAL SYSTEM FUNDING STRATEGY

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>



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.

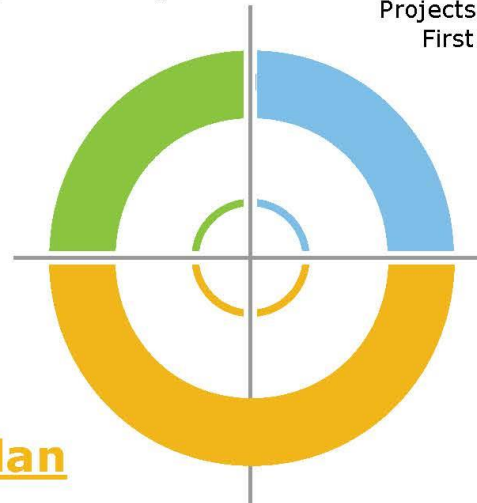



TABLE KEY:

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

All Values in Thousands of "As Programmed" Dollars

PD&E – Project Development & Environment Study

PE – Preliminary Engineering Study

ROW – Right-of-Way

CON – Construction and Support and May Include Grants

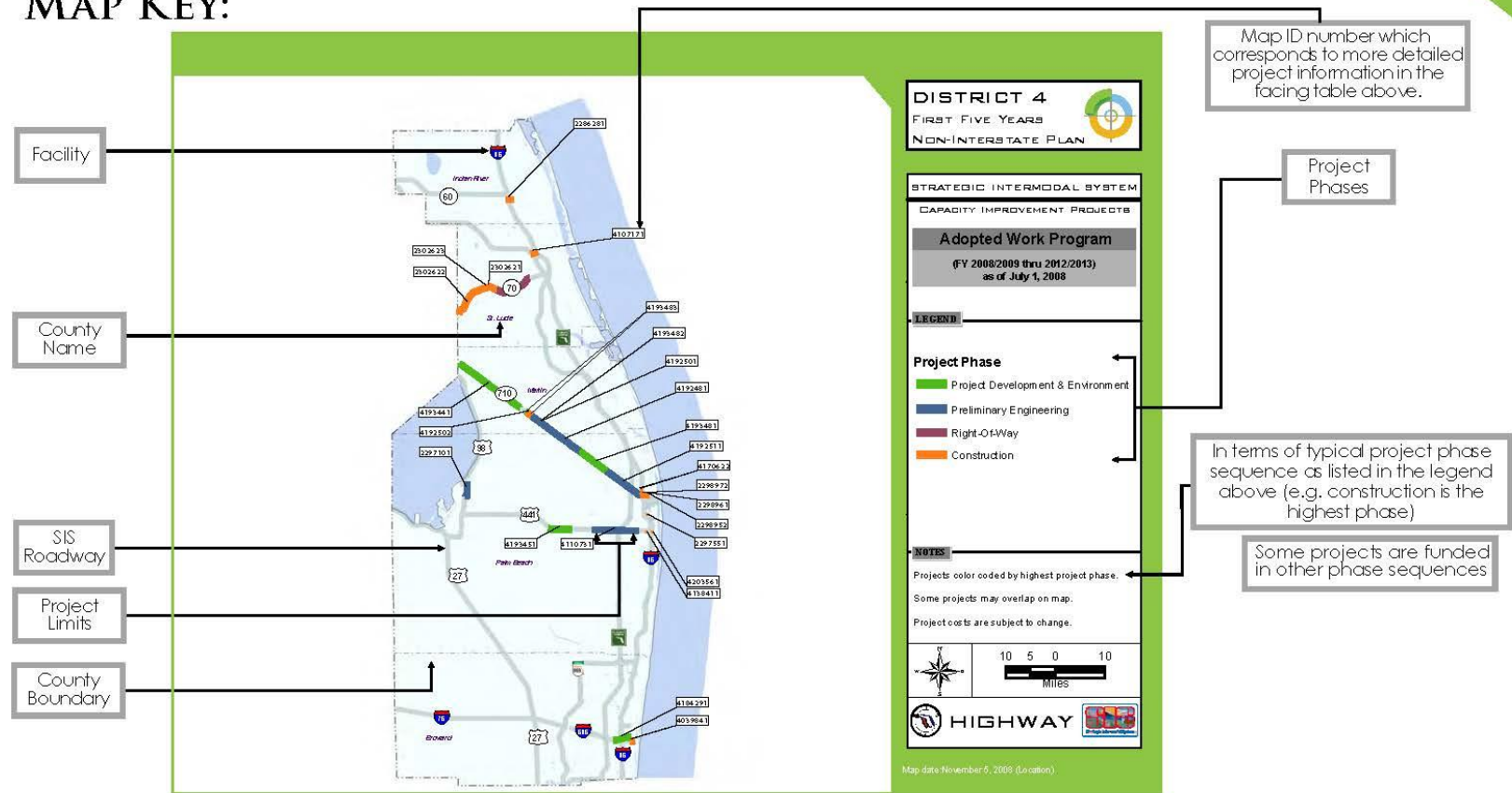
A summary row is provided for a District-wide review for both interstate and non-interstate project totals. Costs within a year could include multiple phases.

