



COLLIER METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FY2023 - FY2027

Pending Adoption: June 10, 2022



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COLLIER METROPOLITAN PLANNING ORGANIZATION

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MPO RESOLUTION #2022-05
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)

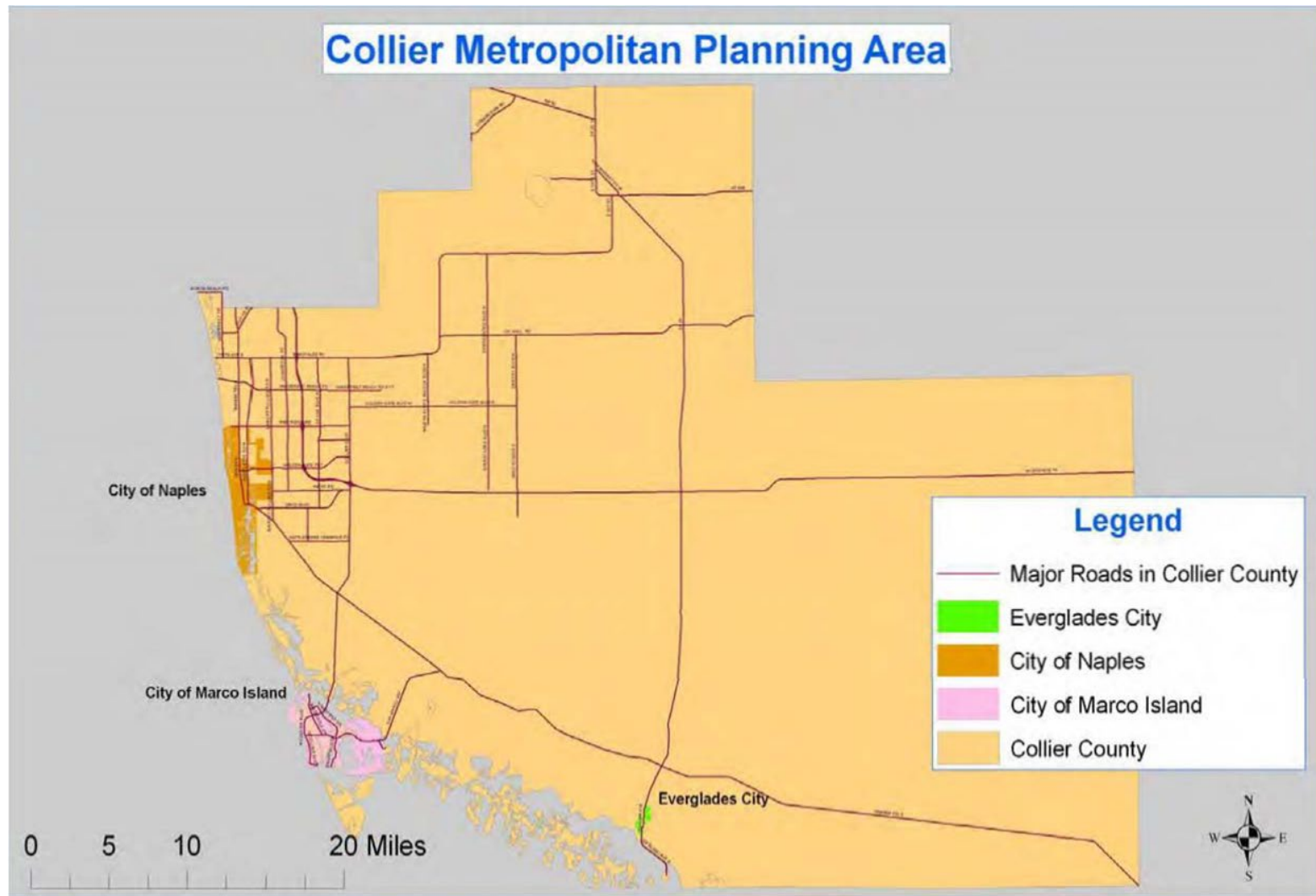
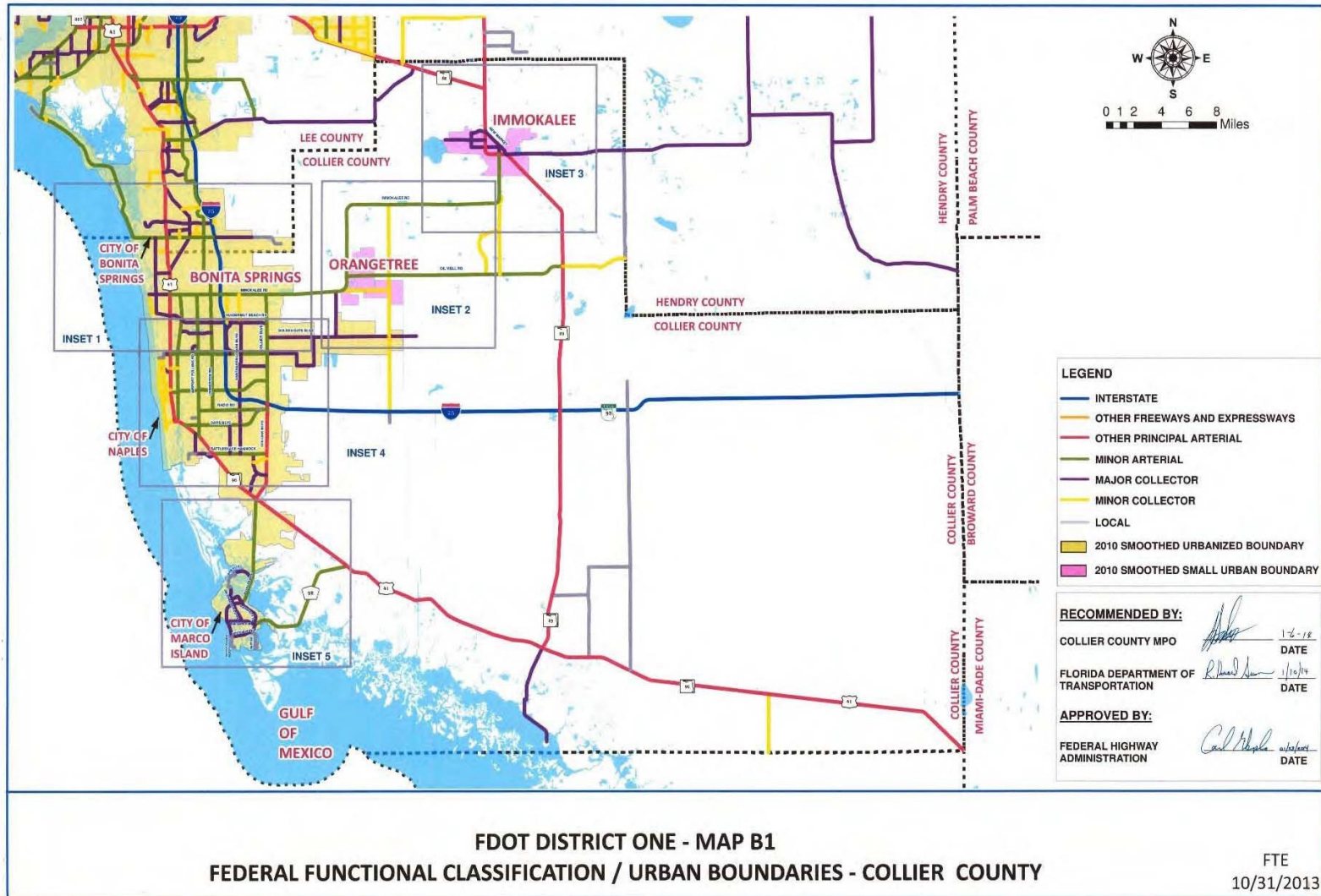


Figure 2: Bonita Springs – Naples Urbanized Area Map



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 guidance from federal and state governments before they are put into effect.¹⁵

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 are shown in Appendix G – Fiscal Constraint.

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

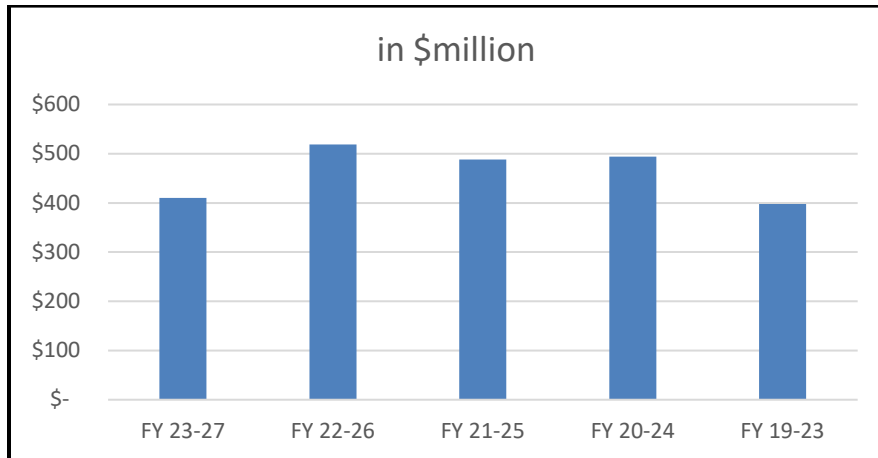
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for the motorized and 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 as shown in the FDOT Fiscal Year (FY) 2023- 2027 Work Program approved by the State Legislature. 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

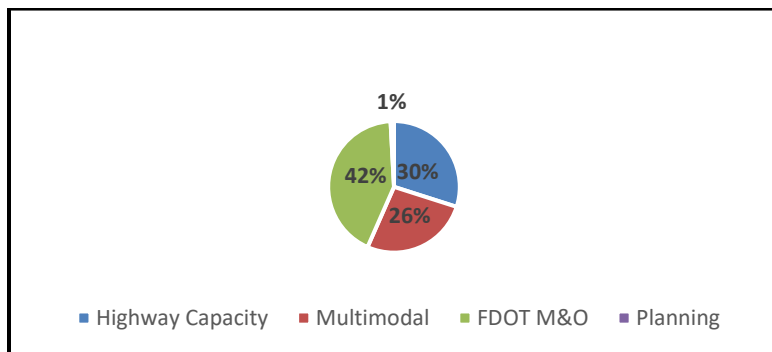
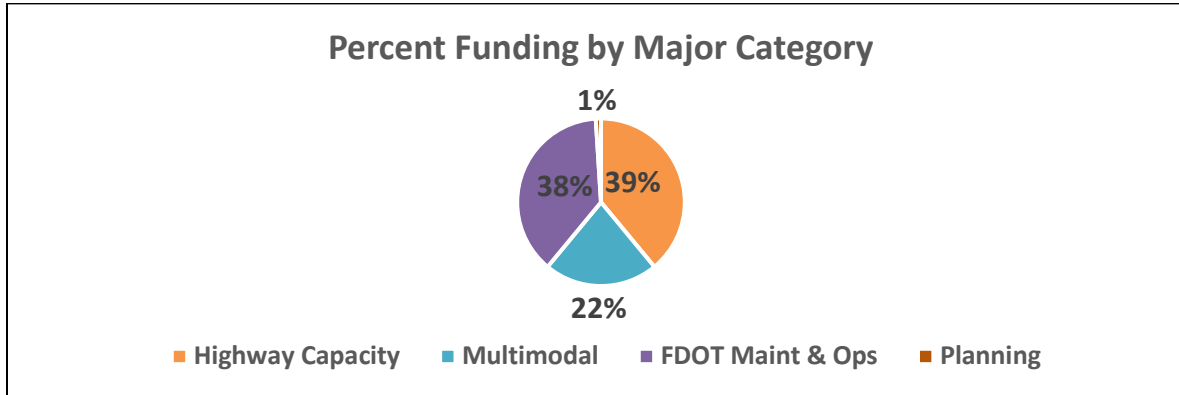


Figure 5: Percent Funding by Major Category FY 22-26



Resurfacing projects are shown in Figure 6 by Fiscal Year.

Figure 6: Map Showing Resurfacing Projects by Fiscal Year

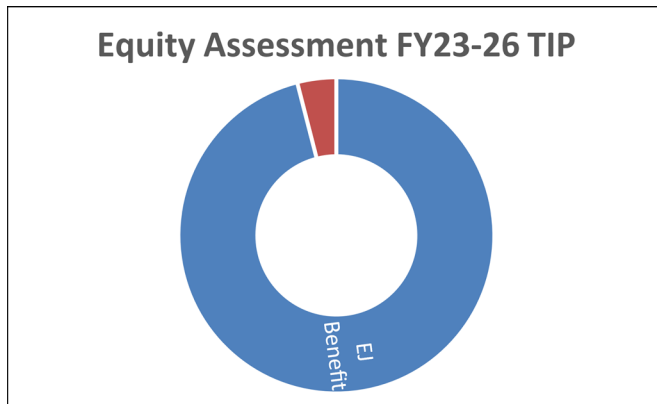
Resurfacing Projects			
FPN	Roadway	FY	Jurisdiction
4415611	US 41 Whistler's Cove to SR 951	23	BCC - D1
4440083	I-75 (Alligator Alley)	23	BCC - D1 & 5
4496681	CR 846 (Tradeport Pkwy)	23	BCC - D5
4415121	US 41 Dunruss Crk-Gulf Park Dr	24	BCC - D2
4475561	I-75 SR 951 to Lee County Line	24	BCC - D3, 4, 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.

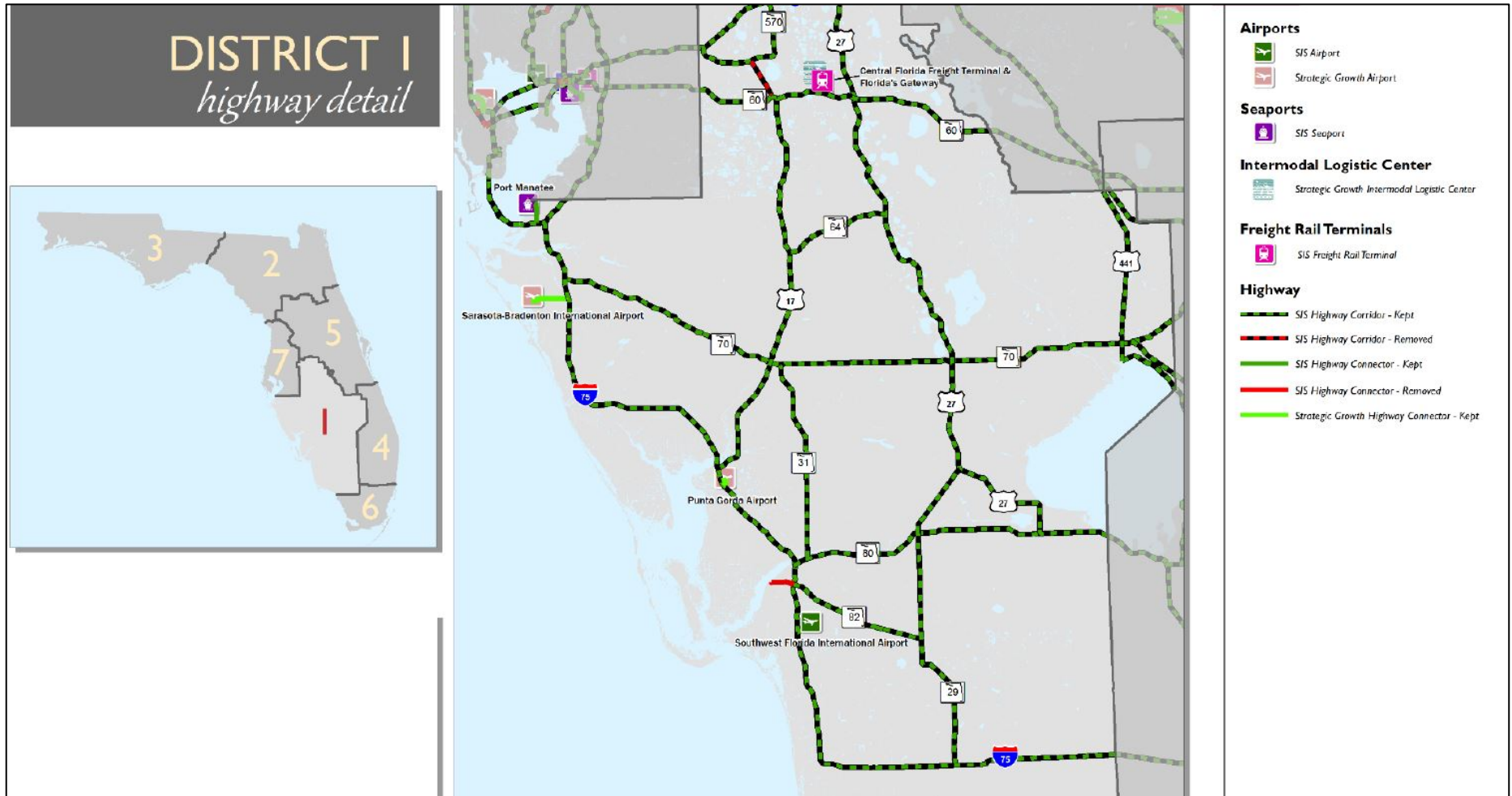
State (FDOT)

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 8 on the following page, 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.

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.

Figure 8: SIS System



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 up to a 50% local match. Projects funded with federal aid that are off-system - off the state highway system (SHS) - also require up to 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.

PROJECT PRIORITY AND PROJECT SELECTION PROCESSES

The method to select projects for inclusion in the TIP depends on whether the metropolitan area has a population of 200,000 or greater. Metropolitan areas with populations greater than 200,000 are called Transportation Management Areas (TMA). The Collier MPO is a TMA. In a TMA, the MPO selects many of the Title 23 and FTA funded projects for implementation in consultation with FDOT and local transit operators. Projects on the National Highway System (NHS) and projects funded under the bridge maintenance and interstate maintenance programs are selected by FDOT in cooperation with the MPO. Federal Lands Highway Program projects are selected by the respective federal agency in cooperation with FDOT and the MPO [23 C.F.R. 450.332(c)]. FDOT coordinates with the MPO to ensure that projects are also consistent with MPO priorities.

Federal and State transportation programs help the Collier MPO complete transportation projects which are divided into several categories including: Highway Capacity Enhancement, Safety, Bridge, Congestion Management, Bicycle and Pedestrian, FDOT Maintenance and Operations, Transportation Planning, Transit, Transportation Disadvantaged and Aviation. Many of these projects require multiple phases which must be completed sequentially. Project phases may

include: Project Development & Environment studies (PD&E), Preliminary Engineering (PE), Right-of-Way acquisition (ROW), Railroads and Utilities (RRU) and Construction (CST). Some phases may require multi-year efforts to complete, therefore it is often necessary to prioritize only one or two phases of a project within a TIP with the next phase(s) being included in subsequent TIPs.

All projects in the TIP must be consistent with the Collier MPO 2045 Long Range Transportation Plan (LRTP) approved on December 11, 2020. Projects were included in the LRTP based on their potential to improve the safety and/or performance of a facility; increase capacity or relieve congestion; and preserve existing transportation investments. TIP projects are also consistent, to the extent feasible, with the Capital Improvement Programs and Comprehensive Plans of Collier County, the City of Naples, the City of Marco Island, and the City of Everglades as well as the Master Plans of the Collier County Airport Authority and the Naples Airport Authority. With minor exceptions, projects in the TIP must also be included in the FDOT Five-Year Work Program (WP) and the State Transportation Improvement Program (STIP).

The MPO's 2021 Transportation Project Priorities, for inclusion in the FY2023 – FY2027 TIP, were adopted by the MPO Board on June 11, 2021. The MPO and FDOT annually update the TIP, FDOT Work Program (WP) and STIP by adding a "new fifth year" which maintains the programs as rolling five-year programs. FDOT coordinates this process with the MPO to ensure that projects are consistent with MPO priorities. Each year, the MPO prioritizes projects derived from its adopted LRTP and based on the MPO's annual allocation of SU funds, State Transportation Trust Funds and other funding programs. The MPO's LOPP is formally reviewed by the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle and Pedestrian Advisory Committee (BPAC), and Congestion Management Committee (CMC), and is approved by the MPO Board before being transmitted to FDOT for funding consideration. (See Appendix H for a description of the criteria used for project prioritization.) The LOPP includes Highway, Bicycle/Pedestrian, Congestion Management, Safety, Bridge, Transit and Planning projects which are illustrated on the following pages. All projects funded through the FDOT Work Program are included in Part I of this TIP. Table 2 shows the general timeframe for the MPO's establishment of project priorities and the development of the FY2021 – FY2025 TIP.

Safety has always been an important part of the MPO's project prioritization process. Safety criteria are included in the prioritization process for bicycle and pedestrian, congestion management and bridge priorities. Highway and SIS priorities are generated by the Long Range Transportation Plan which emphasizes safety. As the MPO develops new lists of project priorities, the new federal performance measures will be incorporated into the criteria.

Table 2: General Timeframe for FY2023-2027 TIP Process

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

2021 HIGHWAY (& FREIGHT) PRIORITIES

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

Table 3: Highway (& Freight) Priorities

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

2020 BRIDGE PRIORITIES

Bridge related priorities are consistent with the 2045 LRTP. The 2020 Bridge Priorities (Table 4) were approved by the MPO Board on June 12, 2020 and forwarded to FDOT for consideration of future funding.

