This is an in-person meeting
May 23, 2022, 9:30 AM

1. Call to Order
2. Roll Call
3. Approval of the Agenda
4. Approval of the April 25, 2022 Meeting Minutes
5. Open to Public for Comments
6. Agency Updates
   A. FDOT
   B. MPO Executive Director
7. Committee Action
   A. Endorse Final FY 2023-2027 Transportation Improvement Program (TIP)
   B. Endorse 2022 TRIP Priorities
   C. Endorse 2022 Highway Priorities
   D. Endorse 2022 Planning Priorities
8. Reports & Presentations*
   A. Old US 41 PD&E Study
9. Member Comments
10. Distribution Items
    A. n/a
11. Next Meeting Date
    August 22, 2022
12. Adjournment

*May Require Committee Action

PLEASE NOTE:
The meetings of the advisory committees of the Collier Metropolitan Planning Organization (MPO) are open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition of the Chairperson. Any person desiring to have an item placed on the agenda should contact the MPO Director at least 14 days prior to the meeting date. Any person who decides to appeal a decision of the advisory committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact the Collier Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-5814. The MPO’s planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO’s planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Collier MPO Title VI Specialist Ms. Anne McLaughlin (239) 252-5884 or by email at: anne.mclaughlin@colliercountyfl.gov, or in writing to the Collier MPO, attention: Ms. McLaughlin, at 2885 South Horseshoe Dr., Naples, FL 34104.
TECHNICAL ADVISORY COMMITTEE of the
COLLIER METROPOLITAN PLANNING ORGANIZATION
MEETING MINUTES
April 25, 2022 9:30 a.m.

1. Call to Order

Ms. Lantz called the meeting to order at 9:30 a.m.

2. Roll Call

Mr. Philips called the roll and confirmed a quorum was present.

TAC Members Present
Lorraine Lantz, Chair, Collier County Transportation Planning
Michelle Arnold, Collier County Public Transit and Neighborhood Enhancement (PTNE) [arrived 13A]
Ute Vandersluis, Naples Airport Authority [arrived 4A]
Margaret Wuerstle, Southwest Florida Regional Planning Council
Allison Bickett, Vice Chair, City of Naples [arrived 6A]
Dan Hall, Collier County Traffic Operations
Tim Brock, Everglades City
Dave Rivera, City of Naples

TAC Members Absent
Andrew Bennett, Collier County Airport Authority
Don Scott, Lee County MPO
Daniel Smith, City of Marco Island

MPO Staff
Anne McLaughlin, Executive Director
Brandy Otero, Principal Planner
Scott Philips, Principal Planner

Others Present
David Agacinski, FDOT
Nelson Galeano, Collier County Transportation Planning Div.
Michael Tisch, Collier County Transportation Engineering
Steve Ludwinski, Corridino Group

3. Approval of the Agenda

Mr. Brock moved to approve the agenda. Mr. Rivera seconded. Carried unanimously.

4. Approval of the March 28, 2022 Meeting Minutes
Mr. Brock moved to approve the March 28, 2022 meeting minutes. Ms. Wuerstle seconded. Carried unanimously.

5. Public Comments for Items not on the Agenda

6. Agency Updates

A. Collier County

Ms. Lantz introduced Collier County’s new Transportation Planning Manager, Mr. Nelson Galeano to the committee.

B. FDOT

Ms. McLaughlin relayed the following information to the TAC on behalf of FDOT:

FDOT will be presenting the Everglades City Copeland Avenue and Oasis Visitor Center projects at the Everglades City May 3rd City Council meeting, and at the Collier MPO May 13th Board Meeting.

FDOT will present the Old US 41 PD&E Study at the Collier MPO May 17th BPAC meeting, the May 23rd TAC and CAC meetings, and at the June 10th MPO Board meeting; the Lee MPO May 24th and June 2nd committee meetings and June 17th MPO Board meeting; and at the June 1st Bonita Springs City Council meeting.

C. MPO Executive Director

Announced that Ms. Daniel Bates, the MPO’s Administrative Assistant, has left the MPO for a new position with Collier County Transportation Services. The position has been advertised and interviews will take place after the May 13th MPO Board Meeting.

7. Committee Action

A. Endorse FY 2022/23-2023/24 Unified Planning Work Program (UPWP)

Ms. Otero: This is the final FY 22/23-24 UPWP that will be presented at the May 13th MPO Board Meeting. A few changes have been made to the document with the major change being a reduction of $200,000 in SU funds to the MPO. This was done in coordination with FDOT and does not substantially impact the program. FDOT will provide the $200,000 in SU funds in the FY 24/25-26 UPWP Cycle. When the SU funding is returned it will be used to complete the 2050 Long-Range Transportation Plan. Other changes include updating some formatting, adding contract numbers to the cover page, revising soft-match language, revising summary budget tables, and adding UPWP comments and responses to comments to Appendix D. We are waiting on revised comments from FHWA, so there may be a few revisions to the comment section between this meeting and the May 13th Board meeting. I expect the main revision will be FHWA removing their comment regarding SU funding.
Ms. Otero provided a handout to the TAC showing revised the UPWP Summary Budget Tables 3 – 6 at the start of the meeting. Ms. Otero noted that the MPO received an updated allocation from the TD Trust that increased the MPO’s total TD Trust allocation to $27,954.

**Ms. Wuerstle moved to endorse the FY 2022/23-2023/24 UPWP. Mr. Rivera seconded. Carried unanimously.**

**B. Endorse Updated SUN Trail Alignment for the Florida Greenways and Trails System Map**

**Ms. McLaughlin:** We are asking the committee to endorse the updated SUN Trail alignment for the Florida Greenways and Trails System. The purpose to have an updated alignment is so we can tap into SUN Trail funding when opportunities arise. The Florida Department of Environmental Protection, Office of Greenways and Trails (OGT) is updating the Florida Greenways and Trails System Plan including the maps. The last update to the Florida Greenways and Trails Plan and Maps was 2018, just before the MPO adopted its Bike and Pedestrian Master Plan in 2019. The BPAC endorsed the alignment at their April 19th meeting, and this item will be presented at the May 13th MPO Board meeting for approval. The deadline to submit is May 31st. OGT has asked submittals to be in a GIS shapefile format.