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

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

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

MAP KEY:



Project Phases

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

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

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

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

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



SIS Adopted 1st 5 Year Program District 1 Interstate Plan



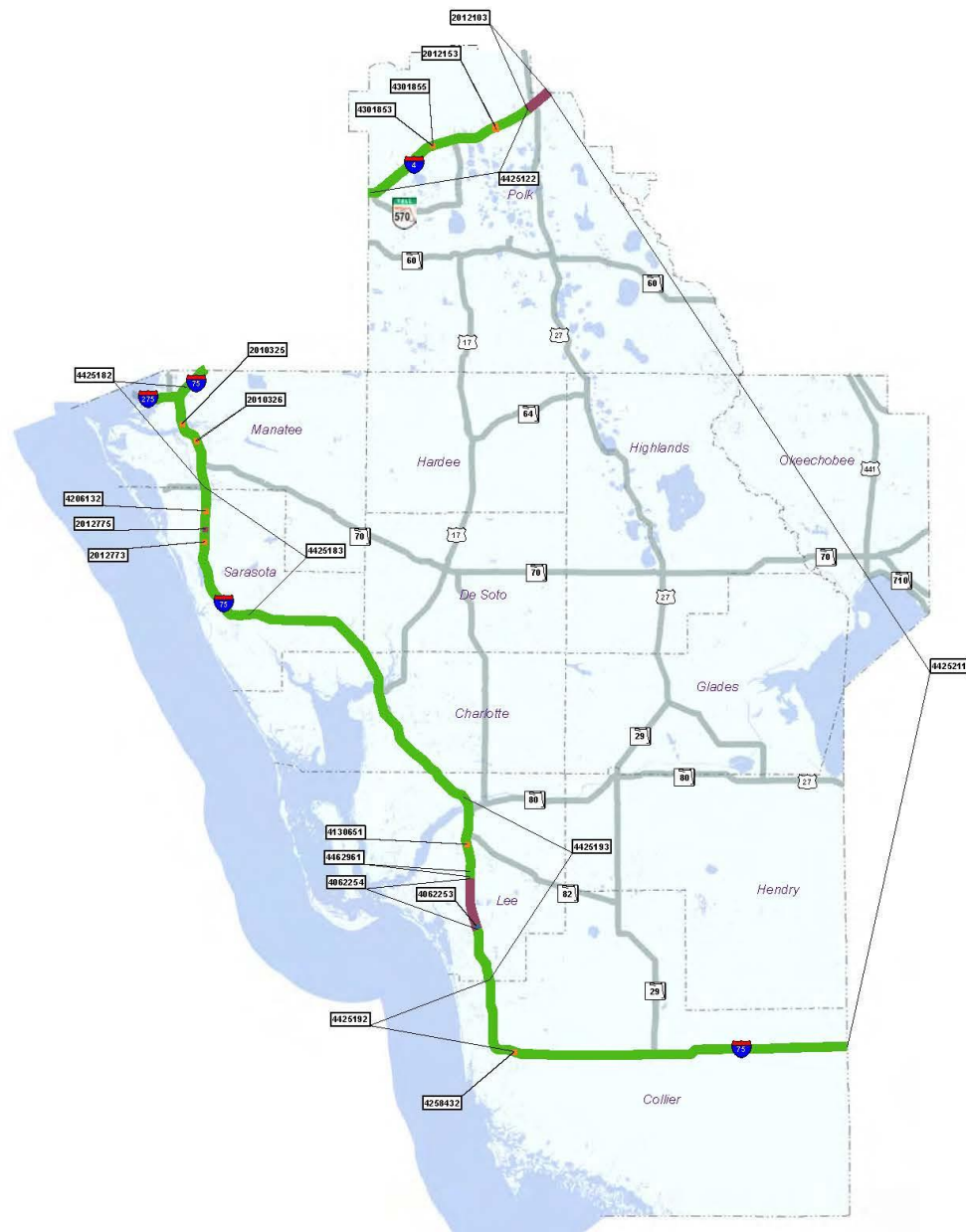
| MAP ID | FACILITY | DESCRIPTION | 2021 | 2022 | 2023 | 2024 | 2025 | TOTAL STATE MANAGED | TOTAL DISTRICT MANAGED | TOTAL LOCAL FUNDS | PD&E | PE | ENV | ROW | CON |
|---------------|--|--------------------------------|-----------|---------|----------|----------|----------|---------------------------|------------------------------|-------------------------|------|----|-----|-----|-----|
| 4301853 | I-4 (SR 400) AT SR 33 INTERCHANGE MODIFICATION | MINCH: 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 | 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 | \$5,571 | \$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 | | ● | | | |
| 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 | 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 | \$3,058 | \$3,849 | | ● | ● | ● | ● |
| 4258432 | I-75 (SR 93) AT SR 951 | MINCH: Modify Interchange | \$6,914 | \$0 | \$320 | \$145 | \$96,222 | \$101,878 | \$1,085 | \$1,239 | ● | ● | ● | ● | ● |
| 2010325 | I-75 (SR 93) AT US 301 INTERCHANGE | MINCH: 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 | MINCH: 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 | \$1,600 | \$2,000 | \$2,000 | \$7,600 | \$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