Table 4 – 2020 Bridge Priorities (2018 & 2019 priorities w/ funding status updated*)

Rank	Location	Cost Estimate	Status
1	16th Street NE, south of 10th Ave NE	\$8,000,000	CST \$4.9 m SU/CM CST FY22 FY21-25 TIP
2	47th Avenue NE, west of Everglades Boulevard	\$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 and submitted to FDOT for consideration of future funding.

Table 5 – 2021 Transit Priorities

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

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 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

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.

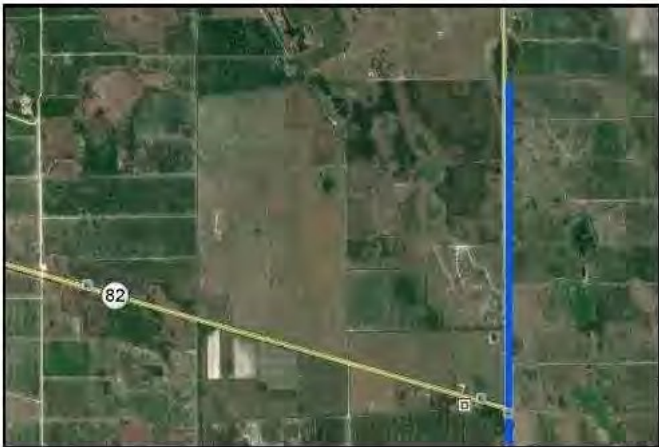
Projects often require multiple phases which may include any or all of the following: Project Development and Environment (PD&E), Design (PE), Environment (ENV), Right of Way acquisition (ROW), Railroad and Utilities (RRU), Construction (CST), Operations (OPS), Capital (CAP). Large projects are sometimes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

PART I: PROJECT SHEETS FROM FDOT'S FIVE-YEAR WORK PROGRAM FY 2023-2027

SECTION A: HIGHWAY CAPACITY ENHANCEMENT PROJECTS

COLLIER MPO FY 2023 - 27 TIP

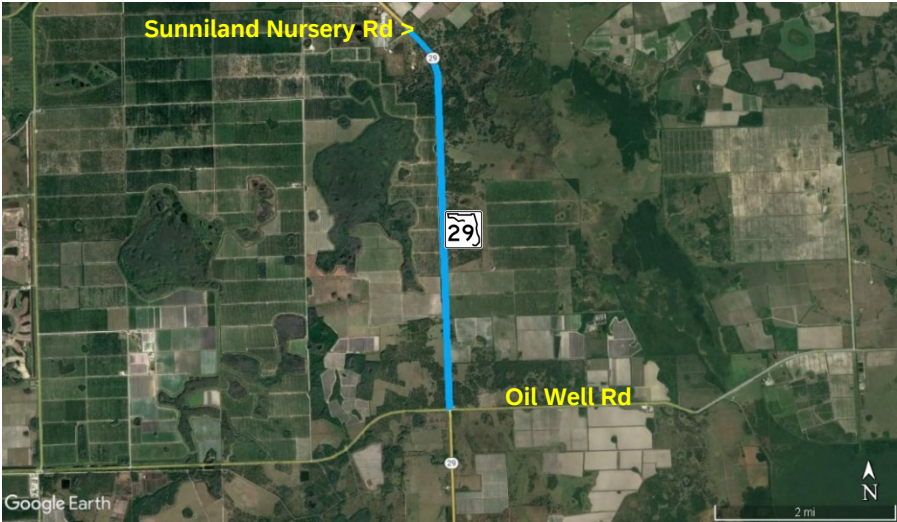
4175402 **SR 29 FROM OIL WELL ROAD TO SUNNILAND NURSERY ROAD** **SIS**

Project Description: Widen from 2 lanes to 4, segment of larger project Prior Years Cost: 258,212

Work Summary: ADD LANES & RECONSTRUCT Future Years Cost: 0

Lead Agency: FDOT **Length:** 4.762 **2045 LRTP:** p6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PE	ACNP	0	1,300,000	0	0	0	1,300,000
PE	DI	0	6,140,000	0	0	0	6,140,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	7,440,000	0	0	0	7,440,000



COLLIER MPO FY 2023 - 27 TIP

4175405 **SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD W** **SIS**

Project Description: Immokalee Bypass, Freight Priority Prior Years Cost: 6,050,576

Work Summary: NEW ROAD CONSTRUCTION Future Years Cost: 0

Lead Agency: FDOT **Length:** 3.484 **2045 LRTP:** p6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
ROW	ACNP	0	855,791	5,708,149	0	0	6,563,940
ENV	DS	0	250,000	0	0	0	250,000
ENV	TALT	0	0	60,000	0	0	60,000
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	1,105,791	5,768,149	0	0	6,873,940



COLLIER MPO FY 2023 - 27 TIP

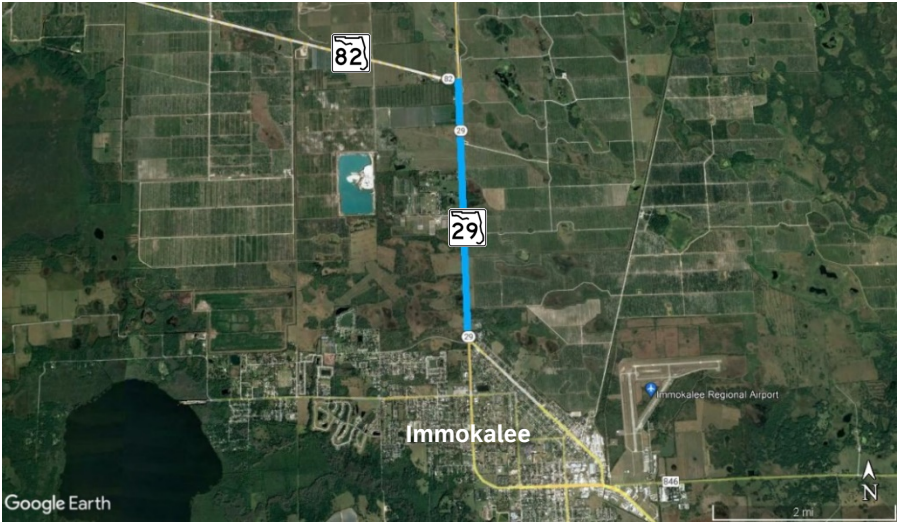
4175406 **SR 29 FROM N OF NEW MARKET RD TO SR 82** **SIS**

Project Description: Widen from 2 to 4 lanes (one segment of larger project) Freight Priority Prior Years Cost: 40,396,898

Work Summary: ADD LANES & RECONSTRUCT Future Years Cost: 0

Lead Agency: FDOT **Length:** 1.005 **2045 LRTP:** p6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	ACNP	0	0	0	0	4,079,987	4,079,987
CST	DI	0	0	0	0	29,672,381	29,672,381
ENV	TALT	380,000	0	0	300,000	0	680,000
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		380,000	0	0	300,000	33,752,368	34,432,368



COLLIER MPO FY 2023 - 27 TIP

4178784 **SR 29 FROM SR 82 TO HENDRY C/L** **SIS**

Project Description: Widen from 2 to 4 lanes (segment of larger project) Prior Years Cost: 45,340

Work Summary: ADD LANES & RECONSTRUCT Future Years Cost: 0

Lead Agency: FDOT **Length:** 1.869 **2045 LRTP:** p6-2, Table 6-2

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
ENV	ACNP	50,000	0	0	0	0	50,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		50,000	0	0	0	0	50,000



COLLIER MPO FY 2023 - 27 TIP

4351112 **SR 951 (Collier Blvd) FROM MANATEE RD TO N OF TOWER RD**

Project Description: **PLACE HOLDER**

Prior Years Cost: 7,040,242

Work Summary: ADD LANES & REHABILITATE PVMNT

Future Years Cost:

Total Project Cost: - -

Lead Agency: FDOT

Length:

2045 LRTP: P6 2, Table 6 1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	0	0	0	0



COLLIER MPO FY 2023 - 27 TIP

4404411 AIRPORT PULLING RD FROM VANDERBILT RD TO IMMOKALEE RD

Project Description:

Prior Years Cost: 0

Future Years Cost: 0

Work Summary: ADD THRU LANE(S)

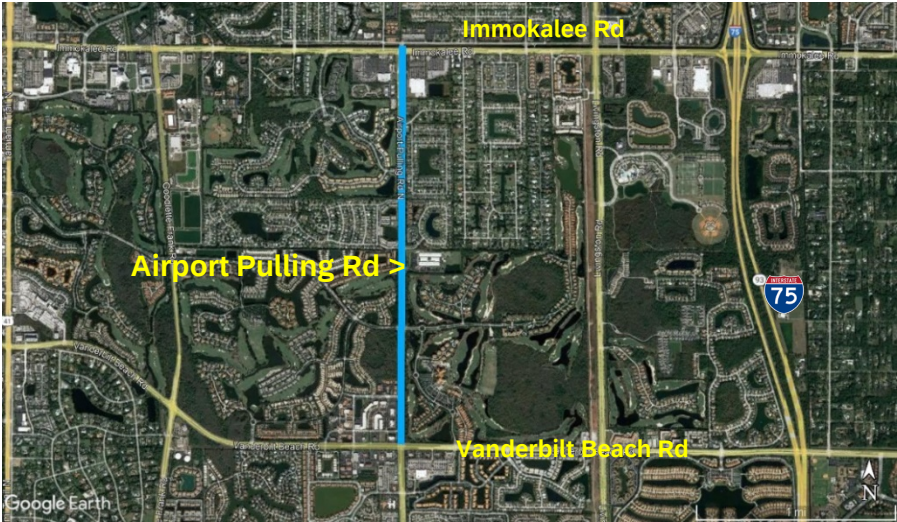
Total Project Cost: 9,856,200

Lead Agency: COLLIER COUNTY

Length: 1.97

2045 LRTP: P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PDE	TLWR	4,928,100	0	0	0	0	4,928,100
CST	LF	4,928,100	0	0	0	0	4,928,100
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		9,856,200	0	0	0	0	9,856,200



COLLIER MPO FY 2023 - 27 TIP

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

Project Description:

Prior Years Cost: 0

Future Years Cost: 7,709,830

Total Project Cost: 8,428,876

Work Summary: ADD LANES & RECONSTRUCT

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

2045 LRTP: P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	LF	0	719,046	0	0	0	719,046
CST	TRIP	0	0	0	0	0	0
CST	TRWR	0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	719,046	0	0	0	719,046



COLLIER MPO FY 2023 - 27 TIP

4463411 **GOODLETTE FRANK RD FROM VANDERBILT RD TO IMMOKALEE RD**

Project Description:

Prior Years Cost: 0

Future Years Cost: 0

Work Summary: ADD LANES & RECONSTRUCT

Total Project Cost: 5,500,000

Lead Agency: COLLIER COUNTY

Length: 1.757

2045 LRTP: P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	LF	0	0	2,750,000	0	0	2,750,000
CST	TRIP	0	0	386,136	0	0	386,136
CST	TRWR	0	0	2,363,864	0	0	2,363,864
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	5,500,000	0	0	5,500,000



COLLIER MPO FY 2023 - 27 TIP

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

Project Description:

Prior Years Cost: 0
 Future Years Cost: 0
 Total Project Cost: 3,200,000

Work Summary: WIDEN/RESURFACE EXIST LANES

Lead Agency: COLLIER COUNTY **Length:** 2.04

2045 LRTP: P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PE	CIGP	0	1,600,000	0	0	0	1,600,000
PE	LF	0	1,600,000	0	0	0	1,600,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	3,200,000	0	0	0	3,200,000



SECTION B: SAFETY PROJECTS

COLLIER MPO FY 2023 - 27 TIP

4414801 EDEN PARK ELEMENTARY MOVED FROM BIKE & PED

Project Description: SOUTH SIDE OF CARSON RD FROM WESTCLOX TO CARSON LAKES CIR 6' SW Prior Years Cost: 258,212

Work Summary: SIDEWALK Future Years Cost: 0

Lead Agency: COLLIER COUNTY Length: 0.75 **2045 LRTP:** P6-2, Table 6-1

Total Project Cost: 921,545

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	SR2T	663,333	0	0	0	0	663,333
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		663,333	0	0	0	0	663,333



COLLIER MPO FY 2023 - 27 TIP

4462521 SCHOOL FLASHER COLLIER COUNTY ITS

Project Description:	COLLIER COUNTY TSMCA	Prior Years Cost:	0
		Future Years Cost:	0
Work Summary:	ITS SURVEILLANCE SYSTEM	Total Project Cost:	457,500

Lead Agency:	COLLIER COUNTY	Length:	0	2045 LRTP:	P6-2, Table 6-1
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Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	SU	457,500	0	0	0	0	457,500
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		457,500	0	0	0	0	457,500



COLLIER MPO FY 2023 - 27 TIP

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

Project Description: MPO Safety Priority 2019 (Phase 1 Project #4453231 FY21-25 TIP) Prior Years Cost: 1,478,586

Work Summary: WIDEN/RESURFACE EXIST LANES Future Years Cost: 0

Lead Agency: COLLIER COUNTY **Length:** 1.005 **2045 LRTP:** P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	SU	0	1,321,000	0	0	0	1,321,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	1,321,000	0	0	0	1,321,000



COLLIER MPO FY 2023 - 27 TIP

4465501 SHADOWLAWN ELEMENTARY - SRTS

Project Description: Linwood Ave: Airport Road to Commercial Drive

Prior Years Cost: 45,340

Future Years Cost: 0

Total Project Cost: 907,799

Work Summary: SIDEWALK

Lead Agency: COLLIER COUNTY

Length: 0.51

2045 LRTP: P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PE	SR2T	90,943	0	0	0	0	90,943
CST	SR2T	0	0	771,516	0	0	771,516
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		90,943	0	771,516	0	0	862,459



COLLIER MPO FY 2023 - 27 TIP

4494841 LAVERN GAYNOR ELEMENTARY SCHOOL - SAFE ROUTES TO SCHOOL

Project Description:

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 1,036,169

Work Summary: SIDEWALK

Lead Agency: COLLIER COUNTY

Length: 0

2045 LRTP: P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PE	SR2T	0	0	185,673	0	0	185,673
CST	SR2T	0	0	0	0	850,496	850,496
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	185,673	0	850,496	1,036,169



SECTION C: BRIDGE PROJECTS

COLLIER MPO FY 2023 - 27 TIP

4350431 COLLIER COUNTY SCOUR COUNTERMEASURE AT VARIOUS LOCATIONS

Project Description: COLLIER COUNTY TSMCA Prior Years Cost: 27,399
Work Summary: BRIDGE-REPAIR/REHABILITATION Future Years Cost: 0
Total Project Cost: 1,964,584
Lead Agency: FDOT **Length:** 29.362 **2045 LRTP:** P6-18

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PE	BRRP	0	200,000	0	0	0	200,000
CST	BRRP	0	0	1,731,755	0	0	1,731,755
CST	DIH	0	0	5,430	0	0	5,430
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	200,000	1,737,185	0	0	1,937,185



COLLIER MPO FY 2023 - 27 TIP

4441851 CR 846 OVER DRAINAGE CANAL

Project Description:

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 2,459,296

Work Summary: BRIDGE REPLACEMENT

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

2045 LRTP: P6-18

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
LAR	ACBR	0	0	2,459,296	0	0	2,459,296
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	2,459,296	0	0	2,459,296



Section D: CONGESTION MANAGEMENT PROJECTS

COLLIER MPO FY 2023 - 27 TIP

4051061 COLLIER MPO IDENTIFIED OPERATIONAL IMPROVEMENTS FUNDING

Project Description: MPO SU FUNDS HELD FOR COST OVER-RUNS, FUTURE PROGRAMMING Prior Years Cost: NA

Future Years Cost: NA

Work Summary: TRAFFIC OPS IMPROVEMENT Total Project Cost: NA

Lead Agency: COLLIER MPO **Length:** NA **2045 LRTP:** P6-17, Table 6-8

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	GFSU	740,315	0	0	0	0	
CST	SU	59,145	0	0	133,310	134,604	
Total		799,460	0	0	133,310	134,604	0



COLLIER MPO FY 2023 - 27 TIP

4126661 **COLLIER COUNTY TSMCA**

Project Description:

Work Summary: TRAFFIC CONTROL DEVICES/SYSTEM

Lead Agency: COLLIER COUNTY

Length: 3.484

Prior Years Cost: 0
 Future Years Cost: 0
 Total Project Cost: 1,645,425

2045 LRTP: P6-18

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
OPS	DDR	0	360,203	371,009	389,559	0	1,120,771
OPS	DITS	327,295	0	0	0	197,359	524,654
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		327,295	360,203	371,009	389,559	197,359	1,645,425



COLLIER MPO FY 2023 - 27 TIP

4136271 **CITY OF NAPLES TSMCA**

Project Description:

Work Summary: TRAFFIC CONTROL DEVICES/SYSTEM

Lead Agency: NAPLES **Length:** 1.005

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
OPS	DDR	47,765	143,013	147,303	154,668	0	492,749
OPS	DITS	61,884	0	0	0	0	61,884
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		109,649	143,013	147,303	154,668	0	554,633

Prior Years Cost: 226,000
 Future Years Cost: 0
 Total Project Cost: 780,633

2045 LRTP: P6-18



COLLIER MPO FY 2023 - 27 TIP

4371031 COLLIER TMC OPS FUND COUNTY WIDE

Project Description:

Prior Years Cost: 45,340

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: OTHER ITS

Lead Agency: COLLIER COUNTY

Length: 0.001

2045 LRTP: P6-18

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
OPS	DDR	79,500	79,500	79,500	79,500	0	318,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		79,500	79,500	79,500	79,500	0	318,000



COLLIER MPO FY 2023 - 27 TIP

4371041 NAPLES TMC OPERATIONS FUNDING CITY WIDE

Project Description:

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: OTHER ITS

Lead Agency: NAPLES **Length:** 0

2045 LRTP: P6-18

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
OPS	DDR	28,500	28,500	28,500	28,500	0	114,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		28,500	28,500	28,500	28,500	0	114,000



COLLIER MPO FY 2023 - 27 TIP

4379251 SIGNAL TIMING COUNTY ROADS AT VARIOUS LOCATIONS

Project Description: CMC PRIORITY 2015-03

Prior Years Cost: 0

Work Summary: TRAFFIC SIGNAL UPDATE

Future Years Cost: 0

Total Project Cost: 452,561

Lead Agency: COLLIER COUNTY

Length: 0.001

2045 LRTP: P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	CM	0	0	0	452,561	0	452,561
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	0	452,561	0	452,561



COLLIER MPO FY 2023 - 27 TIP

4404351 COLLIER COUNTY TRAFFIC SIGNAL TIMING OPTIMIZATION AT VARIOUS LOCATIONS

Project Description: CMC PRIORITY 2016-02

Prior Years Cost:
 Future Years Cost:
 Total Project Cost: 50,000

Work Summary: TRAFFIC SIGNAL UPDATE

Lead Agency: COLLIER COUNTY **Length:** 0

2045 LRTP: P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	SU	50,000	0	0	0	0	50,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		50,000	0	0	0	0	50,000



COLLIER MPO FY 2023 - 27 TIP

4462501 FIBER OPTIC & FPL

Project Description: FIBER OPTIC & POWER INFRASTRUCTURE 18 LOCATIONS - CMC PRIORITY 2019-02 Prior Years Cost: 0

Future Years Cost: 0

Work Summary: ITS COMMUNICATION SYSTEM Total Project Cost: 1,100,000

Lead Agency: COLLIER COUNTY **Length:** 0 **2045 LRTP:** P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PDE	TLWR	0	0	1,100,000	0	0	1,100,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	1,100,000	0	0	1,100,000



COLLIER MPO FY 2023 - 27 TIP

4462511 TRAVEL TIME DATA COLLIER COUNTY ITS

Project Description:	CMC PRIORITY 2019-03		Prior Years Cost:	0
Work Summary:	ITS COMMUNICATION SYSTEM		Future Years Cost:	0
			Total Project Cost:	701,000
Lead Agency:	COLLIER COUNTY	Length:	2045 LRTP:	P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	SA	0	0	136,981	0	0	136,981
CST	SU	0	0	564,019	0	0	564,019
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	701,000	0	0	701,000



COLLIER MPO FY 2023 - 27 TIP

4462531 BICYCLE DETECTION CITY OF NAPLES ITS

Project Description: CMC PRIORITY 2019-08

Prior Years Cost: 0

Work Summary: ITS SURVEILLANCE SYSTEM

Future Years Cost: 0

Total Project Cost: 67,429

Lead Agency: NAPLES

Length: 0

2045 LRTP: P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	SU	0	67,429	0	0	0	67,429
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	67,429	0	0	0	67,429

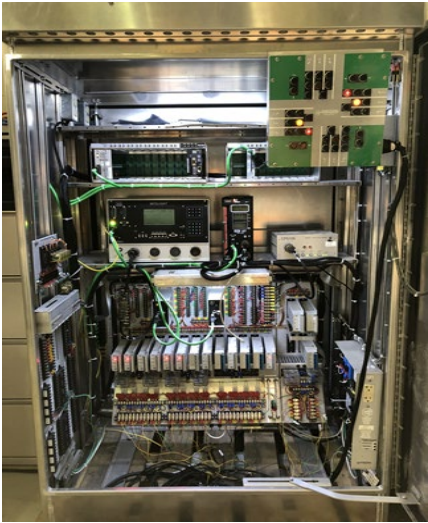


COLLIER MPO FY 2023 - 27 TIP

4462541 VEHICLE COUNT STATION COLLIER COUNTY ITS

Project Description:	CMC PRIORITY 2019-07	Prior Years Cost:	0
		Future Years Cost:	0
Work Summary:	TRAFFIC CONTROL DEVICES/SYSTEM	Total Project Cost:	312,562
Lead Agency:	COLLIER COUNTY	Length:	0
		2045 LRTP:	P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	SU	0	0	312,562	0	0	312,562
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	312,562	0	0	312,562