The MPO has coordinated with the Naples Pathway Coalition (NPC) as they wrap up their Paradise Coast Trail Feasibility Study. The NPC has received comments on the MPO’s SUN Trail alignment, so it was a good opportunity to work with them to make sure the SUN Trail and Paradise Coast Trail alignments are consistent with the Bike and Pedestrian Master Plan (BPMP) recommendations. MPO staff support the updated alignment, and the BPAC has endorsed the alignment. Ms. McLaughlin provided a verbal description of the updated alignment to the committee, noting that minor adjustments can be made as the project moves through the Project Development & Environment (PD&E) phase.

**Mr. Brock:** Is there a typical cross section?

**Ms. McLaughlin:** The NPC Feasibility Study will most likely develop conceptual cross sections, but detailed designs won’t be available until the completion of the PD&E study for the FPL easement parallel to Livingston Road.

**Mr. Galeano** asked whether the trail is intended to serve as transportation or recreation.

**Ms. McLaughlin** responded that the SUN Trail alignment is intended to tap into state SUN Trail funds that emphasize the recreational aspect of the trail, however the alignment runs through the center of Collier County where it also serves a transportation function as an alternative mode of travel.

**Mr. Galeano** expressed support for the alignment, for providing recreational opportunities and for alternative modes of travel as benefitting community health and enhancing lifestyle choices.

**Mr. Brock** moved to endorse the Updated SUN Trail Alignment for the Florida Greenways and Trails Systems Map. **Ms. Bickett** seconded. Carried unanimously.
8. Reports and Presentation (May require Committee Action)

A. Everglades City Sidewalk & SR 90 at Oasis Visitor Center Project Presentation

Mr. David Agacinski, FDOT, made a presentation to the committee on the Copeland Avenue (CR 29) sidewalk project in Everglades City, and the SR 90 (US 41) at the Oasis Visitor Center turn lane project. He stated that the project will be let in June and anticipates construction to begin 3 to 4 months after the bids are open. The projects are being let as a single package. Mr. Agacinski then reviewed the Copeland Avenue Sidewalk project with the committee. He told the committee that the collaboration between the MPO, FDOT, Collier County, and Everglades City was instrumental in advancing the Copeland Avenue project to construction. During construction pedestrian access will be maintained in the two lane section of the construction zone by temporarily closing the existing northbound lane to vehicle traffic; in the project zone’s four lane section the northbound outside lane will be temporarily closed to vehicles to provide pedestrian access, the northbound inside lane will remain open to vehicles. The project includes a new sidewalk section to connect to the existing sidewalk just north of the Chokoloskee Bay Bridge. Pedestrian safety in the construction zone will be maintained by using temporary traffic barriers and controls. A temporary signal will be placed at each end of the construction zone.

Mr. Agacinski followed the Copeland Avenue Sidewalk project presentation with the SR 90 at the Oasis Visitor Center project. He told the committee that the National Park Service was the project applicant. Due to the high-speed nature of the corridor the project will improve safety for vehicles turning into the visitor center. The project adds a dedicated east-bound left turn lane and a dedicated west-bound right turn lane with a bicycle keyhole at the Oasis Visitor Center entrance. A 5-foot shoulder will be maintained for bike use along the westbound lane. Signage will be posted on SR 90 in each direction during construction approximately 1-mile from the Oasis Visitor’s Center entrance to provide advance warning of the construction zone.

B. Update on Draft 2022 TRIP Priorities

Ms. McLaughlin told the committee that this is an initial look at the draft list of the Transportation Regional Incentive Program (TRIP) project priorities and that the MPO is not seeking endorsement at this time. The list of projects is supported by the 2045 Long Range Transportation Plan and has been collaboratively developed with the Lee County MPO. The Lee MPO representative was not in attendance to provide an overview of their projects; however, Ms. Lantz explained that Collier County’s TRIP project list is essentially the same list that was previously submitted with a few revisions to project implementation schedules, cost estimates and funding. The committee has previously endorsed the Bike/Ped and Transit priorities. The MPO will bring the TRIP 2022 Priority list to the May 23 TAC and CAC meetings for endorsement.

C. Update on Draft FY 2023-2027 Transportation Improvement Program (TIP)

Ms. McLaughlin: The TIP pages in the packet are from the February 2022 Work Program Snapshot. FDOT sent the April 2022 Work Program snapshot after the packet was distributed. The handouts summarize the financial changes to projects reflected in the April snapshot, but staff has not had time to complete its review and update the project sheets in the TIP. The final draft 2023-27 TIP will be brought to the committee for endorsement next month. Committee members were asked to contact Ms. McLaughlin with any questions or comments.
9. Member Comments

None

10. Distribution Items

Administrative Modification #4 to the FY2022-2026 TIP

11. Next Meeting Date

May 23, 2022—9:30 a.m. – in person

Ms. Lantz adjourned the meeting at 10:40 a.m.
EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7A

Endorse Final FY 2023-2027 Transportation Improvement Program (TIP)

OBJECTIVE: For the committee to endorse the Final FY 2023-2027 TIP.

CONSIDERATIONS: The TIP is a 5-year, fiscally constrained, multimodal program of transportation projects within the Collier Metropolitan Planning Area. The TIP is developed by the MPO in cooperation with the Florida Department of Transportation (FDOT). Projects funded in the TIP originated in the MPO’s 2045 Long Range Transportation Plan (LRTP) – Cost Feasible Plan. Projects make their way from the LRTP to the TIP through the MPO’s annual process of selecting and updating Project Priorities for submission to FDOT each June for potential inclusion in the next update to the FDOT 5-year Work Program.