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.

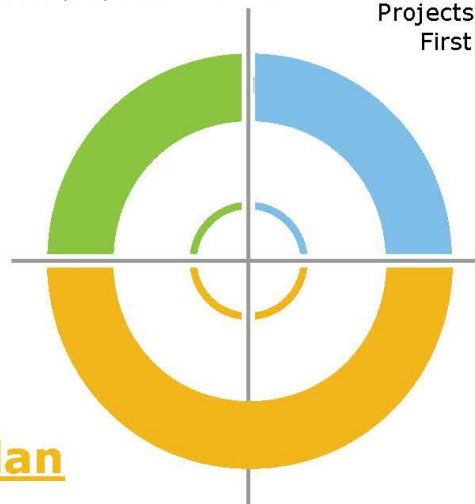
Projects in this plan could move forward into the First Five Year Plan as funds become available.

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.

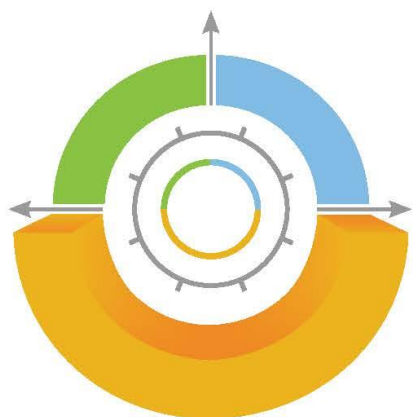
Some projects may overlap on map.

Project costs are subject to change.



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 | | |
| 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 | 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