COLLIER MPO FY 2023 - 27 TIP

4463171 HARBOUR ROUNDABOUT FROM CRAYTON RD TO HARBOUR DR

Project Description: CMC PRIORITY 2019-01 Prior Years Cost: 0
Work Summary: ROUNDABOUT Future Years Cost: 0
Total Project Cost: 892,211

Lead Agency: NAPLES **Length:** 0.033 **2045 LRTP:** P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	SU	0	892,211	0	0	0	892,211
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	892,211	0	0	0	892,211



COLLIER MPO FY 2023 - 27 TIP

4463172 MOORING ROUNDABOUT FROM CRAYTON RD TO MOORLING LINE DR

Project Description: CMC PRIORITY 2019-04

Prior Years Cost: 0

Future Years Cost: 0

Work Summary: ROUNDABOUT

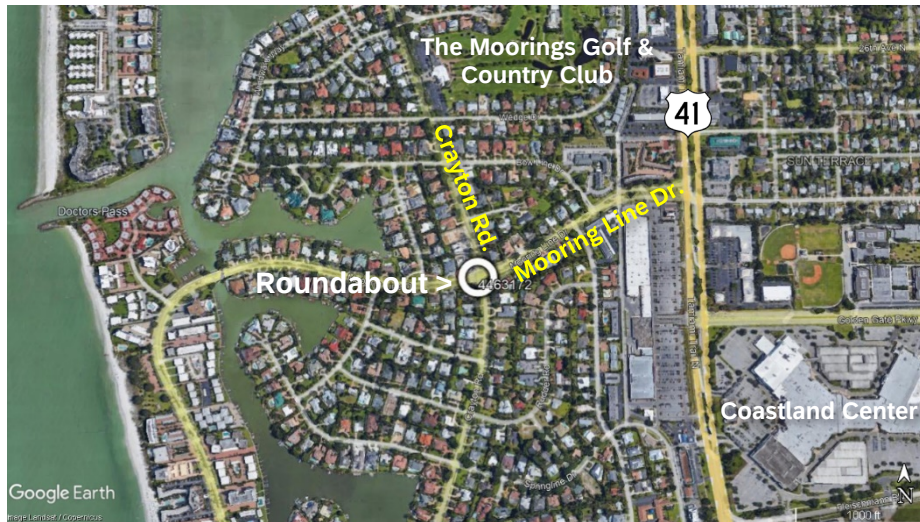
Total Project Cost: 852,533

Lead Agency: CITY OF NAPLES

Length: 0

2045 LRTP: P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PE	SU	0	0	126,000	0	0	126,000
CST	SU	0	0	0	726,533	0	726,533
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	126,000	726,533	0	852,533



COLLIER MPO FY 2023 - 27 TIP

4463421 TRAFFIC CONTROL DEVICES/SYSTEM

Project Description: CMC PRIORITY 2019-09 - 13 Intersections on Santa Barbara & Golden Gate Pkwy

Prior Years Cost: 0

Future Years Cost: 0

Work Summary: TRAFFIC CONTROL DEVICES/SYSTEM

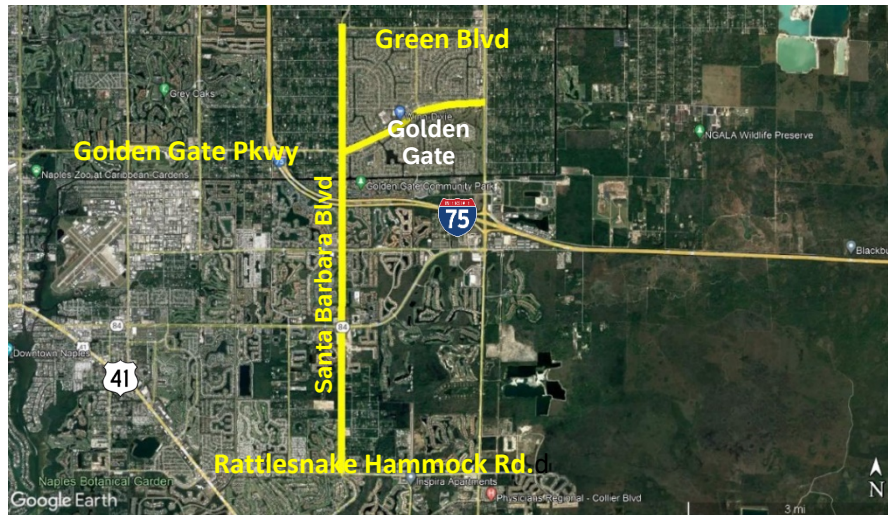
Total Project Cost: 894,000

Lead Agency: COLLIER COUNTY

Length: 0.1

2045 LRTP: P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PE	SU	0	116,000	0	0	0	116,000
CST	SU	0	0	778,000	0	0	778,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	116,000	778,000	0	0	894,000



COLLIER MPO FY 2023 - 27 TIP

4464511 US 41 AND GOLDEN GATE AT US 41 AND GOLDEN GATE PKWY

Project Description: CMC PRIORITY 2019-05

Prior Years Cost: 0

Future Years Cost: 0

Work Summary: INTERSECTION IMPROVEMENT

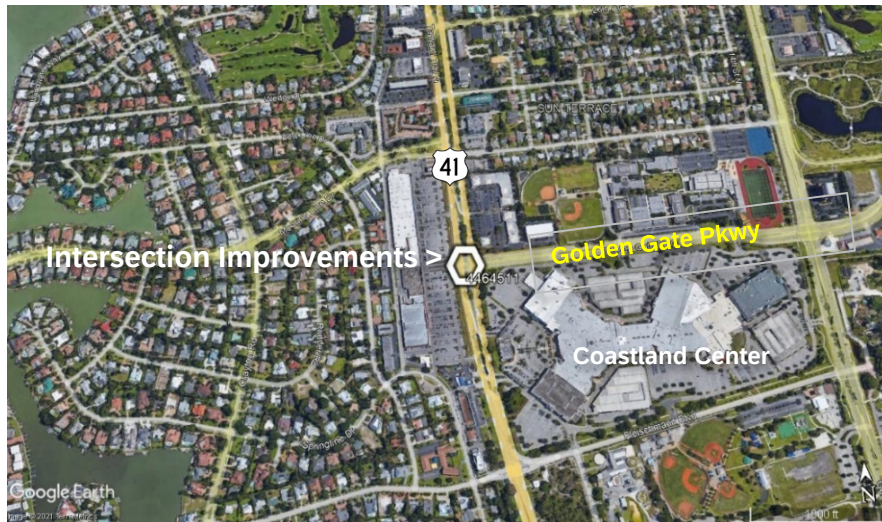
Total Project Cost: 1,666,884

Lead Agency: FDOT

Length: 0.006

2045 LRTP: P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PE	DIH	5,000	0	0	0	0	5,000
PE	SU	265,000	0	0	0	0	265,000
ROW	SU	0	0	211,008	0	0	211,008
CST	SU	0	0	0	0	1,185,876	1,185,876
		0	0	0	0	0	0
Total		270,000	0	211,008	0	1,185,876	1,666,884



SECTION E: BICYCLE AND PEDESTRIAN PROJECTS

COLLIER MPO FY 2023 - 27 TIP

4380912 COUNTY BARN ROAD FROM RATTLESNAKE HAMMOCK TO SR 84 (DAVIS BLVD) (Formerly project 4380311)

Project Description: BPAC PRIORITY 2013-2017

Prior Years Cost: 258,212

Future Years Cost:

Work Summary: BIKE PATH/TRAIL

Total Project Cost: 2,137,588

Lead Agency: COLLIER COUNTY

Length: 2.045

2045 LRTP: P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	ACSU	957,568	0	0	0	0	957,568
CST	SU	551,219	0	0	0	0	551,219
CST	TALU	370,589	0	0	0	0	370,589
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		1,879,376	0	0	0	0	1,879,376



COLLIER MPO FY 2023 - 27 TIP

4380922 **CR 901/VANDERBILT DR FROM VANDERBILT BEACH RD TO 109TH AVENUE N** (Formerly project 4380921)

Project Description: COLLIER COUNTY TSMCA

Prior Years Cost: 151,000

Future Years Cost: 0

Total Project Cost: 860,075

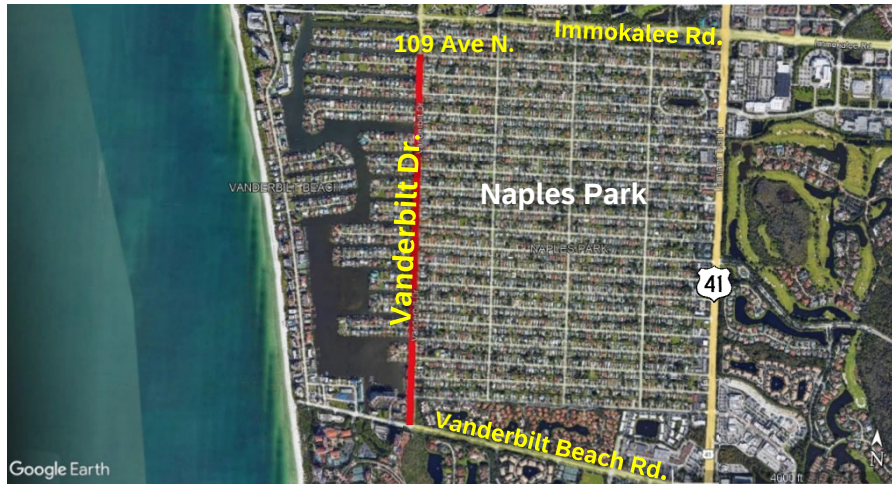
Work Summary: SIDEWALK

Lead Agency: COLLIER COUNTY

Length: 1.214

2045 LRTP: P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	SU	706,568	0	0	0	0	706,568
CST	TALU	2,507	0	0	0	0	2,507
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		709,075	0	0	0	0	709,075



COLLIER MPO FY 2023 - 27 TIP

4380932

GREEN BLVD FROM SANTA BARBARA BLVD TO SUNSHINE BLVD

(Formerly project 4380931)

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

Prior Years Cost: 226,000

Work Summary: BIKE LANE/SIDEWALK

Future Years Cost:

Total Project Cost: 1,310,670

Lead Agency: COLLIER COUNTY

Length: 1.005

2045 LRTP: P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	SU	1,084,670	0	0	0	0	1,084,670
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		1,084,670	0	0	0	0	1,084,670



COLLIER MPO FY 2023 - 27 TIP

4404361 ORCHID DRIVE SIDEWALK AND BIKE LANE CONNECTION

Revised Project Name

Revised Termini /Map Pending

Project Description: BPAC PRIORITY 2015 & 2016-08

Prior Years Cost: 45,340

Work Summary: BIKE LANE/SIDEWALK

Future Years Cost:

Total Project Cost: 394,747

Lead Agency: NAPLES **Length:** 1.127

2045 LRTP: P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	SU	0	0	0	0	349,407	349,407
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	0	0	349,407	349,407



COLLIER MPO FY 2023 - 27 TIP

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

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

Prior Years Cost: 300,156

Future Years Cost: 0

Total Project Cost: 2,280,905

Work Summary: BIKE LANE/SIDEWALK

Lead Agency: NAPLES **Length:** 2.537

2045 LRTP: P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	CM	0	993,193	0	0	0	993,193
CST	DS	0	35,617	0	0	0	35,617
CST	SU	0	30,342	0	0	0	30,342
CST	TALT	0	549,759	0	0	0	549,759
CST	TALU	0	371,838	0	0	0	371,838
Total		0	1,980,749	0	0	0	1,980,749



COLLIER MPO FY 2023 - 27 TIP

4433753 COLLIER COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES

Project Description: BPAC PRIORITY 2017-13, 16-13, 15-03; 5' BIKE LANES

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 800,460

Work Summary: SIDEWALK

Lead Agency: COLLIER COUNTY

Length: 0.936

2045 LRTP: P6-17, Table 6-8

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	SU	0	0	800,460	0	0	800,460
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	800,460	0	0	800,460



COLLIER MPO FY 2023 - 27 TIP

4433754 COLLIER COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES

Project Description: BPAC PRIORITY 2017-13, 16-13, 15-03; 5' BIKE LANES

Prior Years Cost:

Future Years Cost:

Total Project Cost: 572,675

Work Summary: SIDEWALK

Lead Agency: COLLIER COUNTY

Length: 0.001

2045 LRTP: P6-17, Table 6-8

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	SU	0	0	572,675	0	0	572,675
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	572,675	0	0	572,675



COLLIER MPO FY 2023 - 27 TIP

4475141 LIVINGSTON FPL TRAIL EXT FROM RADIO RD TO COLLIER COUNTY LINE

Project Description: Joint Collier County/MPO SUNTrail Application 2019

Prior Years Cost:

Future Years Cost:

Work Summary: BIKE PATH/TRAIL

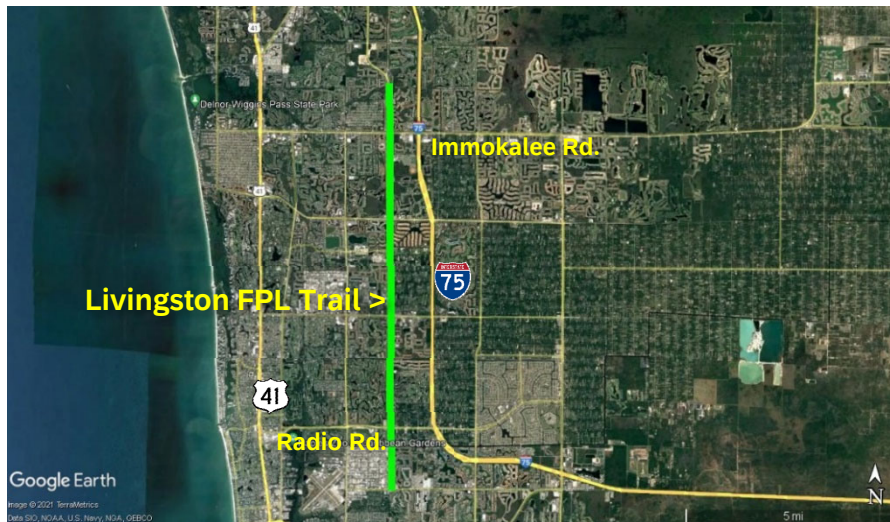
Total Project Cost: 1,100,000

Lead Agency: COLLIER COUNTY

Length:

2045 LRTP: P4-45

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PDE	TLWR	0	0	1,100,000	0	0	1,100,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	1,100,000	0	0	1,100,000



COLLIER MPO FY 2023 - 27 TIP

4480691 WIGGINS PASS SIDEWALK FROM VANDERBILT DR TO US 41

Project Description: BPAC 2020 Priority Rank 2

Prior Years Cost:

Future Years Cost:

Work Summary: SIDEWALK

Total Project Cost: 2,429,213

Lead Agency: COLLIER COUNTY

Length: 1.02

2045 LRTP: P6-17, Table 6-8

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PE	SU	0	0	320,409	0	0	320,409
CST	SU	0	0	0	0	2,108,804	2,108,804
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	320,409	0	2,108,804	2,429,213



COLLIER MPO FY 2023 - 27 TIP

4481251 IMMOKALEE CITY SIDEWALKS - VARIOUS LOCATIONS

Project Description: BPAC 2020 Priority Rank 1

Prior Years Cost: 161,097

Future Years Cost: 0

Total Project Cost: 880,143

Work Summary: SIDEWALK

Lead Agency: COLLIER COUNTY

Length: 0.501

2045 LRTP: P6-17, Table 6-8

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	SU	0	719,046	0	0	0	719,046
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	719,046	0	0	0	719,046



COLLIER MPO FY 2023 - 27 TIP

4481261 GOODLETTE-FRANK RD SIDEWALKS - VARIOUS LOCATIONS

Project Description: BPAC 2020 Priority Rank 2

Prior Years Cost:

Future Years Cost:

Work Summary: SIDEWALK

Total Project Cost: 652,006

Lead Agency: COLLIER COUNTY

Length:

2045 LRTP: P6-17, Table 6-8

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PE	SU	116,350	0	0	0	0	116,350
CST	SU	0	0	162,456	0	0	162,456
CST	TALU	0	0	373,200	0	0	373,200
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		116,350	0	535,656	0	0	652,006



COLLIER MPO FY 2023 - 27 TIP

4481271 COLLIER ALTERNATE - MULTIPLE SEGMENTS

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

Prior Years Cost: 130,000

Future Years Cost: 0

Work Summary: BIKE LANE/SIDEWALKS

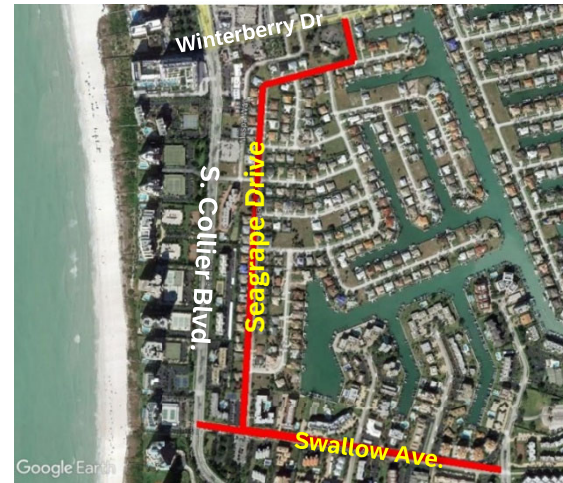
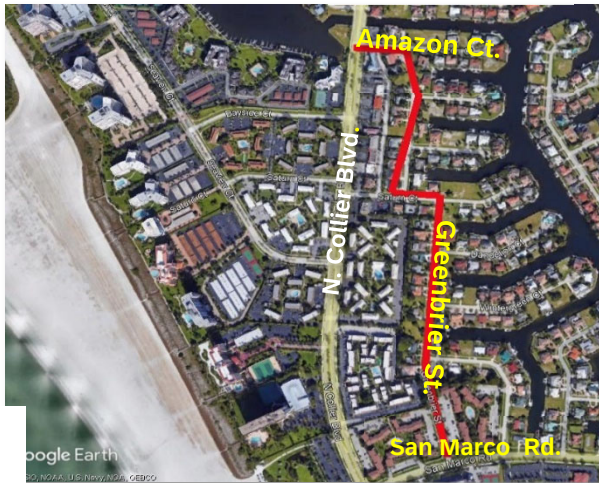
Total Project Cost: 1,173,099

Lead Agency: MARCO ISLAND

Length: 1.667

2045 LRTP: P6-17, Table 6-8

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	SU	0	1,043,099	0	0	0	1,043,099
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	1,043,099	0	0	0	1,043,099



COLLIER MPO FY 2023 - 27 TIP

4481281 PINE ST SIDEWALKS FROM BECCA AVE TO US-41

Project Description: BPAC 2020 Priority Rank 2

Prior Years Cost: 0

Future Years Cost: 0

Work Summary: SIDEWALK

Total Project Cost: 329,230

Lead Agency: CITY OF NAPLES

Length:

2045 LRTP: P6-17, Table 6-8

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PE	SU	58,719	0	0	0	0	58,719
CST	SU	0	0	270,511	0	0	270,511
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		58,719	0	270,511	0	0	329,230



COLLIER MPO FY 2023 - 27 TIP

4481291 NAPLES MANOR SIDEWALK - VARIOUS LOCATION 4 SEGMENTS

Project Description: BPAC 2020 Priority Rank 2 (Caldwell, Holland and Shultz) Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 1,663,478

Work Summary: SIDEWALK

Lead Agency: COLLIER COUNTY

Length:

2045 LRTP: P6-17, Table 6-8

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PE	SU	0	300,264	0	0	0	300,264
CST	SU	0	0	0	1,363,214	0	1,363,214
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	300,264	0	1,363,214	0	1,663,478



COLLIER MPO FY 2023 - 27 TIP

4481301 GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS

Project Description: BPAC 2020 Priority Rank 2

Prior Years Cost:
 Future Years Cost:
 Total Project Cost: 267,511

Work Summary: SIDEWALK

Lead Agency: COLLIER COUNTY

Length:

2045 LRTP: P6-17, Table 6-8

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PE	SU	0	0	0	267,511	0	267,511
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	0	267,511	0	267,511



COLLIER MPO FY 2023 - 27 TIP

4481311 **NAPLES SIDEWALKS ON 26TH AVE**

Project Description: BPAC 2020 Priority Rank 5

Prior Years Cost:

Future Years Cost:

Total Project Cost: 733,588

Work Summary: SIDEWALK

Lead Agency: COLLIER COUNTY

Length:

2045 LRTP: P6-17, Table 6-8

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PE	SU	0	55,000	0	0	0	55,000
CST	SU	0	0	0	678,588	0	678,588
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	55,000	0	678,588	0	733,588



COLLIER MPO FY 2023 - 27 TIP

4482651 PHASE 3 EVERGLADES CITY BIKE/PED MASTERPLAN

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

Prior Years Cost:

Future Years Cost:

Total Project Cost: 430,000

Work Summary: SIDEWALK

Lead Agency: FDOT

Length:

2045 LRTP: P6-17, Table 6-8

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PE	SU	0	0	0	62,328	0	62,328
PE	TALU	0	0	0	367,672	0	367,672
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	0	430,000	0	430,000



COLLIER MPO FY 2023 - 27 TIP

4493971 VANDERBILT BEACH RD FROM AIRPORT RD TO LIVINGSTON RD

Project Description: Multi-Modal Corridor Study CMC 2020 Priority Project 2

Prior Years Cost: 0

Future Years Cost: 0

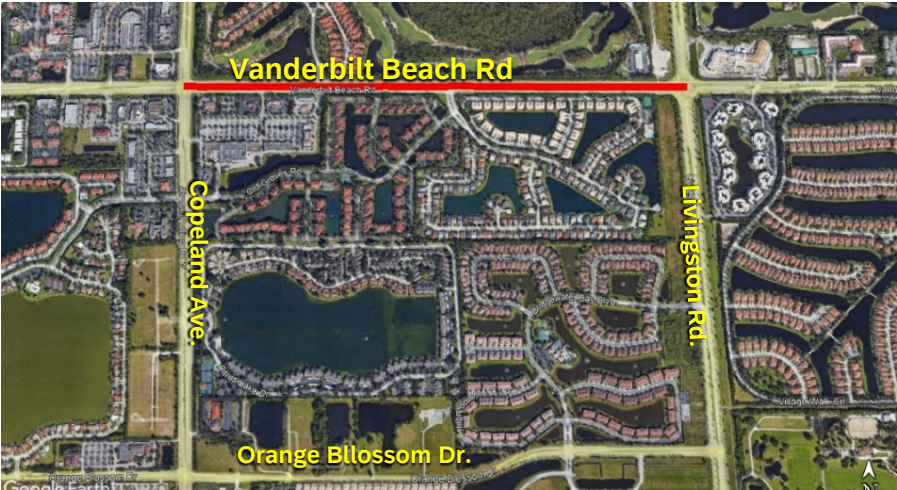
Work Summary: PRELIMINARY ENGINEERING

Total Projec 431,000 431,000

Lead Agency: COLLIER COUNTY **Length:** 1.012

2045 LRTP: P6-17, Table 6-8

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PLN	SU	0	0	0	431,000	0	431,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	0	431,000	0	431,000



COLLIER MPO FY 2023 - 27 TIP

4495141 **91ST AVE N. SIDEWALK FROM VANDERBILT DR TO US 41**

Project Description: CMC 2021 Priority Project No. 1

Prior Years Cost: 0

Future Years Cost: 0

Work Summary: SIDEWALK

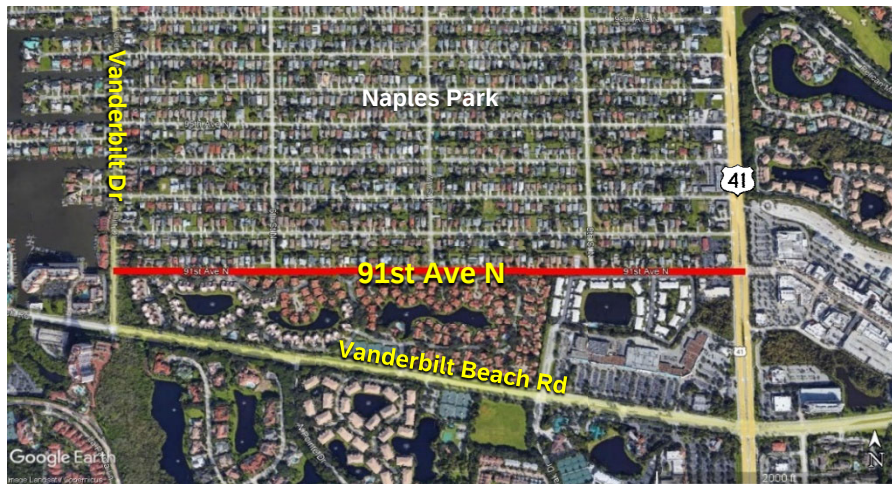
Total Project Cost: 1,137,458

Lead Agency: COLLIER COUNTY

Length: 0.99

2045 LRTP: P6-17, Table 6-8

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PE	SU	0	0	169,216	0	0	169,216
CST	SU	0	0	0	0	609,209	609,209
CST	TALU	0	0	0	0	359,033	359,033
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	169,216	0	968,242	1,137,458



SECTION F: FDOT MAINTENANCE AND OPERATIONS

COLLIER MPO FY 2023 - 27 TIP

0001511 TOLL OPERATIONS EVERGLADES PARKWAY ALLIGATOR ALLEY SIS

Project Description: Prior Years Cost: NA

Work Summary: TOLL PLAZA Future Years Cost: NA

Lead Agency: FDOT **Length:** 1 **2045 LRTP:** P6-18

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
OPS	TO02	5,385,000	5,385,000	5,325,000	4,385,000	4,385,000	24,865,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		5,385,000	5,385,000	5,325,000	4,385,000	4,385,000	24,865,000



COLLIER MPO FY 2023 - 27 TIP

4082611 COLLIER CO ROADWAY & BRIDGE MAINT INTERSTATE SYSTEM

Project Description:		Prior Years Cost:	NA
		Future Years Cost:	NA
Work Summary:	ROUTINE MAINTENANCE	Total Project Cost:	70,000
Lead Agency:	FDOT	Length:	3.484
		2045 LRTP:	P6-18

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
MNT	D	35,000	35,000	0	0	0	70,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		35,000	35,000	0	0	0	70,000



COLLIER MPO FY 2023 - 27 TIP

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

Project Description:

Work Summary: ROUTINE MAINTENANCE

Lead Agency: FDOT

Length: 0

Prior Years Cost:
Future Years Cost:
Total Project Cost:

2045 LRTP: P6-18

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
MNT	D	50,000	50,000	0	0	0	100,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		50,000	50,000	0	0	0	100,000



COLLIER MPO FY 2023 - 27 TIP

4125741 COLLIER COUNTY HIGHWAY LIGHTING

Project Description:

Work Summary: ROUTINE MAINTENANCE

Lead Agency: FDOT

Length: NA

Prior Years Cost:
Future Years Cost:
Total Project Cost:

2045 LRTP: P6-18

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
MNT	D	476,282	386,913	0	0	0	863,195
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		476,282	386,913	0	0	0	863,195



COLLIER MPO FY 2023 - 27 TIP

4129182 COLLIER COUNTY ASSET MAINTENANCE

Project Description:

Work Summary: ROUTINE MAINTENANCE

Prior Years Cost:
Future Years Cost:
Total Project Cost:

Lead Agency: FDOT

Length: 0

2045 LRTP: P6-18

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
MNT	D	2,928,898	2,928,898	2,913,898	3,083,010	200,000	12,054,704
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		2,928,898	2,928,898	2,913,898	3,083,010	200,000	12,054,704



COLLIER MPO FY 2023 - 27 TIP

4135371 NAPLES HIGHWAY LIGHTING DDR FUNDING

Project Description:

Prior Years Cost:

Work Summary: ROUTINE MAINTENANCE

Future Years Cost:

Total Project Cost:

Lead Agency: CITY OF NAPLES **Length:** 0 **2045 LRTP:** P6-18

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
MNT	D	180,198	165,567	0	0	0	345,765
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		180,198	165,567	0	0	0	345,765



COLLIER MPO FY 2023 - 27 TIP

4331733

SR 84 DAVIS BLVD FROM SANTA BARBARA BLVD TO SR 951 COLLIER BLVD

Project Description:

Prior Years Cost:

Future Years Cost:

Total Project Cost:

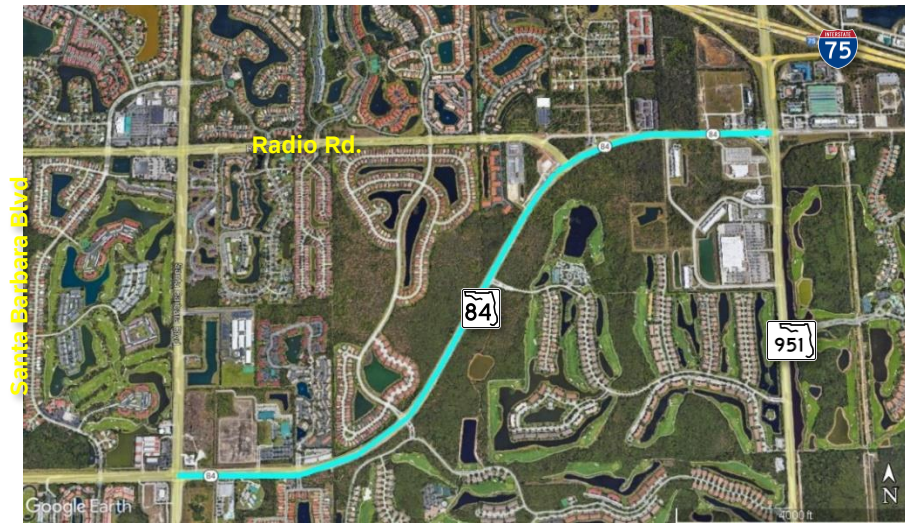
Work Summary: LANDSCAPING

Lead Agency: FDOT

Length: 2.549

2045 LRTP: P6-18

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PE	DIH	5,000	0	0	0	0	5,000
CST	DS	865,000	0	0	0	0	865,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		870,000	0	0	0	0	870,000



COLLIER MPO FY 2023 - 27 TIP

4353891 **ALLIGATOR ALLEY FIRE STATION @ MM63** **SIS**

Project Description: EMERGENCY SERVICES/FIRE STATION Prior Years Cost:

Work Summary: MISCELLANEOUS STRUCTURE Future Years Cost:
Total Project Cost: P6-18

Lead Agency: COLLIER COUNTY **Length:** 1.054 **2045 LRTP:**

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PDE	TLWR	1,400,000	1,400,000	1,100,000	1,400,000	1,400,000	6,700,000
CAP	DSB2	1,400,000	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		2,800,000	1,400,000	1,100,000	1,400,000	1,400,000	6,700,000



COLLIER MPO FY 2023 - 27 TIP

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

Project Description: ROW SURVEY FOR DRAINAGE PROJECT

Work Summary: FLEXIBLE PAVEMENT RECONSTRUCT

Lead Agency: FDOT

Length: 2.107

Prior Years Cost:

Future Years Cost:

Total Project Cost: 110,000

2045 LRTP: P6-18

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PE	DDR	110,000	0	0	0	0	110,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		110,000	0	0	0	0	110,000



COLLIER MPO FY 2023 - 27 TIP

4415121 SR 45 (US 41) FROM S OF DUNRUSS CREEK TO S OF GULF PARK DR

Project Description:

Work Summary: RESURFACING

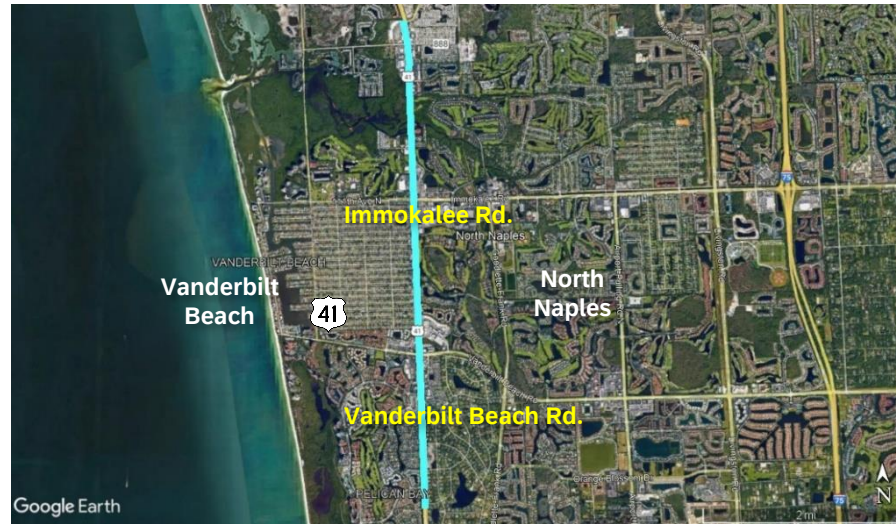
Lead Agency: FDOT

Length: 4.735

Prior Years Cost:
Future Years Cost:
Total Project Cost:

2045 LRTP: P6-18

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	DDR	0	719,046	0	0	0	719,046
CST	DIH	0	0	0	0	0	0
CST	DS	0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	719,046	0	0	0	719,046



COLLIER MPO FY 2023 - 27 TIP

4415611 SR 90 FROM WHISTLER'S COVE TO COLLIER BLVD

Project Description:

Work Summary: RESURFACING

Lead Agency: FDOT

Length: 1.405

Prior Years Cost: 133,308

Future Years Cost: 0

Total Project Cost: 4,972,116

2045 LRTP: P6-18

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	ACNR	4,424,104	0	0	0	0	4,424,104
CST	DDR	506,932	0	0	0	0	506,932
CST	DIH	41,080	0	0	0	0	41,080
CST	DS	0	0	0	0	0	0
		0	0	0	0	0	0
Total		4,972,116	0	0	0	0	4,972,116



COLLIER MPO FY 2023 - 27 TIP

4440084 I-75 (SR 93) FROM MILE POINT 33.989 TO MILE POINT 46.000 SIS

Project Description: Prior Years Cost: 0
Future Years Cost: 0
Work Summary: RESURFACING Total Project Cost: 24,682,301

Lead Agency: FDOT **Length:** 12.011 **2045 LRTP:** P6-18

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	DSB2	0	0	24,682,301	0	0	24,682,301
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	24,682,301	0	0	24,682,301

map pending from FDOT



COLLIER MPO FY 2023 - 27 TIP

4475561 I-75 (SR 93) FROM SR 951 TO LEE COUNTY LINE SIS

Project Description: Prior Years Cost:
Work Summary: RESURFACING Future Years Cost:
 Total Project Cost: 36,800,544
Lead Agency: FDOT **Length:** 13.035 **2045 LRTP:** P6-18

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	ACNP	0	36,800,544	0	0	0	36,800,544
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	36,800,544	0	0	0	36,800,544



COLLIER MPO FY 2023 - 27 TIP

4489291

SR 29 FROM N OF WAGON WHEEL RD TO S OF I-75

SIS

Project Description:

Prior Years Cost:

Future Years Cost:

Total Project Cost: 7,307,898

Work Summary:

RESURFACING

Lead Agency:

FDOT

Length:

4.203

2045 LRTP:

P6-18

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PE	DDR	1,056,491	0	0	0	0	1,056,491
PE	DIH	10,000	0	0	0	0	10,000
CST	DDR	0	0	668,141	0	0	668,141
CST	DIH	0	0	5,430	0	0	5,430
CST	SA	0	0	5,567,836	0	0	5,567,836
Total		1,066,491	0	6,241,407	0	0	7,307,898



COLLIER MPO FY 2023 - 27 TIP

4489301 SR 45 (US 41) FROM N OF THOMASSON DR TO S OF SW BLVD

Project Description:

Work Summary: RESURFACING

Lead Agency: FDOT

Length: 2.873

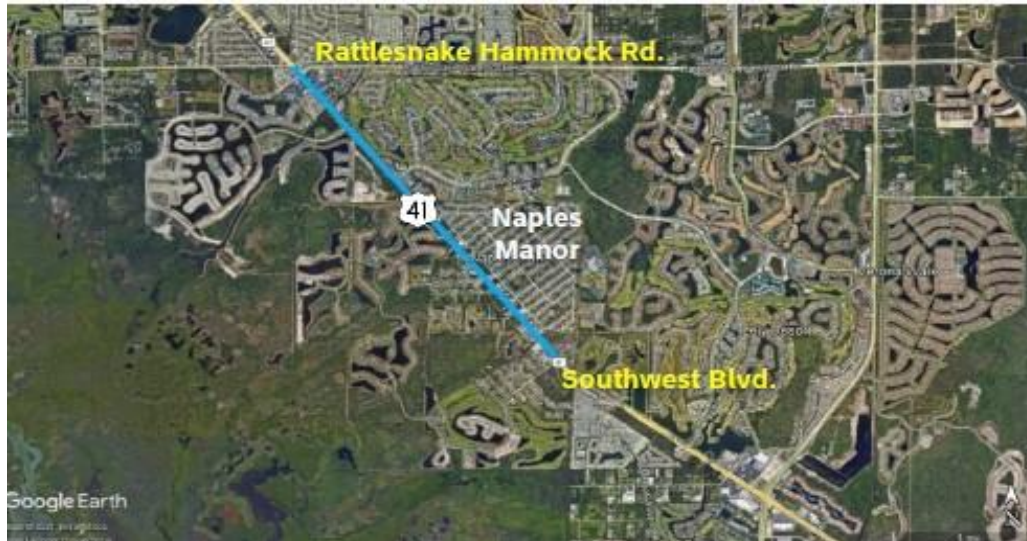
Prior Years Cost:

Future Years Cost: 0

Total Project Cost: 10,281,783

2045 LRTP: p6-18

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PE	DDR	1,270,974	0	0	0	0	1,270,974
PE	DIH	10,000	0	0	0	0	10,000
CST	ACNR	0	0	7,958,998	0	0	7958998
CST	DDR	0	0	1,036,381	0	0	1036381
CST	DIH	0	0	5,430	0	0	5430
Total		1,280,974	0	9,000,809	0	0	10,281,783



COLLIER MPO FY 2023 - 27 TIP

4491431

SR 29 NORTH OF PANTHER REFUGE

SIS

Project Description:

Prior Years Cost: 1,000,000

Future Years Cost: 0

Work Summary:

PEDESTRIAN/WILDLIFE UNDERPASS

Total Project Cost: 1,005,000

Lead Agency:

FDOT

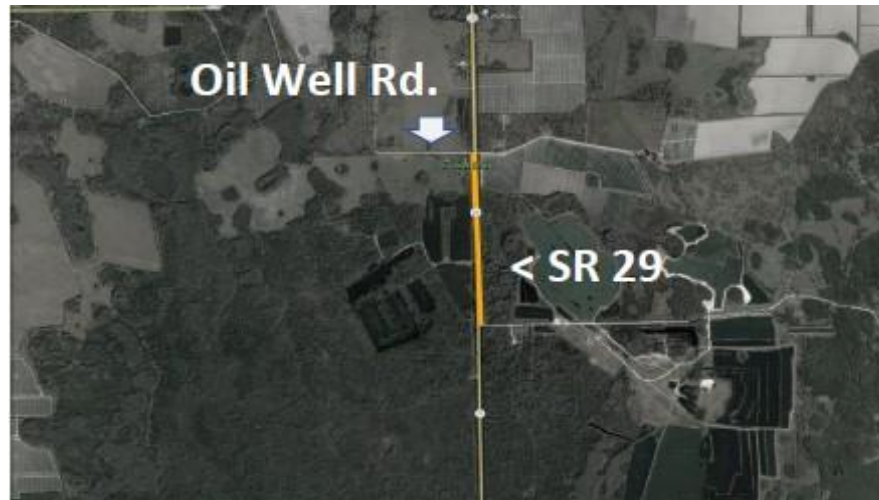
Length:

1.52

2045 LRTP:

p6-18

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PE	DIH	5,000	0	0	0	0	5,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		5,000	0	0	0	0	5,000



COLLIER MPO FY 2023 - 27 TIP

4496681 IMMOKALEE COMMUNITY - FROM E OF MAIN ST (SR 29) TO E OF TRADEPORT PKWY

Project Description:

Work Summary: RESURFACING

Lead Agency: FDOT

Length: 1.01

Prior Years Cost:

Future Years Cost: 0

Total Project Cost: 998,719

2045 LRTP: p6-18

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	LF	180,097	0	0	0	0	180,097
CST	SCRC	818,622	0	0	0	0	818,622
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		998,719	0	0	0	0	998,719



SECTION G: TRANSPORTATION PLANNING PROJECTS

COLLIER MPO FY 2023 - 27 TIP

4393144 **COLLIER COUNTY MPO FY 2022/2023-2023/2024 UPWP**

Project Description: UPWP

Prior Years Cost: NA

Future Years Cost: NA

Work Summary: TRANSPORTATION PLANNING

Total Project Cost: NA

Lead Agency: MPO

Length: NA

2045 LRTP: P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PLN	PL	855,793	780,431	0	0	0	1,636,224
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		855,793	780,431	0	0	0	1,636,224



COLLIER MPO FY 2023 - 27 TIP

4393146

COLLIER COUNTY MPO FY 2026/2027-2027/2028 UPWP

SIS

Project Description: UPWP

Prior Years Cost: NA

Future Years Cost: NA

Total Project Cost: NA

Work Summary: TRANSPORTATION PLANNING

Lead Agency: MPO

Length: NA

2045 LRTP: P6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
PLN	PL	0	0	0	0	799,388	799,388
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	0	0	799,388	799,388



SECTION H: TRANSIT PROJECTS

COLLIER MPO FY 2023 - 27 TIP

4101201 COLLIER COUNTY FTA SECTION 5311 OPERATING ASSISTANCE

Project Description: RURAL & SMALL AREAS PARATRANSIT OPERATING & ADMIN ASST

Prior Years Cost: NA

Future Years Cost: NA

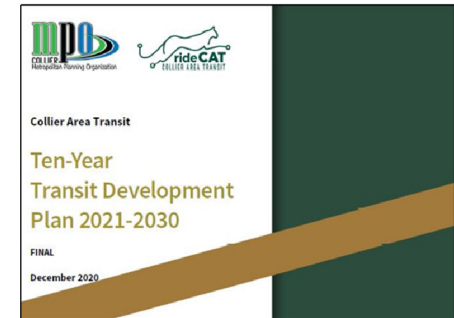
Total Project Cost: NA

Work Summary: OPERATING/FIXED ROUTE

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

2045 LRTP: p5-3, Table 5-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
OPS	DU	404,525	379,787	484,276	581,826	657,432	2,507,846
OPS	LF	404,525	379,787	484,276	581,826	657,432	2,507,846
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		809,050	759,574	968,552	1,163,652	1,314,864	5,015,692