The Final FY 2023-2027 TIP is shown in Attachment 1. Part One of the TIP contains the narrative and project sheets; Part Two contains supporting documentation required by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The project sheets have been updated to match the most current snapshot of the FDOT FY 2023-2027 Work Program, received on 4/14/2022.

A draft of the FY 2023-2027 TIP has been posted on the MPO website for public comment since April 14, 2022. No comments have been received to-date. The Board will receive a presentation on the Final FY 2023-2024 TIP on May 13, 2022, in preparation for adoption at the June 10, 2022 Board meeting.

STAFF RECOMMENDATION: That the committee endorse the Final FY 2023-2027 TIP.

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENT(S):

1. Final FY 2023-2027 TIP
The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Sections 134 and 135 of Title 23 U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.
COLLIER METROPOLITAN PLANNING ORGANIZATION

Council Member Paul Perry, MPO Chair  
City of Naples

Council Member Greg Folley, MPO Vice-Chair  
City of Marco Island

Commissioner Rick LoCastro  
Collier County (District 1)

Commissioner Andy Solis, Esq.  
Collier County (District 2)

Commissioner Burt L. Saunders  
Collier County (District 3)

Commissioner Penny Taylor  
Collier County (District 4)

Commissioner William L. McDaniel Jr.  
Collier County (District 5)

Council Member Tony Pernas  
City of Everglades City

Council Member Ted Blankenship  
City of Naples

Anne McLaughlin  
MPO Executive Director

Scott R. Teach, Esq.  
Collier County Deputy Attorney
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APPENDICES

Appendix A: FDOT's Strategic Intermodal System Funding Strategy
Appendix B: Collier-Lee Regional Highway Map
Appendix C: Airport Capital Improvement Programs (JACIP)
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MPO RESOLUTION #2022-XX
A RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION ADOPTING
THE FY 2022/23 – 2026/27 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Collier Metropolitan Planning Organization is required to develop an annually updated Transportation Improvement Program pursuant to 23 U.S.C. 134(j), 23 C.F.R. 450.104, 23 C.F.R. 450.324(a), and F.S. 339.175(8)(c)(1); and

WHEREAS, the Collier Metropolitan Planning Organization has reviewed the proposed Transportation Improvement Program and determined that is consistent with its adopted Plans and Program; and

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

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

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

This Resolution PASSED and duly adopted by the Collier Metropolitan Planning Organization Board after majority vote on this 10th day of June 2022.

Attest:

COLLIER METROPOLITAN PLANNING ORGANIZATION

By: ___________________________ By: ____________________________
    Anne McLaughlin               Council Member Paul Perry
    MPO Executive Director         Collier MPO Chairman

Approved as to form and legality:

______________________________
Scott R. Teach, Deputy County Attorney
### Acronyms

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

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## FDOT Fund Codes

As Of: 1/27/2020

[View FDOT Fund Codes](https://fdotewp1.dot.state.fl.us/fmsupportapps/WorkProgram/support/appendixd.aspx?CT=FC)

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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 Statutes; 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 Work Program snapshot produced in April 2022, is $418 million, a decrease of $101 million in comparison with the FY2022 - FY2026 TIP. (Figure 3 below)
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 (40% versus 33%).
Figure 4: Percent Funding by Major Category FY 23-27

![Pie chart showing funding percentages for FY 2023-2027 TIP]

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

![Pie chart showing funding percentages for FY 2022-2026 TIP]

Collier MPO FY 2023-27 TIP - Part I
This year's Equity Assessment, based on the Draft Tentative Work Program produced in October 2021, 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

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<td>Bike-Ped</td>
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<td>Transit</td>
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<td>CM SU Box</td>
<td>$6,993,905</td>
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<td><strong>$202,396,445</strong></td>
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<td>Expenditures benefiting EJ Communities</td>
<td>$193,908,677</td>
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<tr>
<td>Other</td>
<td>$8,487,768</td>
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</table>

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.
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 §5305 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