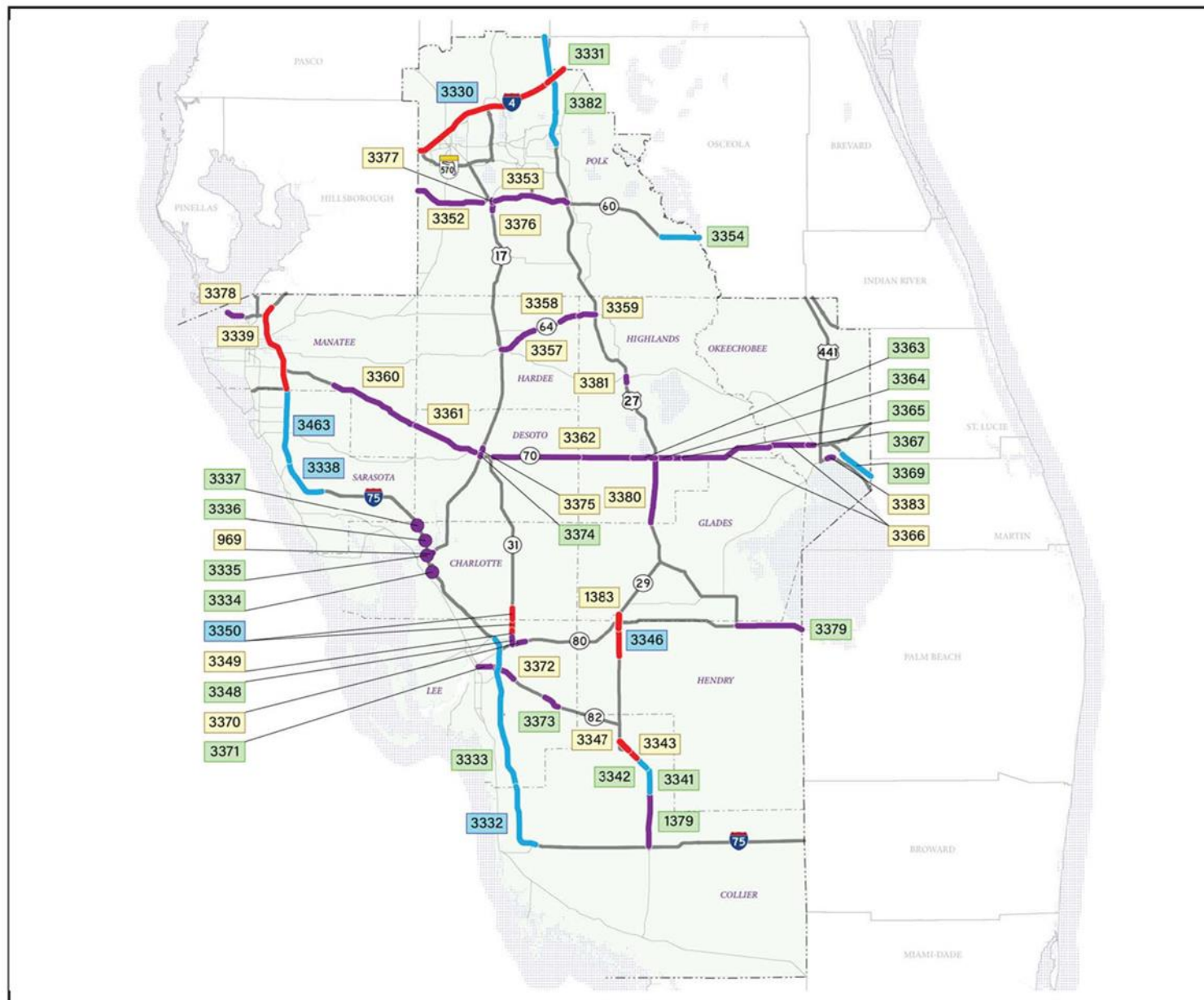
- (1) All values in thousands of Present Day Dollars (2017).
- (2) All phase costs shown as supplied by each District.
- (3) CON includes both Construction (CON52) and Construction Support (CEI).
- (4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
- (5) "P3 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



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 (PDE)

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 (PDE)