COLLIER MPO FY 2023 - 27 TIP

4101391 COLLIER COUNTY STATE TRANSIT BLOCK GRANT OPERATING ASSISTANCE

Project Description: COLLIER COUNTY TSMCA

Prior Years Cost: N/A

Work Summary: OPERATING/ADMIN. ASSISTANCE

Future Years Cost: N/A

Total Project Cost: N/A

Lead Agency: COLLIER COUNTY

Length: 3

2045 LRTP: p5-3, Table 5-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
OPS	DDR	896,534	0	0	1,256,532	1,301,549	3,454,615
OPS	DPTO	259,876	1,184,401	1,219,934	0	0	2,664,211
OPS	DS	0	0	0	0	0	0
OPS	LF	1,156,410	1,184,401	1,219,934	1,256,532	1,301,549	6,118,826
		0	0	0	0	0	0
Total		2,312,820	2,368,802	2,439,868	2,513,064	2,603,098	12,237,652



COLLIER MPO FY 2023 - 27 TIP

4101461 COLLIER COUNTY FTA SECTION 5307 CAPITAL ASSISTANCE

Project Description:

Prior Years Cost: 226,000

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: CAPITAL FOR FIXED ROUTE

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

2045 LRTP: p5-3, Table 5-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CAP	FTA	3,418,565	3,760,421	4,136,463	4,550,109	4,741,514	20,607,072
CAP	LF	854,641	940,105	1,034,116	1,137,527	1,185,379	5,151,768
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		4,273,206	4,700,526	5,170,579	5,687,636	5,926,893	25,758,840



COLLIER MPO FY 2023 - 27 TIP

4101462 COLLIER COUNTY FTA SECTION 5307 OPERATING ASSISTANCE

Project Description: FIXED ROUTE OPERATING ASSISTANCE

Prior Years Cost: N/A

Work Summary: OPERATING FOR FIXED ROUTE

Future Years Cost: N/A

Total Project Cost: N/A

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

2045 LRTP: p5-3, Table 5-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
OPS	FTA	442,610	807,700	798,900	500,000	75,490	2,624,700
OPS	LF	442,610	807,700	798,900	500,000	75,490	2,624,700
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		885,220	1,615,400	1,597,800	1,000,000	150,980	5,249,400



COLLIER MPO FY 2023 - 27 TIP

4340301 COLLIER CO./BONITA SPRINGS UZA FTA SECTION 5339 CAPITAL ASSISTANCE

Project Description: PURCHASE VEHICLES & EQUIPMENT

Prior Years Cost: N/A

Work Summary: CAPITAL FOR FIXED ROUTE

Future Years Cost: N/A

Total Project Cost: N/A

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

2045 LRTP: p5-3, Table 5-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CAP	FTA	463,031	509,334	560,267	616,294	592,009	2,740,935
CAP	LF	115,758	127,333	140,067	154,073	148,002	685,233
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		578,789	636,667	700,334	770,367	740,011	3,426,168



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

COLLIER MPO FY 2023 - 27 TIP

4417841 IMMOKALEE ARPT ENVIRONMENTAL STUDY FOR RUNWAY 9/27 EXTENSION

Project Description:

Prior Years Cost: 258,212

Work Summary: AVIATION ENVIRONMENTAL PROJECT

Future Years Cost:

Total Project Cost: 458,212

Lead Agency: COLLIER COUNTY

Length: NA

2045 LRTP: p5-7, Table 5-3

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CAP	DDR	0	0	0	10,000	0	10,000
CAP	FAA	0	0	0	180,000	0	180,000
CAP	LF	0	0	0	10,000	0	10,000
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	0	200,000	0	200,000



COLLIER MPO FY 2023 - 27 TIP

4463531 **NAPLES MUNICIPAL AIRPORT SOUTH QUADRANT BOX AND T-HANGARS** **SIS**

Project Description: COLLIER COUNTY TSMCA

Prior Years Cost:

Future Years Cost:

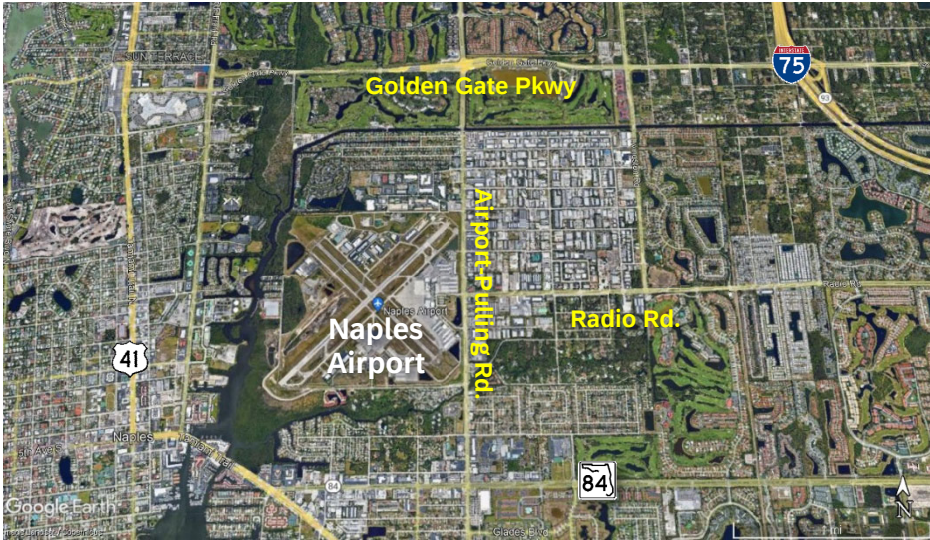
Work Summary: AVIATION REVENUE/OPERATIONAL

Total Project Cost: 5,000,000

Lead Agency: NAPLES AIRPORT AUTH **Length:** 3.484

2045 LRTP: p5-7, Table 5-3

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CAP	DDR	0	0	0	0	2,500,000	2,500,000
CAP	DPTO	0	0	0	2,500,000	0	2,500,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	0	2,500,000	2,500,000	5,000,000



COLLIER MPO FY 2023 - 27 TIP

4463581 **IMMOKALEE REGIONAL ARPT AIRPARK BLVD EXTENSION** **SIS**

Project Description:

Prior Years Cost: 226,000

Future Years Cost: N/A

Total Project Cost: 3,226,000

Work Summary: AVIATION CAPACITY PROJECT

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

2045 LRTP: p5-7, Table 5-3

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CAP	DPTO	0	0	0	0	3,000,000	3,000,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	0	0	3,000,000	3,000,000



COLLIER MPO FY 2023 - 27 TIP

4463591 IMMOKALEE REGIONAL ARPT PERIMETER ROAD / TAXIWAY A MODIFICATION

Project Description:

Prior Years Cost: 263,700

Work Summary: AVIATION PRESERVATION PROJECT

Future Years Cost: 0

Total Project Cost: 1,263,700

Lead Agency: COLLIER COUNTY

Length: NA

2045 LRTP: p5-7, Table 5-3

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CAP	DDR	50,000	0	0	0	0	50,000
CAP	FAA	900,000	0	0	0	0	900,000
CAP	LF	50,000	0	0	0	0	50,000
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		1,000,000	0	0	0	0	1,000,000



COLLIER MPO FY 2023 - 27 TIP

4463601 MARCO ISLAND EXED ARPT MAINTENANCE FACILITY

Project Description:

Work Summary: AVIATION REVENUE/OPERATIONAL

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

Prior Years Cost:
 Future Years Cost:
 Total Project Cost: 750,000

2045 LRTP: p5-7, Table 5-3

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CAP	DPTO	0	0	0	600,000	0	600,000
CAP	LF	0	0	0	150,000	0	150,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	0	750,000	0	750,000



COLLIER MPO FY 2023 - 27 TIP

4463611 IMMOKALEE REGIONAL ARPT FUEL FARM

Project Description:

Work Summary: AVIATION REVENUE/OPERATIONAL

Lead Agency: COLLIER COUNTY

Length:

Prior Years Cost:
 Future Years Cost:
 Total Project Cost: 1,000,000

2045 LRTP: p5-7, Table 5-3

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CAP	DPTO	0	0	0	0	800,000	800,000
CAP	LF	0	0	0	0	200,000	200,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	0	0	1,000,000	1,000,000



COLLIER MPO FY 2023 - 27 TIP

4463621 MARCO ISLAND EXEC ARPT FUEL FARM EXPANSION

Project Description:

Work Summary: AVIATION REVENUE/OPERATIONAL

Lead Agency: COLLIER COUNTY

Length: N/A

Prior Years Cost:
 Future Years Cost:
 Total Project Cost: 375,000

2045 LRTP: p5-7, Table 5-3

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CAP	DPTO	0	300,000	0	0	0	300,000
CAP	LF	0	75,000	0	0	0	75,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	375,000	0	0	0	375,000



COLLIER MPO FY 2023 - 27 TIP

4463851 NAPLES MUNICIPAL AIRPORT EAST QUADRANT APRON CONSTRUCTION

Project Description:

Prior Years Cost:
 Future Years Cost:
 Total Project Cost: 10,300,000

Work Summary: AVIATION CAPACITY PROJECT

Lead Agency: FDOT

Length:

2045 LRTP: p5-7, Table 5-3

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CAP	DPTO	0	0	0	515,000	0	515,000
CAP	FAA	0	0	0	9,270,000	0	9,270,000
CAP	LF	0	0	0	515,000	0	515,000
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	0	10,300,000	0	10,300,000



COLLIER MPO FY 2023 - 27 TIP

4487171 IMMOKALEE REGIONAL ARPT ENVIRONMENTAL ASSESSMNT AIRPARK EXTENSION

Project Description:

Prior Years Cost:

Future Years Cost:

Work Summary: AVIATION ENVIRONMENTAL PROJECT

Total Project Cost: 166,700

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

2045 LRTP: p5-7, Table 5-3

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CAP	DDR	0	8,335	0	0	0	8,335
CAP	FAA	0	150,030	0	0	0	150,030
CAP	LF	0	8,335	0	0	0	8,335
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	166,700	0	0	0	166,700



COLLIER MPO FY 2023 - 27 TIP

4503161 MARCO ISLAND AIRPORT JET-A REFUELER

Project Description:

Work Summary: AVIATION REVENUE/OPERATIONAL

Lead Agency: COLLIER COUNTY

Length:

Prior Years Cost:
 Future Years Cost:
 Total Project Cost: 250,000

2045 LRTP: p5-7, Table 5-3

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CAP	DDR	0	0	200,000	0	0	200,000
CAP	LF	0	0	50,000	0	0	50,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		0	0	250,000	0	0	250,000



PART II: REQUIRED DOCUMENTATION

Section A. COLLIER COUNTY CAPITAL IMPROVEMENT PROJECTS

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	142,244
60201	16th Pine Ridge Rd (Livingston to I75)	4,086	DR	25,200	DCM							29,286	31,786
60147	Randall/Immokalee Road Intersection	3,000	R	4,200	CM							7,200	10,845
60190	Airport Rd Vanderbilt Bch Rd to Immokalee Rd			15,700	CM							15,700	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			4,250	4,250
60212	10th Ave SE Bridge			550	D							6,100	6,100
60228	Sidewalks	745	D	1,250	D/C	4,895	C					6,890	10,000
60198	Veterans Memorial PH I												13,150
60198	Veterans Memorial PH II	4,300	RD			14,830	CM					19,130	19,130
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	7,346
60144	Oil Well (Everglades to Oil Well Grade)	500	A	300	A	300	A	300	A	300	A	1,700	7,789
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 (16th to Everglades)	8,190	DRM	5,860	RA	11,800	C					25,850	25,850
TBD	Golden Gate Parkway at Livingston					500	S					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 Immk	2,600	C									2,600	2,765
	Contingency	6,019										6,019	6,019
Total		141,670		100,211		70,314		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		-	0
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	7,831
60189	LED Replacement Program											-	132
60118	Countywide Pathways/Sidewalks Non PIL /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 1,2,3,4,5,6 Sidewalk PIL											-	724
Subtotal Operations Improvements/Programs		15,404		19,170		16,760		20,345		16,608		88,287	118,52

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	11,318										11,318	11,318
	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	80,111
												0	0
Total Funding Request All Funds		190,830		133,992		102,095		77,562		66,676		571,155	798,774

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	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 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	18,000
Interest Gas Tax-Impact Fees	1,430	2,000	2,000	2,000	2,000	9,430	10,855
Carry Forward 313-310-Impact Fees	58,617					58,617	221,630
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
K&R:
A = Adv Construction / S = Study / D = Design
M = Mitigation / C = Construction / R = ROW
LS = Landscape / L = Litigation / I = Inspection
AM = Access Mgmt / LP = SIB Loan Repayment
@ = See separate supplemental maps
**The 5-cent Local Option Fuel Tax is earmarked towards 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	Immkn/Randall Rd Intersection	3,000	4,000				7,000	7,000
60190	Airport Rd VBR to Immkn 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	DEPT	2022-23	2023-24	2024-25	2025-26
		BUDGET 2020-21	REQUEST 2021-22				
	Annual Pavement Resurfacing Program (1)	650,000	700,000	1,000,000	750,000	750,000	750,000
Total Programs Budgeted in the Operations Budget		650,000	700,000	1,000,000	750,000	750,000	750,000
22U12	Lift Truck Replacement	0	180,000	0	0	0	0
22U31	Alley Maintenance & Improvements	200,000	100,000	100,000	100,000	100,000	100,000
22U08	Traffic Management Center & System Improvements	25,000	25,000	25,000	30,000	30,000	30,000
22U29	Pedestrian & Bicycle Master Plan Projects (2)	150,000	150,000	150,000	150,000	150,000	150,000
22U01	Intersection/Signal System Improvements (5)	0	475,000	295,000	350,000	0	0
22U09	CRA Improvements - Pavement Markings, Signage	0	75,000	0	100,000	0	0
22U10	Concrete Grinder Machine	0	30,000	0	0	0	0
22U05	Lantern Lane Drainage & Street Resurfacing Project (4)	0	25,000	80,000	0	0	0
22U06	5th Ave. Sidewalk Improvement (west of 3rd Street)	0	75,000	0	0	0	0
	Bridge Improvements	200,000	0	0	0	0	0
	Anchor Road Traffic Calming Project	100,000	0	0	0	0	0
	Streets & Traffic Pool Vehicle	30,000	0	0	0	0	0
	Citywide ADA Accessibility Improvements (3)	15,000	0	0	0	0	0
Total Streets and Traffic CIP Budget		720,000	1,135,000	650,000	730,000	280,000	280,000
TOTAL STREETS AND TRAFFIC FUND		1,370,000	1,835,000	1,650,000	1,480,000	1,030,000	1,030,000

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

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

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

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

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

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

City of Marco Island FY 2022 Budget



Five Year Capital Funding Plan

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

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

FUNDING					
FY2022	FY2023	FY2024	FY2025	FY2026	TOTAL 5 YR FUNDING
500,000	500,000	500,000	500,000	500,000	2,500,000
302,000	302,000	302,000	302,000	302,000	1,510,000
1,295,000	1,295,000	1,295,000	1,295,000	295,000	5,475,000
90,000	90,000	90,000	90,000	90,000	450,000
1,500,000	1,500,000	1,500,000	1,500,000	500,000	6,500,000
224,080	224,080	224,080	224,080	224,080	1,120,400
100,000	100,000	100,000	100,000	100,000	500,000
285,000					285,000
4,296,080	4,011,080	4,011,080	4,011,080	2,011,080	18,340,400

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

Section D: CITY OF EVERGLADES CAPITAL IMPROVEMENT PROJECTS – TRANSPORTATION

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

BUDGET SUMMARY

CITY OF EVERGLADES CITY - FISCAL YEAR 2021-2022

GENERAL FUND 5.7694

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

Section E: FEDERAL FUNDING OBLIGATIONS

The Federal Highway Administration (FHWA) produces an annual list of projects for which federal funds have been obligated in the preceding year. The list is shown beginning on the next page.

NOTE – FILL IN MISSING PAGES 1 & 8

FLORIDA DEPARTMENT OF TRANSPORTATION
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HIGHWAYS

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

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

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

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

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

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

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

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

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

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

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

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

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HIGHWAYS

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

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

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

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

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

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

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

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

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HIGHWAYS
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ITEM NUMBER: 435030 1	PROJECT DESCRIPTION: SUNSHINE BLVD FROM 17TH AVE SW TO GREEN BLVD	*NON-SIS*
DISTRICT: 01	COUNTY: COLLIER	
ROADWAY ID: 03000000	PROJECT LENGTH: .001MI	TYPE OF WORK: SIDEWALK LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	
<hr/>		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SU		-25,386
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU		4
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SU TALU		-65,743 -13,388
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU		5,000
TOTAL 435030 1		-99,513
TOTAL 435030 1		-99,513

ITEM NUMBER: 435116 1	PROJECT DESCRIPTION: GOLDEN GATE COLLECTOR SIDEWALKS VARIOUS LOCATIONS	*NON-SIS*
DISTRICT: 01	COUNTY: COLLIER	
ROADWAY ID: 03513000	PROJECT LENGTH: 1.213MI	TYPE OF WORK: SIDEWALK LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2021	
<hr/>		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY TALU		124,125
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT TALU		474
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SA		463,177
TOTAL 435116 1		587,776
TOTAL 435116 1		587,776

ITEM NUMBER: 435117 1	PROJECT DESCRIPTION: NORTH NAPLES SIDEWALKS AT VARIOUS LOCATIONS	*NON-SIS*
DISTRICT: 01	COUNTY: COLLIER	
ROADWAY ID: 03631000	PROJECT LENGTH: 1.248MI	TYPE OF WORK: SIDEWALK LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0
FUND CODE	2021	
<hr/>		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY TALU		99,075
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT TALU		317
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SU		22,044
TOTAL 435117 1		121,436
TOTAL 435117 1		121,436

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 HIGHWAYS

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

FUND CODE	2021
<hr/>	
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 PROJECT DESCRIPTION: 49TH TERRACE SW FROM 20TH PLACE SW TO 19TH PLACE SW *NON-SIS*
 DISTRICT: 01 COUNTY: COLLIER TYPE OF WORK: SIDEWALK
 ROADWAY ID: 03000000 PROJECT LENGTH: .001MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2021
<hr/>	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT TALU	-1,000
TOTAL 435119 1	-1,000
TOTAL 435119 1	-1,000

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

FUND CODE	2021
<hr/>	
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 PROJECT DESCRIPTION: SR 84 (DAVIS BLVD) FROM SR 90 (US 41) TO AIRPORT PULLING RD *NON-SIS*
 DISTRICT: 01 COUNTY: COLLIER TYPE OF WORK: RESURFACING
 ROADWAY ID: 03001000 PROJECT LENGTH: .952MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	2021
<hr/>	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	-11,507
TOTAL 436585 1	-11,507
TOTAL 436585 1	-11,507

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

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

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

FUND CODE	2021
PHASE: GRANTS AND 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

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 ANNUAL OBLIGATIONS REPORT

=====

HIGHWAYS

 =====

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

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

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

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

ITEM NUMBER: 439555 1	PROJECT DESCRIPTION: SR 951 FROM JUDGE JOLLEY BRIDGE TO FIDDLERS CREEK PARKWAY	*NON-SIS*
DISTRICT: 01	COUNTY: COLLIER	
ROADWAY ID: 03030000	PROJECT LENGTH: 3.031MI	TYPE OF WORK: RESURFACING
		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	217,000	

Insert p 8 here

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

=====

HIGHWAYS

=====

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

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

FUND CODE	2021
-----	-----
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT ER17	34,243
TOTAL 442788 1	34,243
TOTAL 442788 1	34,243

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

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

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

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

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

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

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

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

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

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

Section F: FTA OBLIGATED PROJECTS FOR 2021

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

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

Section G: COLLIER COUNTY FUNDING SUMMARY (FDOT)

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

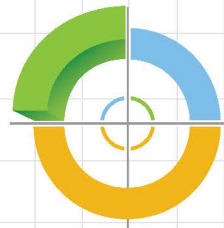
Note – wait for April snapshot

Insert fdot 5 yr tip summary

APPENDICES

APPENDIX A: FDOT'S STRATEGIC INTERMODAL SYSTEM FUNDING STRATEGY

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



FIRST FIVE YEAR PLAN



Multi-Modal

FY 2020/2021 through FY 2024/2025

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

2020/2021

2024/2025

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

First Five Year Plan*

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

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

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

Second Five Year Plan

The Second Five Year Plan illustrates projects that are planned to be funded in the five years (Years 6 through 10) beyond the Adopted Work Program, excluding Turnpike.