<table>
<thead>
<tr>
<th>Date Range</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mar 2020 - March 2021</td>
<td>MPO solicits candidate projects for potential funding in the new 5th year of FDOT’s FY2023 - FY2027 Work Program, aka the MPO’s FY 2023-2027 TIP.</td>
</tr>
<tr>
<td>June 2021</td>
<td>MPO adopts prioritized list of projects for funding in the MPO FY2023-27 Work Program/TIP</td>
</tr>
<tr>
<td>Jan 2022 – April 2022</td>
<td>FDOT releases Tentative Five-year Work Program for FY2023-FY2027</td>
</tr>
<tr>
<td>March – June 2022</td>
<td>MPO produces draft FY2023 - 2027 TIP; MPO Board and committees review draft TIP; MPO advisory committees endorse TIP</td>
</tr>
<tr>
<td>June 2022</td>
<td>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</td>
</tr>
<tr>
<td>July 2022</td>
<td>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)</td>
</tr>
<tr>
<td>September 2022</td>
<td>MPO adopts TIP Amendment for inclusion of Roll Forward Report</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>MAP ID</th>
<th>Facility</th>
<th>Limit From</th>
<th>Limit To</th>
<th>Project Description</th>
<th>Total Project Cost (PDC)</th>
<th>5-Year Window in which CST is Funded by Source</th>
<th>PROJECT STATUS in Draft Tentative Work Program FY23-27</th>
</tr>
</thead>
<tbody>
<tr>
<td>50</td>
<td>SR 29</td>
<td>N of New Market Rd</td>
<td>SR 82</td>
<td>Widen from 2 lanes to 4-lanes (with center turn lane)</td>
<td>$64,792,368</td>
<td>2026-30 CST SIS</td>
<td>$30,360,000</td>
</tr>
<tr>
<td>23</td>
<td>I-75 (SR93) Interchange</td>
<td>Golden Gate Pkwy</td>
<td></td>
<td></td>
<td>$9,590,000</td>
<td>2026-30 PE OA</td>
<td>$30,000</td>
</tr>
<tr>
<td>25</td>
<td>I-75 (SR93) Interchange</td>
<td>Immokalee Rd</td>
<td></td>
<td></td>
<td>$9,590,000</td>
<td>2026-30 PE OA</td>
<td>$30,000</td>
</tr>
<tr>
<td>57</td>
<td>US41 (SR90)(Tamiami Trail)</td>
<td>Goodlette-Frank Rd</td>
<td></td>
<td>Major Intersection Improvement</td>
<td>$13,000,000</td>
<td>2026-30 PE OA</td>
<td>$30,000</td>
</tr>
<tr>
<td>58</td>
<td>US41 (SR90)(Tamiami Trail)</td>
<td>Greenway Rd</td>
<td>6 L Farm Rd</td>
<td>Widen from 2-lane to 4-lanes</td>
<td>$31,880,000</td>
<td>2026-30 PE OA</td>
<td>$30,000</td>
</tr>
<tr>
<td>111</td>
<td>US41 (SR90) (Tamiami Trail)</td>
<td>Immokalee Rd</td>
<td></td>
<td></td>
<td>$17,500,000</td>
<td>2026-30 PE OA</td>
<td>$30,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MAP ID</th>
<th>Facility</th>
<th>Limit From</th>
<th>Limit To</th>
<th>Project Description</th>
<th>Total Project Cost (PDC)</th>
<th>5-Year Window in which CST is Funded by Source</th>
<th>PROJECT STATUS in Draft Tentative Work Program FY23-27</th>
</tr>
</thead>
<tbody>
<tr>
<td>39</td>
<td>Old US41</td>
<td>US41</td>
<td>Lee/Collier County Line</td>
<td>Widen from 2 lanes to 4-lanes</td>
<td>$32,590,000</td>
<td>2031-2035 PE OA</td>
<td>$30,000</td>
</tr>
<tr>
<td>59</td>
<td>US 41 (SR90) (Tamiami Trail)</td>
<td>Collier Blvd</td>
<td></td>
<td>Major Intersection Improvement</td>
<td>$17,250,000</td>
<td>2031-2035 PE OA</td>
<td>$30,000</td>
</tr>
<tr>
<td>60</td>
<td>US41 (SR90)(Tamiami Trail)</td>
<td>Immokalee Rd</td>
<td>Old US 41</td>
<td>Complete Streets Study for TSM&amp;O Improvements</td>
<td>$17,250,000</td>
<td>2031-2035 PE OA</td>
<td>$30,000</td>
</tr>
<tr>
<td>22</td>
<td>I-75 (SR93) New Interchange</td>
<td>Vicinity of Everglades Blvd</td>
<td></td>
<td>New Interchange</td>
<td>$42,260,000</td>
<td>2036-2045 PE OA</td>
<td>$30,000</td>
</tr>
<tr>
<td>C1</td>
<td>Connector Roadway from New I-75</td>
<td>Golden Gate Blvd</td>
<td>Vanderbilt Beach Rd</td>
<td>4-lane Connector Roadway from New Interchange</td>
<td>$17,570,000</td>
<td>2036-2045 PE OA</td>
<td>$30,000</td>
</tr>
<tr>
<td>C2</td>
<td>Connector Roadway from New I-75</td>
<td>Golden Gate Blvd</td>
<td>I-75 (SR93)</td>
<td>4-lane Connector Roadway from New Interchange</td>
<td>$80,590,000</td>
<td>2036-2045 PE OA</td>
<td>$30,000</td>
</tr>
</tbody>
</table>

### Collier MPO FY 2023-27 TIP - Part I

**HIGHWAYS - Freight Priorities**

<table>
<thead>
<tr>
<th>MAP ID</th>
<th>Facility</th>
<th>Limit From</th>
<th>Limit To</th>
<th>Project Description</th>
<th>Total Project Cost (PDC)</th>
<th>5-Year Window in which CST is Funded by Source</th>
<th>PROJECT STATUS in Draft Tentative Work Program FY2022-26 TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>50</td>
<td>SR 29</td>
<td>New Market Rd N</td>
<td>N of SR 82</td>
<td>Widen from 2 lanes to 4-lanes (with center turn lane)</td>
<td>$31,801,703</td>
<td>2036-30 CST SIS</td>
<td>$30,360,000</td>
</tr>
<tr>
<td>51</td>
<td>SR 29</td>
<td>Immokalee Rd (CR 846)</td>
<td>New Market Rd N</td>
<td>4-lane Rd (aka The Immokalee Bypass)</td>
<td>$33,103,090</td>
<td>2036-30 CST SIS</td>
<td>$30,360,000</td>
</tr>
</tbody>
</table>

**Subtotal** | $64,904,793 | $33,293,090 | $22,500,000 | $22,500,000 | 4175406 ENV SIS 2024 $3,180,000 |

**Subtotal** | $34,432,368 | $13,490,000 | $13,490,000 | 4175406 ENV SIS 2024 $3,180,000 |
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*)

<table>
<thead>
<tr>
<th>Rank</th>
<th>Location</th>
<th>Cost Estimate</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>16th Street NE, south of 10th Ave NE</td>
<td>$8,000,000</td>
<td>CST $4.9 m SU/CM CST</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>FY22 FY21-25 TIP</td>
</tr>
<tr>
<td>2</td>
<td>47th Avenue NE, west of Everglades Boulevard</td>
<td>$8,000,000</td>
<td>PD&amp;E completed</td>
</tr>
</tbody>
</table>