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

1234 Yellow Band - FY 2033/2034 to FY 2037/2038

1234 Blue Band - FY 2038/2039 to FY 2042/2043

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

APPENDIX B: COLLIER-LEE REGIONAL HIGHWAY MAP

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 | Federal | Sponsor Requested Funding Breakdown | |
| | | | | | | State | Local |
| Airport Master Plan Update | | | | | | | |
| UPIN: PFL0010198 | FDOT Item No.: | 3 | 4 | 2021 | \$180,000 | \$0 | \$0 |
| Wildlife Hazard Site Study | | | | | | | |
| UPIN: PFL0013246 | FDOT Item No.: | | | 2021 | \$0 | \$20,000 | \$5,000 |
| Reconstruct and widen Runway 15/33 | | | | | | | |
| UPIN: PFL0003358 | FDOT Item No.: | 2 | 2 | 2021 | \$2,700,000 | \$0 | \$0 |
| Install VASI System | | | | | | | |
| UPIN: PFL0008819 | FDOT Item No.: | 4 | | 2021 | \$150,000 | \$0 | \$0 |
| Yearly Total | 2021 | | | | \$3,030,000 | \$20,000 | \$5,000 |
| Land Acquisition | | | | | | | |
| UPIN: PFL0008818 | FDOT Item No.: | 5 | 5 | 2022 | \$1,125,000 | \$0 | \$0 |
| Airport Master Plan Update | | | | | | | |
| UPIN: PFL0010198 | FDOT Item No.: | 3 | 4 | 2022 | \$0 | \$10,000 | \$10,000 |
| Reconstruct and widen Runway 15/33 | | | | | | | |
| UPIN: PFL0003358 | FDOT Item No.: | 2 | 2 | 2022 | \$0 | \$150,000 | \$150,000 |
| Install VASI System | | | | | | | |
| UPIN: PFL0008819 | FDOT Item No.: | 4 | | 2022 | \$0 | \$8,250 | \$8,250 |
| Yearly Total | 2022 | | | | \$1,125,000 | \$168,250 | \$168,250 |

2/7/2022

AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

Page 1 of 1

| 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 |
| | | | | | \$237,330 | | |
| Wildlife Hazard Site Study | | | | | | | |
| UPIN: | PFL0013247 | FDOT Item No.: | | 2021 | \$0 | \$20,000 | \$5,000 |
| | | | | | \$25,000 | | |
| Rehabilitate Runway 18/36 | | | | | | | |
| UPIN: | PFL0009405 | FDOT Item No.: | | 2021 | \$0 | \$5,280,000 | \$1,320,000 |
| | | | | | \$6,600,000 | | |
| Construct Extension of Taxiway C | | | | | | | |
| UPIN: | PFL0003510 | FDOT Item No.: | 3 | 2021 | \$0 | \$111,850 | \$111,850 |
| | | | | | \$223,700 | | |
| Yearly Total | 2021 | | | | \$237,330 | \$5,411,850 | \$1,436,850 |
| | | | | | \$7,086,030 | | |
| Design, Permit, Construct Aircraft Storage Hangars | | | | | | | |
| UPIN: | PFL0008323 | FDOT Item No.: | | 2022 | \$0 | \$1,200,000 | \$300,000 |
| | | | | | \$1,500,000 | | |
| Design, Permit & Bid Perimeter Road & Taxiway A Modifications | | | | | | | |
| UPIN: | PFL0012380 | FDOT Item No.: | 446359 1 | 2022 | \$0 | \$13,185 | \$13,185 |
| | | | | | \$26,370 | | |
| Construct Perimeter Road & Taxiway A Modifications | | | | | | | |
| UPIN: | PFL0012381 | FDOT Item No.: | | 2022 | \$900,000 | \$0 | \$0 |
| | | | | | \$900,000 | | |
| Yearly Total | 2022 | | | | \$900,000 | \$1,213,185 | \$313,185 |
| | | | | | \$2,426,370 | | |

2/7/2022

AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

Page 1 of 1

| 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 |
| 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 |