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

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

Cost Feasible Plan

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

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

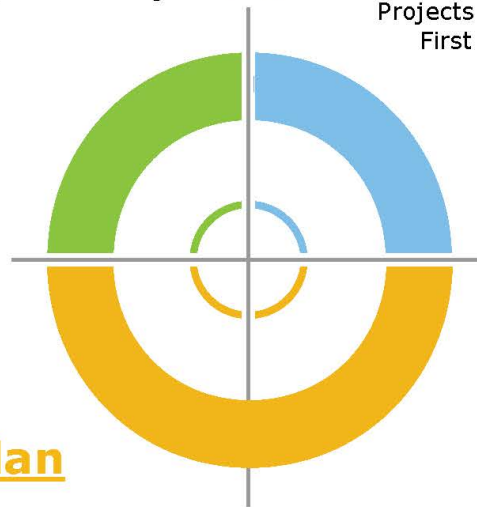



TABLE KEY:

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


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

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

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



DISTRICT 4 SIS NON-INTERSTATE PLAN



MAP ID	FACILITY	DESCRIPTION	2014	2015	2016	2017	2018	TOTAL DISTRICT MANAGED	TOTAL STATE MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ROW	CON
4332631	DISTRICTWIDE SIS NHS CONNECTORS PALM BEACH & BROWARD	Project Development & Environme	\$756	\$0	\$0	\$0	\$0	\$5	\$750			•		
4258822	PORT EVERGLADES SPANGLER BLVD BYPASS ROAD TO SR-5/US-1	New Road	\$0	\$27,600	\$0	\$0	\$0	\$13,800	\$0	\$13,800				•
4193481	SR-710 FROM PBC/MARTIN CO LINE TO CONGRESS AVE	Project Development & Environme	\$4	\$0	\$0	\$0	\$0	\$4	\$0		•			
2298961	SR-710/BEELINE HWY FROM W OF AUSTRALIAN AVE TO OLD DIXIE HWY	Add 2 Lanes to build 4 Lanes	\$9,556	\$700	\$23,777	\$0	\$0	\$8,714	\$25,319			•	•	•
4192511	SR-710/BEELINE HWY FROM PGA BLVD TO BLUE HERON BLVD	Add 2 Lanes to build 4 Lanes	\$0	\$0	\$2,421	\$0	\$0	\$2,421	\$0			•		
4327041	SR-710/BEELINE HWY FROM W OF INDIANTOWN RD TO W OF PRATT WHITNEY	Add 2 Lanes to build 4 Lanes	\$35,438	\$0	\$0	\$0	\$0	\$35,438	\$0			•		•
4327051	SR-710/BEELINE HWY FROM E OF SR-76 TO PALM BEACH/MARTIN CL	Add 2 Lanes to build 4 Lanes	\$2,520	\$3,960	\$0	\$60,216	\$0	\$66,696	\$0			•	•	•
4327061	SR-710/BEELINE HWY FROM PALM BEACH/MARTIN CL TO W OF INDIANTOWN R	Add 2 Lanes to build 4 Lanes	\$9,764	\$0	\$0	\$0	\$0	\$9,764	\$0			•		•
4327071	SR-710/BEELINE HWY FROM MP 2.0 TO W OF SW FOX BROWN RD	Add 2 Lanes to build 4 Lanes	\$13,509	\$0	\$0	\$0	\$0	\$13,509	\$0			•		•
4192522	SR-710/WARFIELD BLVD FR MARTIN POWER PLANT TO CR609/SW ALLAPATTAH	Add 2 Lanes to build 4 Lanes	\$1	\$0	\$0	\$0	\$0	\$1	\$0			•		
4193441	SR-710/WARFIELD BLVD FROM MARTIN/KEE CO LINE TO CR-609/ALLAPATTAH	Project Development & Environme	\$1	\$0	\$0	\$0	\$0	\$1	\$0		•			
4193482	SR-710/WARFIELD BLVD FROM EAST OF SR-76 TO PBC/MARTIN CO LINE	Project Development & Environme	\$3	\$0	\$0	\$0	\$0	\$3	\$0		•			
ANNUAL TOTALS			\$72,425	\$32,260	\$26,198	\$60,216	\$34,525	\$185,755	\$26,069	\$13,800				

All Values in Thousands of "As Programmed" Dollars

PD&E – Project Development & Environment Study

PE – Preliminary Engineering Study

ROW – Right-of-Way

CON – Construction and Support and May Include Grants

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

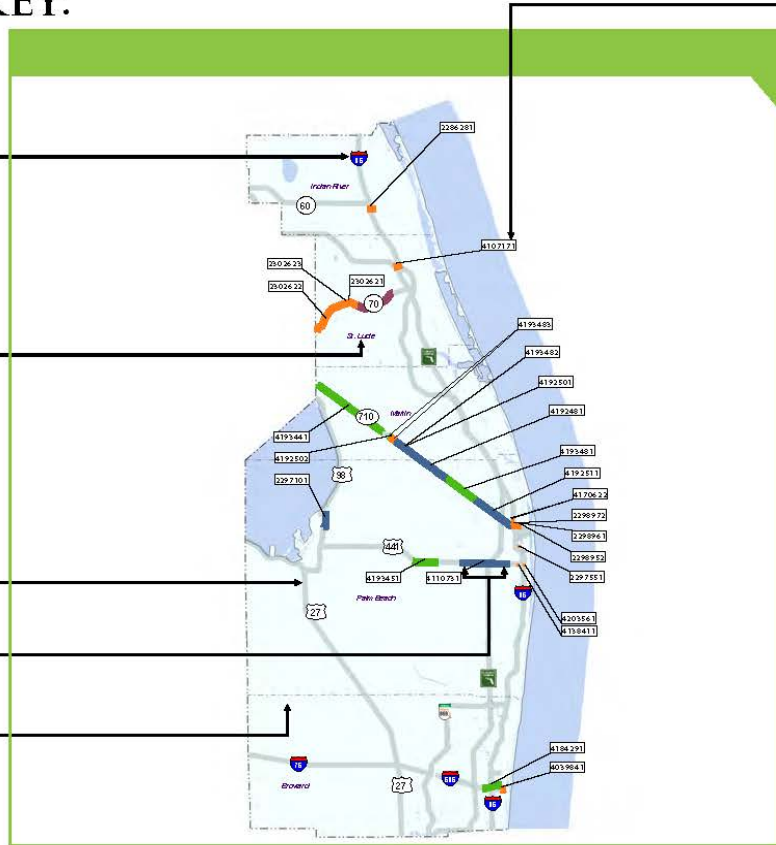
"As Programmed" dollars refers to the amount of dollars committed to a project, adjusted to the year of planned expenditure for inflation.

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

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

MAP KEY:

- Facility
- County Name
- SIS Roadway
- Project Limits
- County Boundary



DISTRICT 4
FIRST FIVE YEARS
NON-INTERSTATE PLAN

STRATEGIC INTERMODAL SYSTEM
CAPACITY IMPROVEMENT PROJECTS

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

LEGEND

Project Phase

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

NOTES

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

Map date: November 6, 2008 (Location)

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

Project Phases

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

Some projects are funded in other phase sequences

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

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

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

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

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



SIS Adopted 1st 5 Year Program District 1 Interstate Plan



MAP ID	FACILITY	DESCRIPTION	2021	2022	2023	2024	2025	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4301853	I-4 (SR 400) AT SR 33 INTERCHANGE MODIFICATION	MHNCH: Modify Interchange	\$7,545	\$0	\$2,904	\$0	\$50	\$8,757	\$1,743	\$0		●	●	●	
4301855	I-4 (SR 400) AT SR 33 INTERCHANGE MODIFICATION - FGT	MHNCH: Modify Interchange	\$10,007	\$0	\$0	\$0	\$0	\$5,000	\$6,007	\$0		●			●
2012153	I-4 (SR 400) AT SR 557	MHNCH: Modify Interchange	\$1,058	\$0	\$0	\$0	\$0	\$1,045	\$13	\$0		●	●		●
4425122	I-4 (SR 400) FROM W OF SR 570 (POLK PARKWAY) TO W OF US 27 INTERCHAN	PDE: Project Dev. & Env.	\$39	\$0	\$0	\$0	\$0	\$0	\$39	\$0	●				
2012103	I-4 (SR 400) FROM W OF US 27 (SR 25) TO E OF CR 532	A4-10: Add 4 To Build 10 Lanes	\$5,571	\$0	\$0	\$0	\$0	\$0	\$5,571	\$0		●		●	
2012775	I-75 (SR 93) AT BEE RIDGE ROAD	MHNCH: Modify Interchange	\$15,001	\$0	\$8,600	\$0	\$0	\$23,367	\$234	\$0		●	●	●	
4062253	I-75 (SR 93) AT CORKSCREW INTERCHANGE	MHNCH: Modify Interchange	\$49	\$0	\$0	\$0	\$0	\$49	\$0	\$0		●			
4462961	I-75 (SR 93) AT CR 876/DANIELS PARKWAY	PDE: Project Dev. & Env.	\$1	\$2,829	\$0	\$0	\$0	\$0	\$2,829	\$0	●				
4206132	I-75 (SR 93) AT FRUITVILLE ROAD/CR 780	MHNCH: Modify Interchange	\$1,225	\$0	\$0	\$6,929	\$500	\$5,649	\$805	\$2,200		●	●	●	●
2012773	I-75 (SR 93) AT SR 72 (CLARK ROAD) INTERCHANGE	MHNCH: Modify Interchange	\$58,644	\$0	\$0	\$2,000	\$0	\$57,155	\$2,113	\$1,375		●	●	●	●
4130651	I-75 (SR 93) AT SR 884 (COLONIAL BLVD) INTERCHANGE	MHNCH: Modify Interchange	\$10,649	\$2,000	\$0	\$0	\$0	\$5,742	\$3,058	\$3,849		●	●	●	●
4258432	I-75 (SR 93) AT SR 951	MHNCH: Modify Interchange	\$6,914	\$0	\$320	\$145	\$96,222	\$101,878	\$1,085	\$1,239	●	●	●	●	●
2010325	I-75 (SR 93) AT US 301 INTERCHANGE	MHNCH: Modify Interchange	\$171,680	\$0	\$4,000	\$0	\$0	\$165,408	\$8,692	\$1,580		●	●	●	●
4425193	I-75 (SR 93) FROM COLLIER/LEE COUNTY LINE TO SR 79 (BAYSHORE DR)	PDE: Project Dev. & Env.	\$39	\$0	\$0	\$0	\$0	\$0	\$39	\$0	●				
4425192	I-75 (SR 93) FROM E OF SR 951 TO COLLIER/LEE COUNTY LINE	PDE: Project Dev. & Env.	\$21	\$0	\$0	\$0	\$0	\$0	\$21	\$0	●				
4425183	I-75 (SR 93) FROM N RIVER RD TO N OF UNIVERSITY PARKWAY	PDE: Project Dev. & Env.	\$20	\$0	\$0	\$0	\$0	\$0	\$20	\$0	●				
4425182	I-75 (SR 93) FROM N UNIVERSITY PKWY TO MOCCASIN WALLOW	PDE: Project Dev. & Env.	\$12	\$0	\$0	\$0	\$0	\$0	\$12	\$0	●				
4062254	I-75 (SR 93) FROM S OF CORKSCREW ROAD TO S OF DANIELS PARKWAY	A2-6: Add 2 To Build 6 Lanes	\$1,185	\$0	\$0	\$0	\$0	\$1,185	\$1	\$0				●	
2010326	I-75 AT SR 64	MHNCH: Modify Interchange	\$603	\$0	\$0	\$0	\$0	\$142	\$462	\$0					●
4425211	INTERSTATE PROGRAM MANAGER - GEC	PDE: Project Dev. & Env.	\$2,000	\$2,000	\$2,000	\$1,800	\$2,000	\$2,000	\$7,800	\$0	●				
ANNUAL TOTALS			\$292,264	\$6,828	\$18,424	\$10,874	\$98,772	\$377,377	\$39,544	\$10,243					

All Values in Thousands of "As Programmed" Dollars

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

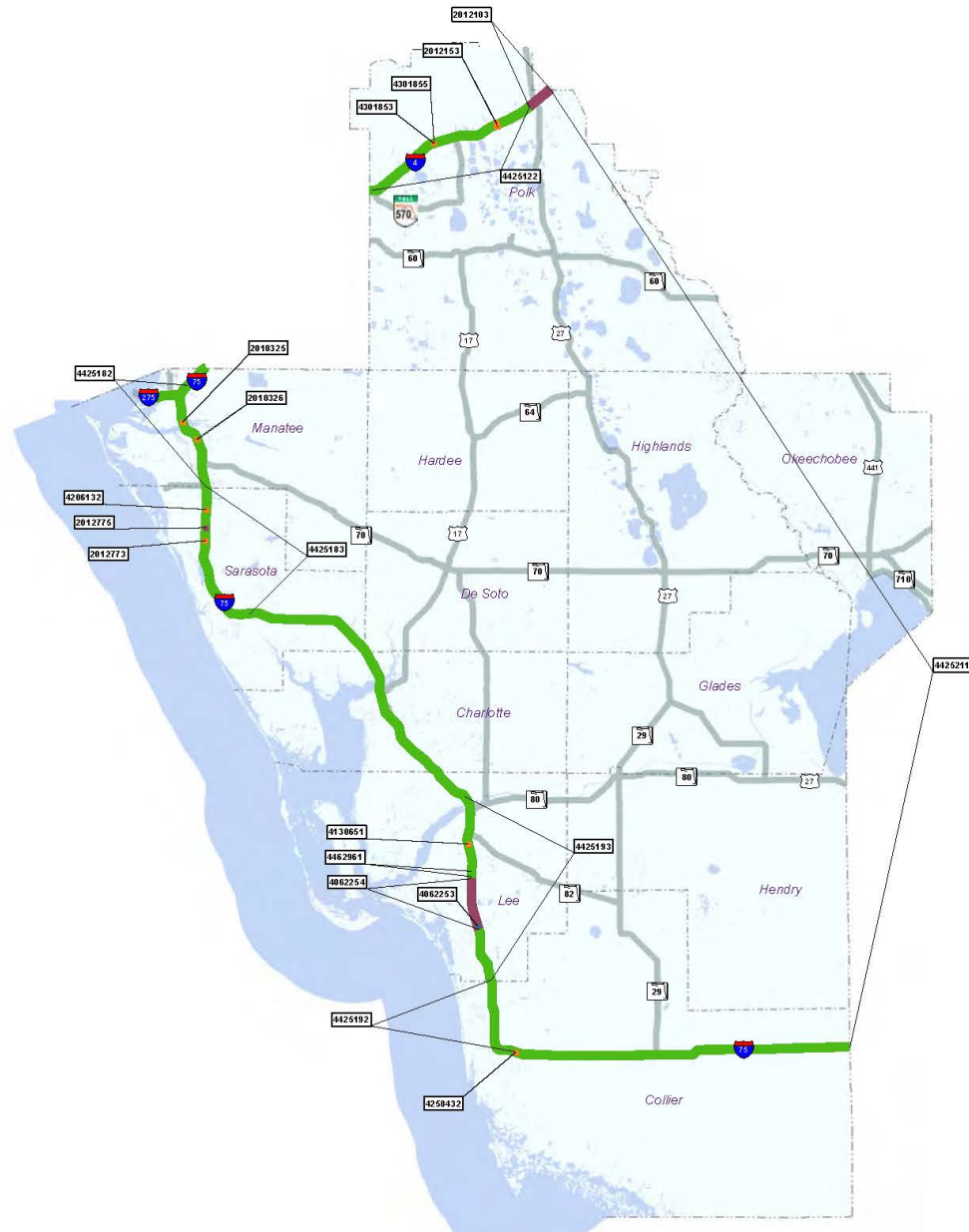
Project highlighted with gray background is no longer designated as SIS.

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

DISTRICT 1

First Five Years

Interstate Plan



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

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

LEGEND

Project Phase

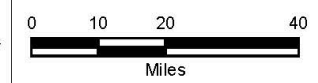
- █ Project Development & Environment
- █ Environmental Mitigation
- █ Preliminary Engineering
- █ Right-Of-Way
- █ Construction

NOTES

Projects color coded by highest project phase.

Some projects may overlap on map.

Project costs are subject to change.

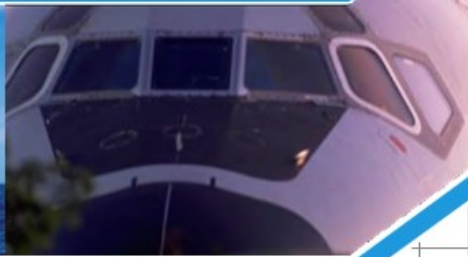


HIGHWAY





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.

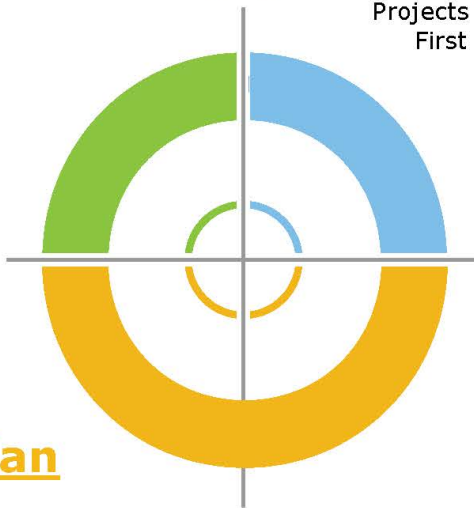
Update Cycle: Adopted annually by the FDOT Secretary, effective July 1st each year with the start of the new fiscal year.

*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.

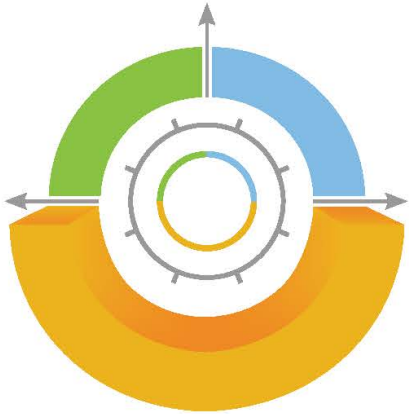
Some projects may overlap on map.

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	16,320	6,664		6,664					HWYCAP
3379	US 27	Palm Beach / Hendry County Line	SR 80	2,500	18,000	20,500								FRTCAP
3380	US 27	Glades / Highlands County Line	SR 70	3,000	18,000	21,000								A2-6
3381	US 27	South of Skipper Rd.	US 98	1,250	1,500	2,750								A2-6
3383	US 98 / US 441	18th Terrace	38th Ave.	1,500	2,500	4,000								A2-4

Funded CFP Totals

814,080

4,245,139

Total CFP Funds= 5,059,219

LEGEND

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

NOTES

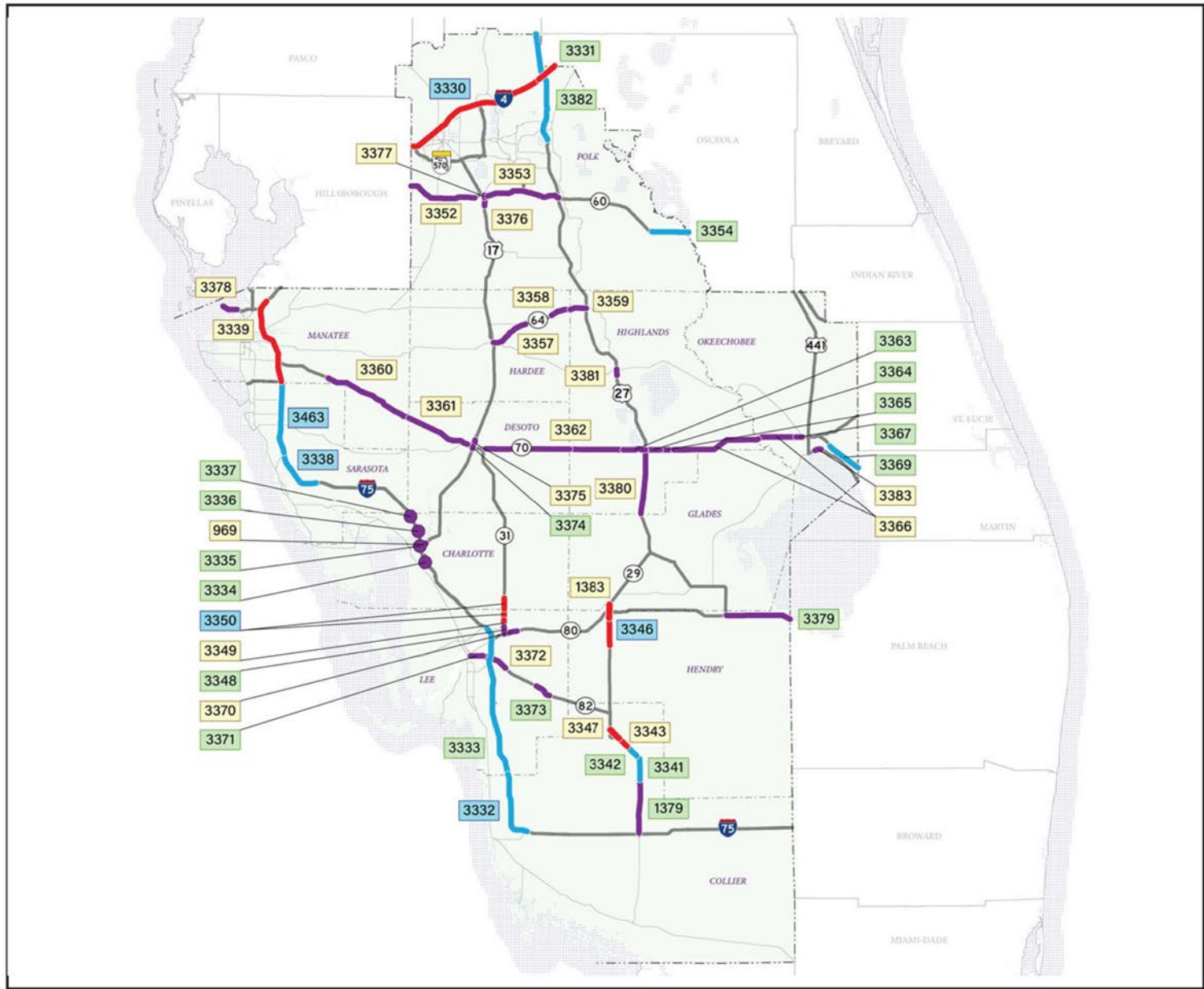
- (1) All values in thousands of Present Day Dollars (2017).
- (2) All phase costs shown as supplied by each District.
- (3) CON includes both Construction (CON52) and Construction Support (CEI).
- (4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
- (5) "P3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