*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>
<thead>
<tr>
<th>Improvement</th>
<th>Category</th>
<th>Improvement</th>
<th>Implementation</th>
<th>Year</th>
<th>Annual Cost</th>
<th>3-Year Operating Cost</th>
<th>10-Year Operating Cost</th>
<th>Capital Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 15 from 90 to 45 minutes</td>
<td>Increase Frequency</td>
<td>1</td>
<td>2022</td>
<td>$163,238</td>
<td>$489,715</td>
<td>$1,632,384</td>
<td>$503,771</td>
<td></td>
</tr>
<tr>
<td>Route 11 from 30 to 20 minutes</td>
<td>Increase Frequency</td>
<td>2</td>
<td>2022</td>
<td>$652,954</td>
<td>$1,958,861</td>
<td>$6,529,536</td>
<td>$503,771</td>
<td></td>
</tr>
<tr>
<td>Route 12 from 90 to 45 minutes</td>
<td>Increase Frequency</td>
<td>3</td>
<td>2022</td>
<td>$282,947</td>
<td>$848,840</td>
<td>$2,829,466</td>
<td>$503,771</td>
<td></td>
</tr>
<tr>
<td>Administration/Passenger Station Roof Replacement</td>
<td>Transit Asset Management (TAM)</td>
<td>4</td>
<td>2022</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>357,000</td>
<td></td>
</tr>
<tr>
<td>Route 16 from 90 to 45 minutes</td>
<td>Increase Frequency</td>
<td>5</td>
<td>2023</td>
<td>$156,105</td>
<td>$468,316</td>
<td>$1,561,054</td>
<td>$503,771</td>
<td></td>
</tr>
<tr>
<td>Route 14 from 60 to 30 minutes</td>
<td>Increase Frequency</td>
<td>6</td>
<td>2023</td>
<td>$243,915</td>
<td>$731,744</td>
<td>$2,439,146</td>
<td>$512,698</td>
<td></td>
</tr>
<tr>
<td>Site SL-15 Creekside</td>
<td>Park and Ride</td>
<td>7</td>
<td>2023</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>564,940</td>
<td></td>
</tr>
<tr>
<td>Beach Lot Vanderbilt Beach Rd</td>
<td>Park and Ride</td>
<td>8</td>
<td>2023</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>2,318,200</td>
<td></td>
</tr>
<tr>
<td>Route 17/18 from 90 to 45 minutes</td>
<td>Increase Frequency</td>
<td>9</td>
<td>2023</td>
<td>$258,550</td>
<td>$775,649</td>
<td>$2,585,495</td>
<td>$503,771</td>
<td></td>
</tr>
<tr>
<td>Route 13 from 40 to 30 minutes</td>
<td>Increase Frequency</td>
<td>10</td>
<td>2023</td>
<td>$83,712</td>
<td>$251,135</td>
<td>$837,115</td>
<td>$512,698</td>
<td></td>
</tr>
<tr>
<td>New Island Trolley</td>
<td>New Service</td>
<td>11</td>
<td>2024</td>
<td>$551,082</td>
<td>$1,653,246</td>
<td>$5,510,821</td>
<td>$864,368</td>
<td></td>
</tr>
<tr>
<td>Study: Mobility on Demand</td>
<td>Other Improvements</td>
<td>12</td>
<td>2024</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>50,000</td>
<td></td>
</tr>
<tr>
<td>Study: Fares</td>
<td>Other Improvements</td>
<td>13</td>
<td>2024</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>50,000</td>
<td></td>
</tr>
<tr>
<td>Support Vehicle - Truck</td>
<td>Transit Asset Management (TAM)</td>
<td>14</td>
<td>2024</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>30,000</td>
<td></td>
</tr>
<tr>
<td>New Bayshore Shuttle</td>
<td>New Service</td>
<td>15</td>
<td>2025</td>
<td>$201,000</td>
<td>$602,999</td>
<td>$2,009,995</td>
<td>$531,029</td>
<td></td>
</tr>
<tr>
<td>Fixed Route Bus - Replacement</td>
<td>Transit Asset Management (TAM)</td>
<td>16</td>
<td>2025</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>500,000</td>
<td></td>
</tr>
<tr>
<td>Fixed Route Bus - Replacement</td>
<td>Transit Asset Management (TAM)</td>
<td>17</td>
<td>2025</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>500,000</td>
<td></td>
</tr>
<tr>
<td>Support Vehicle - Replacement</td>
<td>Transit Asset Management (TAM)</td>
<td>18</td>
<td>2025</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>30,000</td>
<td></td>
</tr>
<tr>
<td>Support Vehicle - Replacement</td>
<td>Transit Asset Management (TAM)</td>
<td>19</td>
<td>2025</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>30,000</td>
<td></td>
</tr>
<tr>
<td>Radio Rd Transfer Station Lot</td>
<td>Park and Ride</td>
<td>20</td>
<td>2026</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>479,961</td>
<td></td>
</tr>
<tr>
<td>Beach Lot Pine Ridge Rd</td>
<td>Park and Ride</td>
<td>21</td>
<td>2026</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>2,587,310</td>
<td></td>
</tr>
<tr>
<td>Immokalee Rd - Split Route 27 creating EW Route</td>
<td>Route Network Modifications</td>
<td>22</td>
<td>2027</td>
<td>$189,885</td>
<td>$569,654</td>
<td>$1,898,846</td>
<td>$550,016</td>
<td></td>
</tr>
<tr>
<td>Collier Blvd - Split Route 27 creating NS Route</td>
<td>Route Network Modifications</td>
<td>23</td>
<td>2027</td>
<td>$189,885</td>
<td>$569,654</td>
<td>$1,898,846</td>
<td>$550,016</td>
<td></td>
</tr>
<tr>
<td>New Route 19/28 - Extend Hours to 10:00 PM</td>
<td>Service Expansion</td>
<td>24</td>
<td>2027</td>
<td>$29,288</td>
<td>$87,863</td>
<td>$292,876</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Route 24 - Extend Hours to 10:00 PM</td>
<td>Service Expansion</td>
<td>25</td>
<td>2027</td>
<td>$30,298</td>
<td>$90,893</td>
<td>$302,976</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Goodlette Frank Rd - Split Route 25 creating NS Route</td>
<td>Route Network Modifications</td>
<td>26</td>
<td>2027</td>
<td>$183,805</td>
<td>$551,416</td>
<td>$1,838,052</td>
<td>$550,016</td>
<td></td>
</tr>
<tr>
<td>MOD – North Naples</td>
<td>New Service</td>
<td>27</td>
<td>2029</td>
<td>$81,723</td>
<td>$245,169</td>
<td>$817,230</td>
<td>$81,961</td>
<td></td>
</tr>
<tr>
<td>New Autonomous Circulator</td>
<td>New Service</td>
<td>28</td>
<td>2029</td>
<td>$52,411</td>
<td>$157,232</td>
<td>$524,105</td>
<td>$569,681</td>
<td></td>
</tr>
<tr>
<td>MOD – Marco Island</td>
<td>New Service</td>
<td>29</td>
<td>2029</td>
<td>$108,912</td>
<td>$326,736</td>
<td>$1,089,119</td>
<td>$81,961</td>
<td></td>
</tr>
<tr>
<td>MOD – Golden Gate Estates</td>
<td>New Service</td>
<td>30</td>
<td>2029</td>
<td>$163,446</td>
<td>$490,338</td>
<td>$1,634,460</td>
<td>$81,961</td>
<td></td>
</tr>
<tr>
<td>New Naples Pier Electric Shuttle</td>
<td>New Service</td>
<td>31</td>
<td>2029</td>
<td>$82,213</td>
<td>$246,638</td>
<td>$822,125</td>
<td>$569,681</td>
<td></td>
</tr>
<tr>
<td>MOD – Naples</td>
<td>New Service</td>
<td>32</td>
<td>2029</td>
<td>$193,889</td>
<td>$581,668</td>
<td>$1,938,887</td>
<td>$81,961</td>
<td></td>
</tr>
</tbody>
</table>
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 funds 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