2/7/2022

AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

Page 1 of 4

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

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 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 (FPID No.) | Limits From | Limits To | Description | TIP Funding 2023-25 [YOE] | Plan Period 1 (TIP): 2023-2025 | | | 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 [4425192] | E of Collier Blvd (SR 953) | Collier/Lee County Line | New 4-Lane Express (Toll) Lanes (10-Lanes) | \$0.03 | 0.02 | | | | | | 63.25 | | | | 165.63 | | \$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 3-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 | | | | | | | | | | 89.91 | \$49.91 |
| 52 | SR 29 [4175404] | Agriculture Way | CR 846 E | Widen from 2-Lanes to 4-Lanes | \$0.30 | 0.30 | | | | | | | 5.63 | | | 23.32 | | \$28.95 |
| 53 | SR 29 (SEGMENT D) [4175403] | Sunniland Nursery Rd | Agriculture Way | Widen from 2-Lanes to 4-Lanes | \$0.50 | 0.50 | | | | | | | 2.38 | | | | | \$2.38 |
| 54 | SR 29 (SEGMENT E) [4175402] | Oil Well Rd | Sunniland Nursery Rd | Widen from 2-Lanes to 4-Lanes | \$8.33 | 8.33 | | | | | | | 4.55 | | | | | \$4.55 |
| | | | | Totals | \$17.47 | \$10.70 | \$8.18 | \$0.00 | \$0.00 | \$0.00 | \$30.36 | \$67.58 | \$12.55 | \$0.00 | \$0.00 | \$145.43 | \$73.22 | \$329.14 |
| | | | | | | | \$18.88 | | | | 30.36 | | 80.13 | | | 218.65 | | |
| PRE-ENG | PRE-ENG includes PO&E and Design | | | | | | | | | | | | | | | | | |
| POC | 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 (POC 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 | Wendert's Bch Rd | Randall Blvd | Widen from 2-Lanes to 4-Lanes | \$32.80 | | | | | \$5.59 | \$2.58 | \$38.21 | | | | | | | \$43.27 | | \$43.27 | | | County |
| 23 | I-75 (SR-93) Interchange (new) | Golden Gate Pkwy | | Interchange improvement | \$9.59 | | | | | \$0.58 | | \$12.58 | | | | | | | \$12.81 | | | \$0.58 | \$12.24 | OA |
| 25 | I-75 (SR-93) | Immokalee Rd | | Interchange improvement (DDI proposed) | \$9.59 | | | | | \$0.58 | | \$12.58 | | | | | | | \$12.81 | | | \$0.58 | \$12.24 | OA |
| 37 | Oil Well Road / CR 958 (SR 44) | Everglades Blvd | Oil Well Grade Rd | Widen from 2-Lanes to 6-Lanes | \$36.78 | \$1.81 | \$0.91 | | \$0.00 | \$4.73 | | \$42.15 | | | | | | | \$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 | \$15.41 | | | | | | | \$17.01 | | | \$0.83 | \$16.38 | OA |
| 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 | \$4.66 | \$18.53 | | | | | | | \$41.90 | | | \$3.91 | \$37.98 | OA |
| 66 | Immokalee Rd | Livingston Rd | | Major Intersection improvement | \$24.50 | | | | | | | \$26.82 | | | | | | | \$26.82 | | \$26.82 | | | County |
| 78 | Golden Gate Pkwy (Interchange) | Livingston Rd | | Major Intersection improvement | \$24.50 | | | | | \$5.83 | | \$26.82 | | | | | | | \$32.45 | | \$32.45 | | | County |
| 111 | US 41 | Immokalee Rd | | Intersection innovation Improvements | \$17.50 | | | | | \$3.13 | | \$28.12 | | | | | | | \$23.24 | | | \$3.13 | \$20.12 | OA |
| PLAN PERIOD 3 CONSTRUCTION FUNDED PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | |
| 39 | Old US 41 | US 41 | Lee/Collier County Line | Widen from 2-Lanes to 4-Lanes | \$22.59 | | | | | \$3.89 | \$1.70 | | | | | \$30.08 | | | \$35.61 | | | \$3.89 | \$31.70 | OA |
| 42 | Randall Blvd | 20th St NE | Everglades Blvd | Widen from 2-Lanes to 6-Lanes | \$51.57 | | | | | \$7.29 | \$5.35 | | | | | \$43.04 | | | \$77.67 | | \$77.67 | | | County |
| 59 | US 41 | Collier Blvd | | Major Intersection improvement | \$17.25 | | | | | \$2.81 | | | | | | \$23.66 | | | \$26.47 | | | \$2.81 | \$23.66 | OA |
| 60 | US 41 (SR 90) (Tamiami Trail E) | Immokalee Rd | Old US 41 | Further Study Required (Complete Streets Study for TSM&D improvements) | \$17.25 | | | | | \$0.46 | | | \$2.80 | | | \$23.66 | | | \$26.12 | | | \$2.46 | \$23.66 | OA |
| 90 | Pine Ridge Rd | Jagan Blvd | Collier Blvd | Widen from 4-Lanes to 6-Lanes | \$21.72 | | | | | \$1.89 | | | | \$4.52 | \$25.08 | | | | \$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 S&S) | Total S&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 | Beverlyades Blvd | Randall Blvd | South of Old Well Rd | Widen from 2-Lanes to 4-Lanes | \$16.42 | | | | | | | | \$3.00 | \$1.53 | | | | | \$26.89 | \$29.18 | | \$29.18 | | | County |
| 22 | I-75 (SR-93) Interchange (New) | Minority of Beverlyades Blvd | | New Interchange | \$42.26 | | | | \$3.76 | | | | \$5.30 | \$6.33 | | | | | \$15.69 | \$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 | | | | | | | | | | | \$9.77 | \$9.68 | \$8.86 | \$7.20 | | \$7.20 | | | County | |
| 36 | Jogan Blvd | Pine Ridge Rd | Vanderbilt Beach Rd | Widen from 2-Lanes to 4-Lanes | \$22.23 | | | | \$3.40 | | | | | \$9.16 | | | | \$32.31 | \$38.87 | | \$38.87 | | | County | |
| 63 | Westcott Street Ext. | Little League Rd | West of Carson Rd | New 2-Lane Road | \$3.01 | | | | | | | | \$9.11 | | | | \$9.99 | \$4.48 | \$5.51 | | \$5.51 | | | County | |
| 65 | Wilson Blvd | Seena Ave. | Golden Gate Blvd | New 2-Lane Road (Expandable to 4-Lane) | \$36.15 | | | | | | | | \$8.81 | \$4.23 | | | | \$50.39 | \$63.35 | | \$63.35 | | | County | |
| 97 | Immokalee Rd (Intersection) | Jogan Blvd | | Major Intersection Improvement | \$11.50 | | | | | | | | \$2.12 | | | | | \$18.54 | \$20.67 | | \$20.67 | | | County | |
| 99 | Vanderbilt Beach Rd (Intersection) | Jogan Blvd | | Minor Intersection Improvement | \$11.50 | | | | | | | | \$3.12 | | | | | \$18.51 | \$20.67 | | \$20.67 | | | County | |
| 101 | Pine Ridge Rd | Goodlette-Frank Rd | | Minor Intersection Improvement | \$5.75 | | | | | | | | | | | \$1.20 | | \$8.38 | \$10.48 | | \$10.48 | | | County | |
| C1 | Connector Roadway from I-75 Interchange (New) | Golden Gate Blvd | Vanderbilt Beach Rd | 4-Lane Connector Roadway from New Interchange (Specific Location TBD During Interchange PO&E Study) | \$17.57 | | | | | \$9.46 | | | \$1.80 | \$1.62 | | | | \$26.59 | \$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 PO&E Study) | \$80.59 | | | | | \$2.00 | | | \$13.38 | \$7.41 | | | | \$138.92 | \$142.70 | | | \$15.28 | \$127.43 | OA | |