IMPROVEMENT TYPES

- A1-3: Add 1 Lane to Build 3
- A2-4: Add 2 Lanes to Build 4
- A2-6: Add 2 Lanes to Build 6
- A2-8: Add 2 Lanes to Build 8
- A4-12: Add 4 Lanes to Build 12
- A1-AUX: Add 1 Auxilliary Lane
- A4-SUL: Add 4 Special Use Lanes

- ACCESS: Access
- BRIDGE: Bridge
- FRTCAP: Freight Capacity
- GRASEP: Grade Separation
- HWYCAP: Highway Capacity
- PTERM: Passenger Terminal
- ITS: Intelligent Transp. Sys
- MGLANE: Managed Lanes

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



Long Range Cost Feasible Plan FY 2029-2045

District 1

LEGEND

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

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

- 1234 Green Band - FY 2028/2029 to FY 2032/2033
- 1234 Yellow Band - FY 2035/2036 to FY 2040/2041
- 1234 Blue Band - FY 2040/2041 to FY 2044/2045
- 1234 Mega Projects Phased Over Time

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

Existing Conditions for SIS Highways

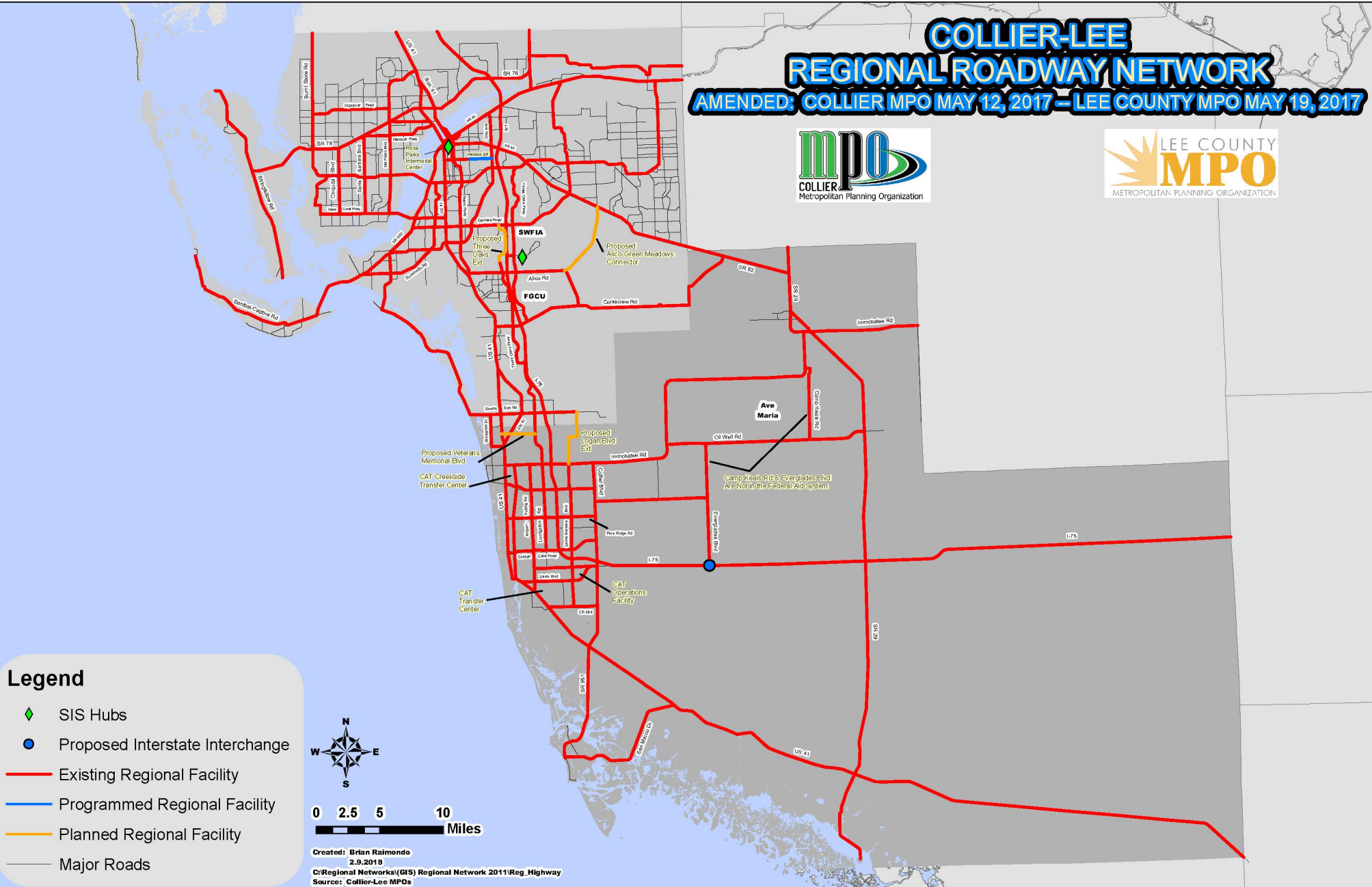
- SIS Highways
- Other State roads
- Planned Add



APPENDIX B: COLLIER-LEE REGIONAL HIGHWAY MAP

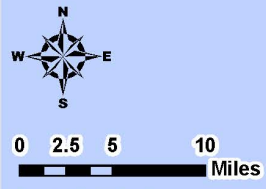
COLLIER-LEE REGIONAL ROADWAY NETWORK

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



Legend

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



Created: Brian Raimondo
2-9-2018
C:\Regional Networks\GIS Regional Network 2011\Reg_Highway
Source: Collier-Lee MPOs

APPENDIX C: AIRPORT CAPITAL IMPROVEMENT PROGRAMS (JACIP)

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

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

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

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

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

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

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

Project Description:	Fed Priority	Sponsor	Sponsor Year	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	\$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

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

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

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

AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

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

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

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

Box and T-Hangar Design/Construct - South Quadrant

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

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

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

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

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

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

Map ID	Facility (FPO No.)	Limits From	Limits To	Description	TP Funding 2021-25 (YOE)	Plan Period 1 (TP): 2021-2025			Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026-2045
						PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	
29	I-75 (SR-93) Managed (Toll) Lanes [4425192]	E of Collier Blvd (SR 951)	Collier/Lee County Line	New 4-Lane Express (Toll) Lanes (10-lanes)	\$0.03	0.02						63.25				145.43	\$208.67	
46	SR 29 [4178784]	SR 82	Hendry County Line	Widen from 2-Lanes to 4-Lanes	\$1.37	0.05	1.32										\$0.00	
48	SR 29 [4344901]	I-75 (SR 93)	Oil Well Rd	Widen from 2-Lane to 4-Lanes	\$0.02	0.02						4.33					\$4.33	
50	SR 29 [4175406]	New Market Rd North	North of SR 82	Widen from 2-Lanes to 4-Lanes (with center turn lane)	\$1.52	0.43	1.09			30.36							\$30.36	
51	SR 29/New Market Rd W (New) [4175405]	Immokalee Rd (CR 846)	New Market Rd N	New 4-Lane Road	\$6.82	1.05	5.77									49.01	\$49.01	
52	SR 29 [4175404]	Agriculture Way	CR 846 E	Widen from 2-Lanes to 4-Lanes	\$0.30	0.30						5.63				11.33	\$18.95	
53	SR 29 (SEGMENT D) [4175403]	Sumiland Nursery Rd	Agriculture Way	Widen from 2-Lanes to 4-Lanes	\$0.50	0.50						2.38					\$2.38	
54	SR 29 (SEGMENT E) [4175402]	Oil Well Rd	Sumiland Nursery Rd	Widen from 2-Lanes to 4-Lanes	\$8.33	8.33						4.55					\$4.55	
Totals					\$17.47	\$10.70	\$6.18	\$0.00	\$0.00	\$0.00	\$30.36	\$67.58	\$12.55	\$0.00	\$0.00	\$145.43	\$73.22	\$329.14
						\$18.86			\$0.00			\$0.00			\$18.65			

PRE-ENG PRE-ENG includes PO&E and Design
 POC Present Day Cost
 ROW Right-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 (PDC 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	Vanderbilt Bch Rd Int.	Randall Blvd	Widen from 2-Lanes to 4-Lanes	\$12.30					\$5.58	\$2.38	\$35.11								\$43.27		\$43.27		County
23	I-75 (SR-93) Interchange (New)	Golden Gate Pkwy		Interchange Improvement	\$9.59					\$0.58		\$11.24								\$12.81		\$0.58	\$12.24	DA
25	I-75 (SR-93)	Immokalee Rd		Interchange Improvement (DDI proposal)	\$9.59					\$0.58		\$11.24								\$12.81		\$0.58	\$12.24	DA
37	Oil Well Road / CR 93R (SOL44)	Everglades Blvd	Oil Well Grade Rd	Widen from 2-Lanes to 6-Lanes	\$36.78	\$1.81	\$0.91	\$0.90	\$4.79		\$42.11									\$48.83		\$48.83		County
57	US 41 (SR 90) (Tamiami Trail E)	Goodlette-Frank Rd		Major Intersection Improvement	\$19.00					\$0.83	\$2.97	\$11.41								\$17.01		\$0.83	\$16.38	DA
58	US 41 (SR 90) (Tamiami Trail E)	Greenway Rd	S L Farm Rd	Widen from 2-Lane to 6 Lanes	\$31.88					\$3.91	\$4.46	\$18.53								\$41.90		\$3.91	\$37.98	DA
66	Immokalee Rd	Livingston Rd		Major Intersection Improvement	\$24.50							\$18.83								\$26.82		\$26.82		County
78	Golden Gate Pkwy (Interchange)	Livingston Rd		Major Intersection Improvement	\$24.50							\$18.83								\$32.45		\$32.45		County
111	US 41	Immokalee Rd		Intersection Innovation Improvements	\$17.50							\$3.13		\$28.12						\$21.24		\$3.13	\$20.12	DA
PLAN PERIOD 3 CONSTRUCTION FUNDED PROJECTS																								
39	Old US 41	US 41	Law/Collier County Line	Widen from 2-Lanes to 4-Lanes	\$22.59					\$3.89	\$1.70				\$30.08					\$35.61		\$3.85	\$31.76	DA
42	Randall Blvd	Wn St NE	Everglades Blvd	Widen from 2-Lanes to 6-Lanes	\$51.57					\$7.29	\$3.31				\$63.08					\$77.67		\$77.67		County
59	US 41	Collier Blvd		Major Intersection Improvement	\$17.25					\$2.81		\$13.66								\$26.47		\$2.81	\$23.66	DA
60	US 41 (SR 90) (Tamiami Trail E)	Immokalee Rd	Old US 41	Further Study Required (Complete Streets Study for TSM&O Improvements)	\$17.25					\$0.46				\$2.00						\$26.12		\$2.46	\$23.66	DA
90	Pine Ridge Rd	Jagan Blvd	Collier Blvd	Widen from 4-Lanes to 6-Lanes	\$21.72					\$1.89				\$4.52		\$23.08				\$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 (PDC 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	Everglades Blvd	Randall Blvd	South of Old Well Rd	Widen from 2-Lanes to 4-Lanes	\$16.42								\$3.00	\$1.83					\$74.63	\$29.18		\$29.18		County
22	I-75 (SR-93) Interchange (New)	Micinity of Everglades Blvd		New Interchange	\$42.26				\$3.76				\$5.30	\$6.33					\$15.63	\$73.03		\$9.07	\$63.97	OA
31	Immokalee Rd (CR 946)	SR 29	Airpark Blvd	Widen from 2-Lanes to 4-Lanes	\$3.30											\$0.77	\$0.68	\$8.88	\$7.20		\$7.20		County	
36	Jegen Blvd	Pine Ridge Rd	Vanderbilt Beach Rd	Widen from 2-Lanes to 4-Lanes	\$22.23				\$3.40						\$0.18			\$32.31	\$38.87		\$38.87		County	
62	Wachton Street Est.	Little League Rd	West of Carson Rd	New 2-Lane Road	\$3.01								\$0.11				\$0.30	\$4.48	\$5.51		\$5.51		County	
65	Wilson Blvd	Seena Ave.	Golden Gate Blvd	New 2-Lane Road (Expandable to 4-Lanes)	\$36.15								\$8.82	\$4.23				\$40.38	\$63.35		\$63.35		County	
97	Immokalee Rd (Intersection)	Jegen Blvd		Major Intersection Improvement	\$11.50								\$2.12					\$18.54	\$20.67		\$20.67		County	
99	Vanderbilt Beach Rd (Intersection)	Jegen Blvd		Minor Intersection Improvement	\$11.90								\$3.22					\$18.33	\$20.67		\$20.67		County	
101	Pine Ridge Rd	Goodette-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 PD&E Study)	\$17.57				\$0.48				\$1.80	\$1.62				\$36.28	\$31.34		\$3.24	\$27.90	OA	
C2	Connector Roadway from I-75 Interchange (New)	I-75 (SR-93)	Golden Gate Blvd	4-Lane Connector Roadway from New Interchange (Specific Location TBD During Interchange PD&E Study)	\$80.59				\$2.00				\$13.28	\$7.41				\$106.42	\$142.70		\$15.28	\$127.43	OA	

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

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

Map ID	Facility	Limits from	Limits to	Description	Total Project Cost (POC 2015 \$)	TP Funding 2021-25 (YOE)	Plan Period 1 (TP): 2021-2025			Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026-2045 (YOE \$ without \$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.	Oil Well Rd	New 2-Lane Road Expandable to 4-	\$37.31													\$7.70	\$4.04	\$11.74	\$11.74		County	
30	Immokalee Rd (CI 846)	Camp Kelsa Rd	Bastis Ave	Further Study Required (Immokalee Rd Planning Study)	\$2.00					\$3.00									\$2.00	\$2.00			County	
33	Little League Rd Ext.	SR 82	Westlone St.	New 2-Lane Road	\$40.99													\$8.48	\$7.38	\$15.81	\$15.81		County	
41A	Rendell Blvd (Hyover) [60147]	Immokalee Rd		Ultimate Intersection improvement: Overpass	\$35.66	\$9.75	\$0.95	\$4.84										\$9.46		\$9.46	\$0.00		OA	
55	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	Widen from 4-lanes to 5-Lanes	\$40.26						\$9.94							\$9.81	\$45.88	\$55.83	\$9.95	\$45.88	OA	
62B	Vanderbilt Beach Rd Ext.	Ivargleden Blvd	Big Cypress Pkwy	New 2-Lane Road Expandable to 4	\$41.17													\$8.38	\$16.07	\$24.46	\$24.46		County	
69	Ivargleden Blvd	Oil Well Rd / CR 85A	Immokalee Rd	Widen 2 to 4 Lanes	\$72.75					\$3.32	\$5.00									\$8.12	\$8.12		County	
74	Immokalee Rd (CI 846) Intersection	Wilson Blvd		Major Intersection improvement	\$17.25													\$4.60		\$6.60	\$0.00		OA	
93	Immokalee Rd	K3rd Ave/Shady Hollow Blvd E	North of 47th Ave. NE	Widen from 2-lanes to 4-Lanes	\$8.79													\$2.35	\$0.48	\$2.74	\$2.74		County	
94	Rural Village Blvd	Immokalee Rd		New 4-Lane Road	\$33.41													\$5.84	\$2.96	\$8.80	\$8.80		County	
98	Vanderbilt Beach Rd	Livingston Rd		Minor Intersection improvement	\$21.50													\$2.40		\$2.40	\$2.40		County	
102	US 41 (SR 90) (Tamiami Trail E)	Vanderbilt Beach Rd		Major Intersection improvement	\$2.50													\$4.90		\$4.90	\$0.00		OA	
103	US 41 (SR 90) (Tamiami Trail E)	Pine Ridge Rd		Major Intersection improvement	\$2.50													\$4.90		\$4.90	\$0.00		OA	
104	US 41 (SR 90) (Tamiami Trail E) [4464511]	Golden Gate Pkwy		Major Intersection improvement	\$3.50	\$0.50	\$0.37	\$0.33										\$4.48		\$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

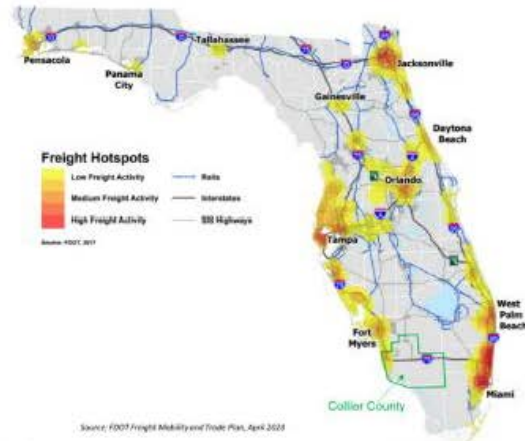
* FY 2020/21 through FY 2024/25 TIP Amendment – FTA Grant Award (5339B Funding)

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

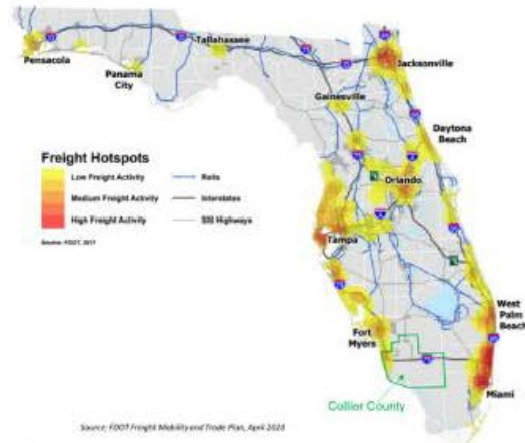
Airport	Funding Source	2020-2024	2026-2030	2031-2035	2036-2045	TOTAL
Collier County Airport Authority						
Immokalee Regional Airport	FAA, FDOT, Local		\$8,400,000	\$15,000,000	\$38,800,000	\$62,200,000
Everglades Airpark	FAA, FDOT, Local		\$2,000,000	\$3,000,000	\$5,100,000	\$10,100,000
Marco Island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

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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 E: FEDERAL LANDS APPROPRIATIONS

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



FY2022-FY2025 Transportation Improvement Program

Federal Highway Administration Eastern Federal Lands Highway Division

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
Florida													
FW FLPA 419(1)	2021	FL	Collier	Florida Panther National Wildlife	Rehab Fritz Rd (RT 419)	3RL	FLTP	\$2,777,000	Title 23	EFLHD	Under Construction	FL 25	FWS R

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

APPENDIX F: SUMMARY OF PUBLIC COMMENTS

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

Insert here – wait for April snapshot

APPENDIX H: CRITERIA USED FOR PROJECT PRIORITIZATION

MPO Board Allocation of its Transportation Management Area (TMA) Funds

The 2045 Long Range Transportation Plan (LRTP) approved in December 2020 establishes a new methodology for allocating the MPO’s TMA funds, as shown in Table ES-9 below. The 2045 LRTP - Cost Feasible Plan contains a budget line item for these project categories but does not list individual projects within these categories.

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

Allocation Type	Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026- 2045
	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	
MPO Supplemental Planning Funds	\$0.70			\$0.80			\$1.90			\$3.40
Bicycle Pedestrian Box Funds			\$10.17			\$10.13			\$20.15	\$40.45
Congestion Management/Intelligent Transportation Box Funds			\$10.17			\$10.13			\$20.15	\$40.45
Bridge Box Funds			\$4.96			\$4.94			\$9.80	\$19.70
Safety			\$0.80			\$0.80			\$1.50	\$3.10

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

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

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

Bicycle and Pedestrian Projects

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

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

Congestion Management Projects

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

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

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

Bridge Project Application Criteria

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

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

Transit Project Selection

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

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

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

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

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

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

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

The LRTP and the TIP

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

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

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

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

APPENDIX I: ADDITIONAL PLANS AND STUDIES

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

Update per new UPWP once it's adopted – waiting to see if SU for LRTP is in or out

APPENDIX J: ADDRESSING PERFORMANCE MANAGEMENT REQUIREMENTS IN THE TIP

MPO RESOLUTION # 2020-09
A RESOLUTION OF THE COLLIER METROPOLITAN
PLANNING ORGANIZATION ADOPTING THE
TRANSPORTATION PERFORMANCE MEASURES
CONSENSUS PLANNING DOCUMENT

WHEREAS, the Transportation Performance Measures Consensus Planning Document (hereafter referred to as the “TPM Consensus Document”) has been cooperatively developed by the Florida Department of Transportation (the “FDOT”) and Florida’s 27 Metropolitan Planning Organizations (the “MPOs”) through the Florida Metropolitan Planning Organization Advisory Council (the “MPOAC”), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas; and

WHEREAS, the purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 C.F.R.); and

WHEREAS, 23 CFR 450.314(H)(1) requires that “The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS);” and

WHEREAS, 23 CFR 450.314(H)(2) allows for these provisions to be “Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation;” and

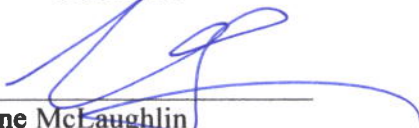
WHEREAS, the TPM Consensus Document was developed, adopted, and subsequently updated by joint agreement of the FDOT Secretary and the MPOAC Governing Board, which includes one representative of each MPO in Florida.