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

---

**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

<table>
<thead>
<tr>
<th>Rank</th>
<th>Score</th>
<th>Location/Jurisdiction</th>
<th>Project</th>
<th>Project Type</th>
<th>Yr 1</th>
<th>Future Yrs</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>13</td>
<td>District 5</td>
<td>Carson, S 9th, N 9th</td>
<td>Sidewalks</td>
<td>$136,132</td>
<td>$626,202</td>
<td>$762,334</td>
</tr>
<tr>
<td>2</td>
<td>10</td>
<td>District 2</td>
<td>Wiggins Pass</td>
<td>Sidewalks, Bike Lanes</td>
<td>$125,400</td>
<td>$961,500</td>
<td>$1,086,900</td>
</tr>
<tr>
<td>2</td>
<td>10</td>
<td>Marco</td>
<td>N Collier Blvd Alt Bike Lanes</td>
<td>In-Road Bike Lanes</td>
<td>$965,734</td>
<td>$965,734</td>
<td>$1,931,468</td>
</tr>
<tr>
<td>2</td>
<td>10</td>
<td>District 4</td>
<td>Pine St, Wisconsin, Illinois, Hollygate, Cooper</td>
<td>Sidewalks</td>
<td>$90,666</td>
<td>$637,862</td>
<td>$728,528</td>
</tr>
<tr>
<td>2</td>
<td>10</td>
<td>District 1</td>
<td>Holland, Caldwell, Sholtz</td>
<td>Sidewalks</td>
<td>$241,861</td>
<td>$1,112,555</td>
<td>$1,354,416</td>
</tr>
<tr>
<td>2</td>
<td>10</td>
<td>District 3</td>
<td>24th Pl, 27th Pl, 43rd St, 47th Terr</td>
<td>Sidewalks</td>
<td>$226,352</td>
<td>$1,041,219</td>
<td>$1,267,571</td>
</tr>
<tr>
<td>3</td>
<td>8</td>
<td>Everglades</td>
<td>Copeland, Hisbiscus, Broadway</td>
<td>Sidewalks, Bike Lanes</td>
<td>$137,292</td>
<td>$1,153,252</td>
<td>$1,290,544</td>
</tr>
<tr>
<td>3</td>
<td>8</td>
<td>MPO</td>
<td>MPO Feasibility CR951 &amp; CR92</td>
<td>Trail Feasibility Study</td>
<td>$250,000</td>
<td>$250,000</td>
<td>$500,000</td>
</tr>
<tr>
<td>4</td>
<td>7</td>
<td>Naples</td>
<td>Freedom Park Ped Overpass</td>
<td>Pedestrian Overpass</td>
<td>$200,000</td>
<td>$4,782,794</td>
<td>$4,982,794</td>
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<tr>
<td>5</td>
<td>2</td>
<td>Naples</td>
<td>26 Ave N</td>
<td>Sidewalk</td>
<td>$673,488</td>
<td>$673,488</td>
<td>$1,346,976</td>
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**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