PRE-ENG includes PO&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 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 | | | | | | |
| 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. | Oli Well Rd | New 2-Lane Road Expandable to 4- | \$37.31 | | | | | | | | | | \$7.70 | \$4.00 | | \$11.74 | | \$11.74 | | | County | |
| 30 | Immokalee Rd (CI 846) | Camp Kells Rd | Bastis Ave | Further Study Required (Immokalee Rd Planning Study) | \$2.00 | | | | | \$2.00 | | | | | | | | | \$2.00 | | \$2.00 | | | County |
| 33 | Little League Rd Ext. | SR 92 | Westlone St. | New 2-Lane Road | \$40.99 | | | | | | | | | | | \$8.48 | \$7.88 | | \$15.81 | | \$15.81 | | | County |
| 41A | Randell Blvd (Plover) [60147] | Immokalee Rd | | Ultimate Intersection improvement: Overpass | \$35.66 | \$9.75 | \$0.00 | | \$4.00 | | | | | | | \$9.46 | | | \$9.46 | | \$9.46 | \$0.00 | | OA |
| 55 | SR 94 (Devils Blvd) | Airport Pulling Rd | Santa Barbara Blvd | Widen from 4-Lanes to 6-Lanes | \$40.26 | | | | | | | | \$9.94 | | | \$9.01 | | \$45.88 | \$55.83 | | \$9.95 | \$45.88 | | OA |
| 62B | Vanderbilt Beach Rd Ext. | Everglades Blvd | Big Cypress Pkwy | New 2-Lane Road Expandable to 4 | \$41.17 | | | | | | | | | | | \$8.35 | \$18.07 | | \$24.46 | | \$24.46 | | | County |
| 69 | Everglades Blvd | Oli Well Rd / CR 853 | Immokalee Rd | Widen 2 to 4 Lanes | \$72.75 | | | | | \$3.12 | \$5.00 | | | | | | | | \$8.12 | | \$8.12 | | | County |
| 74 | Immokalee Rd (CI 846) Intersection | Wilson Blvd | | Major Intersection improvement | \$17.25 | | | | | | | | | | | \$6.00 | | | \$6.00 | | \$6.00 | \$0.00 | | OA |
| 93 | Immokalee Rd | 43rd Ave/Shady Hollow Blvd E | North of 47th Ave. Rd | Widen from 2-Lanes to 4-Lanes | \$9.79 | | | | | | | | | | | \$2.35 | \$0.48 | | \$2.74 | | \$2.74 | | | County |
| 94 | Rural Village Blvd | Immokalee Rd | Immokalee Rd | New 4-Lane Road | \$23.41 | | | | | | | | | | | \$5.84 | \$3.96 | | \$8.80 | | \$8.80 | | | County |
| 98 | Vanderbilt Beach Rd | Livingston Rd | | Minor Intersection improvement | \$21.50 | | | | | | | | | | | \$2.40 | | | \$2.40 | | \$2.40 | | | County |
| 102 | US 41 (SR 90) (Tamiami Trail E) | Vanderbilt Beach Rd | | Major Intersection improvement | \$2.50 | | | | | | | | | | | \$4.90 | | | \$4.90 | | \$4.90 | \$0.00 | | OA |
| 103 | US 41 (SR 90) (Tamiami Trail E) | Pine Ridge Rd | | Major Intersection improvement | \$2.50 | | | | | | | | | | | \$4.90 | | | \$4.90 | | \$4.90 | \$0.00 | | OA |
| 104 | US 41 (SR 90) (Tamiami Trail E) [4464511] | Golden Gate Pkwy | | Major Intersection improvement | \$3.50 | \$0.50 | \$9.37 | \$0.35 | | | | | | | | \$4.40 | | | \$4.40 | | \$4.40 | \$0.00 | | OA |