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

1. The TPM Consensus Document attached hereto as Exhibit “A,” is hereby adopted.
2. The Collier MPO Chair is hereby authorized to execute this Resolution certifying the Collier MPO Board's adoption of the TPM Consensus Document for transmittal to FDOT and the Federal Highway Administration.

This Resolution PASSED and duly adopted by the Collier MPO Board after majority vote on this 12th day of June 2020.

Attest: COLLIER METROPOLITAN PLANNING ORGANIZATION

By: 
Anne McLaughlin
MPO Executive Director

By: 
Councilwoman Elaine Middelstaedt
Collier MPO Chair

Approved as to form and legality:


Scott R. Teach, Deputy County Attorney





Transportation Performance Measures Consensus Planning Document

Purpose and Authority

This document has been cooperatively developed by the Florida Department of Transportation (FDOT) and Florida's 27 Metropolitan Planning Organizations (MPOs) through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas.

The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the *Code of Federal Regulations* (23 CFR). Specifically:

- 23 CFR 450.314(h)(1) requires that “The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).”
- 23 CFR 450.314(h)(2) allows for these provisions to be “Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.”

Section 339.175(11), Florida Statutes creates the MPOAC to “Assist MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion pursuant to law” and to “Serve as a clearinghouse for review and comment by MPOs on the Florida Transportation Plan and on other issues required to comply with federal or state law in carrying out the urbanized transportation planning processes.” The MPOAC Governing Board membership includes one representative of each MPO in Florida.

This document was developed, adopted, and subsequently updated by joint agreement of the FDOT Secretary and the MPOAC Governing Board. Each MPO will adopt this document by incorporation in its annual Transportation Improvement Program (TIP) or by separate board action as documented in a resolution or meeting minutes, which will serve as documentation of agreement by the MPO and the provider(s) of public transportation in the MPO planning area to carry out their roles and responsibilities as described in this general document.

Roles and Responsibilities

This document describes the general processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management.

Email communications will be considered written notice for all portions of this document. Communication with FDOT related to transportation performance management generally will occur through the Administrator for Metropolitan Planning in the Office of Policy Planning. Communications with the MPOAC related to transportation performance management generally will occur through the Executive Director of the MPOAC.

1. Transportation performance data:

- a) FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area.¹² FDOT and the MPOAC agree to use the National Performance Management Research Data Set as the source of travel time data and the defined reporting segments of the Interstate System and non-Interstate National Highway System for the purposes of calculating the travel time-based measures specified in 23 CFR 490.507, 490.607, and 490.707, as applicable.
- b) Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.
- c) Each provider of public transportation is responsible for collecting performance data in the MPO planning area for the transit asset management measures as specified in 49 CFR 625.43 and the public transportation safety measures as specified in the National Public Transportation Safety Plan. The providers of public transportation will provide to FDOT and the appropriate MPO(s) the transit performance data used to support these measures.

2. Selection of performance targets:

FDOT, the MPOs, and providers of public transportation will select their respective performance targets in coordination with one another. Selecting targets generally refers to the processes used to identify, evaluate, and make decisions about potential targets prior to action to formally establish the targets. Coordination will include as many of the following opportunities as deemed appropriate for each measure: in-person meetings, webinars, conferences calls, and email/written communication. Coordination will include timely

¹ When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, FDOT will collect and provide data for the Florida portion of the planning area.

² If any Florida urbanized area becomes nonattainment for the National Ambient Air Quality Standards, FDOT also will provide appropriate data at the urbanized area level for the specific urbanized area that is designated.

sharing of information on proposed targets and opportunities to provide comment prior to establishing final comments for each measure.

The primary forum for coordination between FDOT and the MPOs on selecting performance targets and related policy issues is the regular meetings of the MPOAC. The primary forum for coordination between MPOs and providers of public transportation on selecting transit performance targets is the TIP development process.

Once targets are selected, each agency will take action to formally establish the targets in its area of responsibility.

- a) FDOT will select and establish a statewide target for each applicable federally required performance measure.
 - i. To the maximum extent practicable, FDOT will share proposed statewide targets at the MPOAC meeting scheduled in the calendar quarter prior to the dates required for establishing the target under federal rule. FDOT will work through the MPOAC to provide email communication on the proposed targets to the MPOs not in attendance at this meeting. The MPOAC as a whole, and individual MPOs as appropriate, will provide comments to FDOT on the proposed statewide targets within sixty (60) days of the MPOAC meeting. FDOT will provide an update to the MPOAC at its subsequent meeting on the final proposed targets, how the comments received from the MPOAC and any individual MPOs were considered, and the anticipated date when FDOT will establish final targets.
 - ii. FDOT will provide written notice to the MPOAC and individual MPOs within two (2) business days of when FDOT establishes final targets. This notice will provide the relevant targets and the date FDOT established the targets, which will begin the 180-day time-period during which each MPO must establish the corresponding performance targets for its planning area.
- b) Each MPO will select and establish a target for each applicable federally required performance measure. To the extent practicable, MPOs will propose, seek comment on, and establish their targets through existing processes such as the annual TIP update. For each performance measure, an MPO will have the option of either³:
 - i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide targets for that performance measure.
 - ii. Choosing to establish its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to establish its own target, the MPO will coordinate with FDOT and, as applicable, providers of public transportation regarding the approach used to develop the target and the proposed target prior to

³ When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, that MPO will be responsible for coordinating with each state DOT in setting and reporting targets and associated data.

establishment of a final target. The MPO will provide FDOT and, as applicable, providers of public transportation, documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date when the targets were established .

- c) The providers of public transportation in MPO planning areas will select and establish performance targets annually to meet the federal performance management requirements for transit asset management and transit safety under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).
- i. The Tier I providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management. Each Tier I provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date when the targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier I provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
 - ii. FDOT is the sponsor of a Group Transit Asset Management plan for subrecipients of Section 5311 and 5310 grant funds. The Tier II providers of public transportation may choose to participate in FDOT's group plan or to establish their own targets. FDOT will notify MPOs and those participating Tier II providers following of establishment of transit-related targets. Each Tier II provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier II provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
 - iii. FDOT will draft and certify a Public Transportation Agency Safety Plan for any small public transportation providers (defined as those who are recipients or subrecipients of federal financial assistance under 49 U.S.C. 5307, have one hundred (100) or fewer vehicles in peak revenue service, and do not operate a rail fixed guideway public transportation system). FDOT will coordinate with small public transportation providers on selecting statewide public transportation safety performance targets, with the exception of any small operator that notifies FDOT that it will draft its own plan.
 - iv. All other public transportation service providers that receive funding under 49 U.S. Code Chapter 53 (excluding sole recipients of sections 5310 and/or 5311 funds) will provide written notice to the appropriate MPO and FDOT when they establish public transportation safety performance targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit safety

performance targets. MPOs may choose to update their targets when the provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

- v. If the MPO chooses to support the asset management and safety targets established by the provider of public transportation, the MPO will provide to FDOT and the provider of public transportation documentation that the MPO agrees to plan and program MPO projects so that they contribute toward achievement of the statewide or public transportation provider targets. If the MPO chooses to establish its own targets, the MPO will develop the target in coordination with FDOT and the providers of public transportation. The MPO will provide FDOT and the providers of public transportation documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date the final targets were established. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the options of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area.

3. Reporting performance targets:

- a) Reporting targets generally refers to the process used to report targets, progress achieved in meeting targets, and the linkage between targets and decision making processes FDOT will report its final statewide performance targets to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as mandated by the federal requirements.
 - i. FDOT will include in future updates or amendments of the statewide long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved in meeting the performance targets, in accordance with 23 CFR 450.216(f).
 - ii. FDOT will include in future updates or amendments of the statewide transportation improvement program a discussion of the anticipated effect of the program toward achieving the state's performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.218 (q).
 - iii. FDOT will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the reporting timelines and requirements established by 23 CFR 490; and for each applicable public transit measure to FTA, in accordance with the reporting timelines and requirements established by 49 CFR 625 and 40 CFR 673.
- b) Each MPO will report its final performance targets as mandated by federal requirements to FDOT. To the extent practicable, MPOs will report final targets through the TIP update or other existing documents.
 - i. Each MPO will include in future updates or amendments of its metropolitan long-range transportation plan a description of all applicable performance measures

and targets and a system performance report, including progress achieved by the MPO in meeting the performance targets, in accordance with 23 CFR 450.324(f)(3-4).

- ii. Each MPO will include in future updates or amendments of its TIP a discussion of the anticipated effect of the TIP toward achieving the applicable performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.326(d).
 - iii. Each MPO will report target-related status information to FDOT upon request to support FDOT's reporting requirements to FHWA.
- c) Providers of public transportation in MPO planning areas will report all established transit asset management targets to the FTA National Transit Database (NTD) consistent with FTA's deadlines based upon the provider's fiscal year and in accordance with 49 CFR Parts 625 and 630, and 49 CFR Part 673.
4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:
- a) FDOT will report to FHWA or FTA as designated, and share with each MPO and provider of public transportation, transportation performance for the state showing the progress being made towards attainment of each target established by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.
 - b) If an MPO establishes its own targets, the MPO will report to FDOT on an annual basis transportation performance for the MPO area showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent practicable, MPOs will report progress through existing processes including, but not limited to, the annual TIP update.
 - c) Each provider of public transportation will report transit performance annually to the MPO(s) covering the provider's service area, showing the progress made toward attainment of each target established by the provider.
5. Collection of data for the State asset management plans for the National Highway System (NHS):
- a) FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.

For more information, contact:

Mark Reichert, Administrator for Metropolitan Planning, Office of Policy Planning, Florida Department of Transportation, 850-414-4901, mark.reichert@dot.state.fl.us

Carl Mikyska, Executive Director, MPOAC, 850-414-4062, carl.mikyska@mpoac.org

Template to Address Performance Management Requirements in Metropolitan Planning Organization Transportation Improvement Programs

Office of Policy Planning

Florida Department of Transportation

March 2021 template

February 2022 MPO update



COLLIER MPO

FY 2023-2027 TIP

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1 - PURPOSE

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

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

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

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

The document is organized as follows:

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

2 - BACKGROUND

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

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

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

3 - HIGHWAY SAFETY MEASURES (PM1)

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

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

3.1 Language for MPO that Supports Statewide Targets

On August 31, 2021, FDOT established statewide performance targets for the safety measures for calendar year **2022**. On **December 10, 2021**, the **Collier MPO** agreed to support FDOT’s statewide safety performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Table 3.1 presents the statewide and MPO safety targets.

Table 3.1. Statewide and MPO Safety Performance Targets

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

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

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

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

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

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

The Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide performance toward the zero deaths vision. For the 2021 HSIP annual report, FDOT established 2022 statewide safety performance targets at "0" for each safety performance measure to reflect the Department's vision of zero deaths.

For the second year in a row, FHWA determined in 2021 that Florida did not meet or make significant progress towards achieving its safety performance targets. FDOT was therefore required to develop and follow a Highway Safety Improvement Program (HSIP) Implementation Plan that describes the actions the State will take to meet or make significant progress toward meeting its subsequent targets. During Florida Metropolitan Planning Partnership (FMPP) virtual meeting held in February 2021, FHWA discussed expectations for TIPs specific to safety targets. For this year, MPOs are required to reference the HSIP Implementation Plan in their TIPs. For the FY2023-2027 TIP, MPOs are required to connect projects funded by HSIP to projects in their TIPs. However, there are no HSIP funded projects in this year's TIP.

The **Collier MPO**, along with FDOT and other traffic safety partners, shares a high concern about the upward trending of traffic fatalities, both statewide and nationally. As such, the **Collier MPO** supports FDOT's statewide 2022 safety targets. The safety initiatives within this TIP are intended to contribute toward achieving these targets.

Safety performance measure targets are required to be adopted on an annual basis. In August of each calendar year, FDOT reports the following year's targets in the HSIP Annual Report. Each MPO is required to either adopt FDOT's targets or establish its own targets by the following February.

In early 2020, FHWA completed an assessment of target achievement for FDOT's 2018 safety targets, based on actual five-year averages for each measure for 2014-2018. Per FHWA's PM1 rule, a state has met or made significant progress toward its safety targets when at least four of the targets have been met or the actual outcome is better than the baseline performance. Based on FHWA's review, Florida did not make significant progress toward achieving its safety targets. Both the total number of fatalities and the fatality rate increased. The total number of serious injuries has begun to decline on a five-year rolling average basis, while the serious injury rate has declined steadily over this timeframe. Based on these trends, Florida is making progress towards achieving the targets established for serious injuries but not yet for fatalities or non-motorized users. As requested by FHWA, FDOT has developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of these targets. The **HSIP Implementation Plan** documents Florida's HSIP

funding and project decisions for the upcoming fiscal year to meet or make significant progress toward meeting its safety performance targets in subsequent years.

As documented in the **HSIP Implementation Plan**, Florida received an allocation of approximately \$155 million in HSIP funds during the 2018 state fiscal year from July 1, 2018 through June 30, 2019, and fully allocated those funds to safety projects. FDOT used these HSIP funds to complete 391 projects, which address the safety categories of intersections, lane departure mitigation, pedestrian and bicyclist safety, and other programs representing SHSP emphasis areas.

FDOT’s State Safety Office works closely with FDOT districts and regional and local traffic safety partners to update the HSIP annually. Historic, risk-based, and predictive safety analyses are conducted to identify appropriate proven countermeasures to reduce fatalities and serious injuries associated with Florida’s SHSP emphasis areas, resulting in a list of projects that reflect the greatest needs and are anticipated to achieve the highest benefit. While these projects and the associated policies and standards may take years to be implemented, they are built on proven countermeasures for improving safety and addressing serious crash risks or safety problems identified through a data-driven process. Florida continues to allocate all available HSIP funding to safety projects. FDOT’s HSIP Guidelines provide detailed information on this data-driven process and funding eligibility.

Baseline Conditions

After FDOT set its Safety Performance Measures targets in 2018, both FDOT and the **Collier MPO** established 2017 Baseline Safety Performance Measures. To evaluate baseline Safety Performance Measures, the most recent five-year rolling average (2013-2019) of crash data and VMT were utilized. Table 3-2 presents the Baseline Safety Performance Measures for Florida and **Collier MPO**.

Table 3.2 – Baseline Safety Performance Measures – 2013-2019 Rolling Five-Year Average

Performance Measure	Florida	Collier MPO
Number of Fatalities	3,110.2	36.2
Number of Serious Injuries	20,180.2	186.2
Fatality Rate per 100 million Vehicle Miles Traveled (VMT)	1.416	1.038
Serious Injury Rate per 100 million Vehicle Miles Traveled (VMT)	9.222	5.263
Total number of non-motorized fatalities and serious injuries	3,289.8	39.2

Trends Analysis

The TIP development process, consistent with the process used to develop the **Collier MPO’s** Long-Range Transportation Plan, includes analysis of safety data trends, including the location and factors associated with crashes with emphasis on fatalities and serious injuries. These data are used to help identify regional safety issues and potential safety strategies for the LRTP and TIP.

The MPO uses crash data tracking fatalities and serious injuries in **Collier County** to analyze past trends and identify regional safety issues. Tracking these measures will help to estimate the effectiveness of future MPO transportation investment, as reflected in the TIP. Table 3-3 shows the changes in Safety Performance Measures for **Collier MPO** from 2010 through 2019. The measures shown in Table 3-3- were derived by following the same methodology as that used to calculate the baseline conditions.

Table 3-3 Safety Performance Measure Trends in Collier County

Performance Measure	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019
Number of Fatalities	38.8	38.0	36.2	38.6	41.2
Number of Serious Injuries	175.2	177.2	186.2	215.4	233.2
Fatality Rate per 100 million Vehicle Miles Traveled (VMT)	1.184	1.125	1.038	1.070	1.105
Serious Injury Rate per 100 million Vehicle Miles Traveled (VMT)	5.388	5.252	5.263	5.901	6.234
Total number of non-motorized fatalities and serious injuries	38.0	40.4	39.6	42.6	45.8

Coordination with Statewide Safety Plans and Processes

The **Collier MPO** recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the **Collier MPO 2045 LRTP** reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically, the Florida Strategic Highway Safety Plan (SHSP), Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).

Safety Programs and Projects in the FY 2023 – 2027 TIP

The **Collier MPO** considered safety as a project evaluation factor in prioritizing projects for inclusion in the 2045 LRTP’s Cost Feasible Plan (CFP) and in these specific plans that are incorporated into the LRTP CFP by reference: The Transportation System Performance Report and Action Plan (2020), the Bicycle and Pedestrian Master Plan (2019) and the Draft Local Roads Safety Plan (2021). The MPO’s annual project prioritization process includes safety as an evaluation factor in rating and ranking projects for programming the MPO’s Transportation Management Area (TMA) Surface Transportation Grant Program – Urban (SU) funds.

The TIP includes programs and projects that fall into specific investment priorities established by the MPO in the 2045 LRTP, the Bicycle and Pedestrian Master Plan, the Transportation System Performance Report and Action Plan and the Draft Local Roads Safety Plan. This includes **safety programs and projects** such as:

- **Infrastructure examples:** Installation of new sidewalks, bike lanes and shared use paths; school flashing signals, roadway lighting, traffic calming, traffic signals, bike lanes, sidewalks (see Section E: Bike/Ped Project Sheets), installing roundabouts (FPN 4463171 and 4463172 in Naples) example currently under construction at SR 82/ SR 29 intersection), innovative intersection improvements, constructing a truck bypass on a state road to limit heavy commercial through traffic on an historic Main Street in a community with a large minority and immigrant population and high number of

crashes involving pedestrian and cyclists (FPN 4175405 SR 29 from CR 846 to N of New Market Road W), lane repurposing projects (County has approved lane repurposing on CR 29 in Everglades City to add bike lanes in both directions as part of repaving project), new and improved pedestrian crosswalks; improved curve radii and lane width on Corkscrew Road (FPN 4463232); installation of bicycle detection equipment at intersections (FPN 4462531); installing school ITS flasher system FPN 4462521

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

None of these projects use HSIP funds.

4 - PAVEMENT & BRIDGE CONDITION MEASURES (PM2)

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

This rule establishes the following six performance measures:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4.1 Language for MPOs that Support Statewide Targets

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

Table 4.1. Statewide Pavement and Bridge Condition Performance Targets

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

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

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

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

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

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

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

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

Collier MPO's NHS roadways are:

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

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

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

The **Collier MPO** tracks and reports on performance targets in **the Director's Annual Report to the MPO Board, presented in October**. The TIP devotes a significant amount of resources to projects that will maintain pavement and bridge condition performance on the NHS. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, and new bridge and pavement capacity. According to the Draft Tentative Work Program November 2021, includes **\$126.1 million for resurfacing**, and **\$121.1 million for new capacity**.

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

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

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

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

National Highway Performance Program (NHPP)

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

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

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

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

LOTTR Measures

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

TTTR Measure

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

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

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

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

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

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

5.1 Language for MPOs that Supports Statewide Targets

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

Table 5.1. Statewide System Performance and Freight Targets

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

FDOT reported on the 2020 conditions within Collier County as follows::

- 100 percent of person-miles traveled on the Interstate are reliable;
- 99 percent of person-miles traveled on the non-Interstate are reliable; and
- 1.12 truck travel time reliability index.

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

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

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

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

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

System performance and freight are addressed through several statewide initiatives:

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

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

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

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

The **Collier MPO TIP** devotes a significant amount of resources to programs and projects that will improve system performance and freight reliability on the Interstate and non-Interstate NHS. Investments include **\$115.4 million** for **corridor improvements on the non-Interstate NHS**, which also support the MPO's **regional priority freight corridors**. The Draft Tentative Work Program funds **\$9.6 million** for **congestion management projects**; and **\$18.3 million** for **bike/ped projects**.

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

6 - TRANSIT ASSET MANAGEMENT MEASURES

Transit Asset Performance Measures

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

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

Table 6.1. FTA TAM Performance Measures

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

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

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

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

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

Table 6.2. Florida Group TAM Plan Participants

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

¹no longer in service

²provider service area covers portions of Districts 1 and 2

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

6.1 Language for MPO that Supports Public Transportation Provider Targets

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

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

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

FY19 Transit Asset Management Assets Performance & Performance Targets for FY20

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

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

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

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

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

General Condition Assessment Rating Scale

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

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

Transit Asset Management in the TIP

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

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

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

7 - TRANSIT SAFETY PERFORMANCE

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

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

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

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

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

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

7.1 Local Safety Targets

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

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

Table 7-1 – Collier Area Transit Safety Targets 2020

Section 3.1 – Annual Safety Performance Targets

VRM = Vehicle Revenue Miles

MB = Motor Bus (Fixed Route)

DR = Demand Response (Paratransit)

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

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

APPENDIX K: AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

To be inserted as they occur.