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Route</th>
<th>From</th>
<th>To</th>
<th>Proposed Improvement</th>
<th>Requested Phase</th>
<th>Total Cost</th>
<th>Requested TRIP Funds</th>
<th>Staff Priority Order</th>
<th>State Funding Level</th>
<th>Fiscal Year</th>
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<tbody>
<tr>
<td><strong>2021/2022</strong></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Lee County</strong></td>
<td>Corkscrew Road</td>
<td>E.of Ben Hill Griffin</td>
<td>Bella Terra</td>
<td>2L to 4L</td>
<td>CST</td>
<td>$23,590,800</td>
<td>$6,975,000</td>
<td>Funded</td>
<td>$2,651,966</td>
<td>FY 21/22</td>
</tr>
<tr>
<td></td>
<td>Ortiz</td>
<td>Colonial Blvd</td>
<td>SR 82</td>
<td>2L to 4L</td>
<td>CST</td>
<td>$20,025,000</td>
<td>$5,000,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2022/2023</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Collier County</strong></td>
<td>Collier Blvd</td>
<td>Golden Gate Main Canal</td>
<td>Golden Gate Pkwy</td>
<td>4L to 6L</td>
<td>Des/Build</td>
<td>$38,664,000</td>
<td>$5,000,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Lee County</strong></td>
<td>Corkscrew Road</td>
<td>Bella Terra</td>
<td>Alico Road</td>
<td>2L to 4L</td>
<td>CST</td>
<td>$17,795,300</td>
<td>$4,500,000</td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Three Oaks Ext.</td>
<td>Fiddlesticks Canal Crossing</td>
<td>Pony Drive</td>
<td>New 4L</td>
<td>CST</td>
<td>$41,830,000</td>
<td>$5,000,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Collier County</strong></td>
<td>Veterans Memorial Blvd</td>
<td>High School Entrance</td>
<td>US 41</td>
<td>New 4L/6L</td>
<td>CST</td>
<td>$14,800,000</td>
<td>$6,000,000</td>
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<td></td>
<td></td>
</tr>
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<td><strong>2023/2024</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Lee County</strong></td>
<td>Three Oaks Ext.</td>
<td>Pony Drive</td>
<td>Daniels Parkway</td>
<td>New 4L</td>
<td>CST</td>
<td>$31,720,000</td>
<td>$7,500,000</td>
<td></td>
<td>$2,750,000</td>
<td>FY 23/24</td>
</tr>
<tr>
<td></td>
<td>Goodlettle Road</td>
<td>Vanderbilt Beach Road</td>
<td>Immokalee Road</td>
<td>2L to 4L</td>
<td>CST</td>
<td>$5,500,000</td>
<td>$2,750,000</td>
<td>Funded</td>
<td>$2,750,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Burnt Store Rd</td>
<td>Van Buren Pkwy</td>
<td>Charlotte Co/L</td>
<td>2L to 4L</td>
<td>PE</td>
<td>$8,320,000</td>
<td>$4,100,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2024/2025</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Collier County</strong></td>
<td>Vanderbilt Beach Rd</td>
<td>18th Street</td>
<td>Everglades Blvd</td>
<td>New 2L</td>
<td>CST</td>
<td>$19,050,000</td>
<td>$4,125,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Lee County</strong></td>
<td>Ortiz Avenue</td>
<td>SR 82</td>
<td>Luckett Road</td>
<td>2L to 4L</td>
<td>CST</td>
<td>$28,500,000</td>
<td>$5,000,000</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Santa Barbara/Logan Blvd.</td>
<td>Painted Leaf Lane</td>
<td>Pine Ridge Road</td>
<td>Operational Imp.</td>
<td>CST</td>
<td>$8,000,000</td>
<td>$4,000,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Collier County</strong></td>
<td>Vanderbilt Beach Rd</td>
<td>US 41</td>
<td>E. of Goodlette</td>
<td>4L to 6L</td>
<td>CST</td>
<td>$8,428,875</td>
<td>$4,214,438</td>
<td>Funded</td>
<td>$4,214,438</td>
<td>FY 24/25</td>
</tr>
<tr>
<td><strong>2025/2026</strong></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Lee County</strong></td>
<td>Alico Extension</td>
<td>Alico Road</td>
<td>SR 82</td>
<td>New 4L</td>
<td>CST</td>
<td>$105,000,000</td>
<td>$8,000,000</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Oil Well Road</td>
<td>Everglades</td>
<td>Oil Well Grade Rd.</td>
<td>2L to 6L</td>
<td>CST</td>
<td>$54,000,000</td>
<td>$6,000,000</td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Ortiz Avenue</td>
<td>Luckett Road</td>
<td>SR 80</td>
<td>2L to 4L</td>
<td>CST</td>
<td>$20,800,000</td>
<td>$3,750,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Collier County</strong></td>
<td>Immokalee Road</td>
<td>At Livingston Road</td>
<td>Major Intersect.</td>
<td>PE</td>
<td></td>
<td>$4,500,000</td>
<td>$1,000,000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Collier MPO FY 2023-27 TIP - Part I

34
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 to restructure funding and advance construction to FY 2022.
- FPN 4175406 - SR 29 from N of New Market to SR 82; widen from 2-4 lanes; ARPA funds used to advance ROW and RRU from outer years of FDOT Work Program to FY 2022 of the FY22-26 TIP.
- FPN 4308481 - SR 82; Hendry County Line to Gator Slough Lane; widen from 2-4 lanes; originally programmed for construction in 2024, advanced to FY 2023 in FDOT Draft Tentative Work Program FY23-27.
- FPN 4308481 – SR 82 from Hendry County Line to Gator Slough Lane; originally programmed for construction in FY 20245, advanced to FY 2023.
- FPN 4463381 – Vanderbilt Beach Rd from US 41 to E of Goodlette Frank; originally programmed for construction in FY 2025; advanced to FY 2023 with TRIP funding.

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

Major Projects in the FY2023 – FY2027TIP

Multi-Laning or New Facility Capacity Improvement Projects
- FPN 4175402; FPN 4175405; FPN 4175406; FPN 4178784 SR 29 from Oil Well Road to Hendry County
Line, widen from 2 to 4 lanes; programmed for various phases consistent with prior year TIP

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

PUBLIC INVOLVEMENT

The MPO amended the Public Participation Plan (PPP) in June 2020 to address the COVID-19 pandemic and the need to hold virtual public meetings and expand opportunities for public to comment on-line. The PPP follows Federal regulations for TIP related public involvement [23 C.F.R. 450.326(b)] and [23 U.S.C. 134 (i)(6) and (7) providing adequate public notice of public participation activities and time for public review and comment at key decision points. During the time period that the FDOT Work Program and MPO TIP for FY 2023-20276 were out for public comment, the MPO had returned to holding in-person advisory committee meetings. MPO Board meetings were conducted as hybrid remote/in-person.