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* | \$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 |

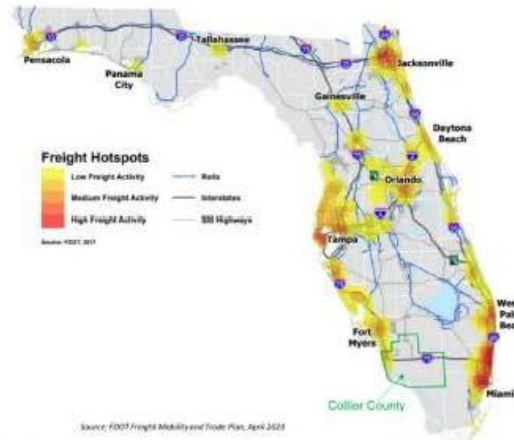
* FY 2020/21 through FY 2024/25 TIP Amendment – FTA Grant Award (5339B Funding)

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

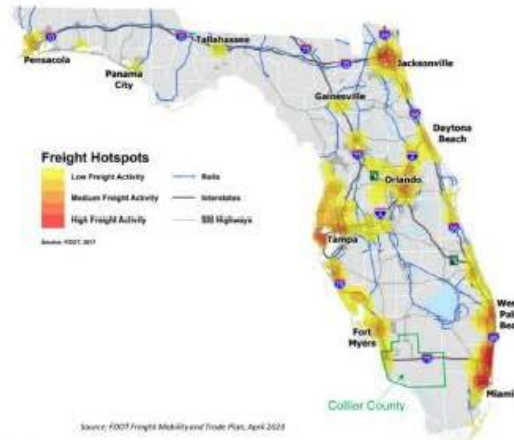
| Airport | Funding Source | 2020-2024 | 2026-2030 | 2031-2035 | 2036-2045 | TOTAL |
|---|------------------|--------------|--------------|--------------|--------------|--------------|
| Collier County Airport Authority | | | | | | |
| Immokalee Regional Airport | FAA, FDOT, Local | | \$8,400,000 | \$15,000,000 | \$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 | PROGRA M 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> |
|-------------|-------------|--------------------|----------------|-----------------|
|-------------|-------------|--------------------|----------------|-----------------|

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 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

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 | LRTP 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

Date: _____

By: _____

Council Member Paul Perry
Collier MPO Chair

Date: _____

Approved as to form and legality

Scott R. Teach, Deputy County Attorney

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