The TIP and all amendments to the TIP, are presented at multiple meetings of the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC) and MPO Board; the public may attend and comment at all MPO meetings. The MPO also conducts outreach by way of its monthly eNewsletter, website postings and email distribution lists. Public comments on the FY2023– FY2027 TIP may be found in Appendix F.

TIP AMENDMENTS

Occasionally amendments need to be made to the TIP. There are three types of amendments. The first type, Administrative Modification, is used for minor cost changes in a project/project phase, minor changes to funding sources, minor changes to the initiation of any project phase, and correction of scrivener errors. Administrative Modifications do not need MPO Board approval and may be authorized by the MPO’s Executive Director.

The second type of amendment – a Roll Forward Amendment – is used to add projects to the TIP that were not added prior to June 30th but were added to the FDOT Work Program between July 1st and September 30th. Roll Forward
Amendments are regularly needed largely due to the different state and federal fiscal years. Many of the projects that get rolled forward are FTA projects because these projects do not automatically roll forward in the TIP. Roll Forward Amendments do not have any fiscal impact on the TIP.

A TIP Amendment is the third and most substantive type of amendment. These amendments are required when a project is added or deleted (excluding those projects added between July 1 and September 30), a project impacts the fiscal constraint of the TIP, project phase initiation dates, or if there is a substantive change in the scope of a project. TIP Amendments require MPO Board approval, are posted on the MPO website along with comments forms and distributed to listserv(s) via email. The Collier MPO’s PPP defines the process to be followed for TIP amendments.

CERTIFICATION

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

PROJECT ORGANIZATION

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

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Name in TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vanderbilt Drive</td>
<td>CR 901</td>
</tr>
<tr>
<td>Vanderbilt Beach Road</td>
<td>CR 862</td>
</tr>
<tr>
<td>San Marco Road</td>
<td>CR 92</td>
</tr>
<tr>
<td>US 41/Tamiami Trail</td>
<td>SR 90 SR 45</td>
</tr>
<tr>
<td>Collier Boulevard</td>
<td>SR 951</td>
</tr>
</tbody>
</table>
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
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
SR 29 FROM OIL WELL ROAD TO SUNNILAND NURSERY ROAD

**Project Description:** Widen from 2 lanes to 4, segment of larger project

**Work Summary:** ADD LANES & RECONSTRUCT

**Lead Agency:** FDOT

**Length:** 4.762 miles

**2045 LRTP:** p6-2, Table 6-1

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund</th>
<th>2022/23</th>
<th>2023/24</th>
<th>2024/25</th>
<th>2025/26</th>
<th>2026/27</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>ACNP</td>
<td>0</td>
<td>1,300,000</td>
<td>0</td>
<td>0</td>
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<td>6,140,000</td>
<td>0</td>
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<td>6,140,000</td>
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<td>7,440,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7,440,000</td>
</tr>
</tbody>
</table>

**Prior Years Cost:** 258,212

**Future Years Cost:** 0

**Total Project Cost:** 7,698,212
SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD W

Project Description: Immokalee Loop Rd, Freight Priority

Prior Years Cost: 6,050,576
Future Years Cost: 0
Total Project Cost: 12,924,516

Work Summary: NEW ROAD CONSTRUCTION

Lead Agency: FDOT

Length: 3.484

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
Total 0 1,105,791 5,768,149 0 0 6,873,940

Lake Trafford Rd.
Immokalee Airport
Main Street

2045 LRTP: p6-2, Table 6-1
**SR 29 FROM N OF NEW MARKET RD TO SR 82**

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

**Work Summary:**
ADD LANES & RECONSTRUCT

**Lead Agency:**
FDOT

**Length:**
3.307

**Future Years Cost:**
0

**Total Project Cost:**
74,829,266

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**2045 LRTP:**
p6-2, Table 6-1
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
Future Years Cost: 0
Total Project Cost: 95,340

Work Summary: ADD LANES & RECONSTRUCT

Lead Agency: FDOT

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2045 LRTP: p6-2, Table 6-2
Project Description: Ultimate Interchange Improvement

Prior Years Cost: 132,459,000
Future Years Cost: 0
Total Project Cost: 132,659,000

Work Summary: INTERCHANGE IMPROVEMENT

Lead Agency: FDOT

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4308481 SR 82 FROM HENDRY COUNTY LINE TO GATOR SLOUGH LANE

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

Work Summary: ADD LANES & RECONSTRUCT

Prior Years Cost: 5,843,953
Future Years Cost: 0
Total Project Cost: 56,380,855

Lead Agency: FDOT

Length: 3.826

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Total 50,536,902 0 0 0 0 50,536,902
4351112  SR 951 (Collier Blvd) FROM MANATEE RD TO N OF TOWER RD

Project Description: PLACE HOLDER

Work Summary: ADD LANES & REHABILITATE PVMNT

Lead Agency: FDOT

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Total 0 0 0 0 0 0

Prior Years Cost: 7,040,242
Future Years Cost: Total Project Cost: 2045 LRTP: P6-2, Table 6-1
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
Total Project Cost: 9,856,200

Work Summary: ADD THRU LANE(S)

Lead Agency: COLLIER COUNTY
Length: 1.97

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2045 LRTP: P6-2, Table 6-1

Immokalee Rd
Airport Pulling Rd
Vanderbilt Beach Rd
Project Description:
Prior Years Cost: 1,014,749
Future Years Cost: 0
Total Project Cost: 6,464,749

Work Summary: INTERCHANGE IMPROVEMENT

Lead Agency: FDOT
Length: 0.046

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2045 LRTP: P6-2, Table 6-1
4463381  VANDERBILT BEACH RD FROM US 41 TO E OF GOODLETTE FRANK

Project Description:
Prior Years Cost: 0
Future Years Cost: 0
Total Project Cost: 8,428,876

Work Summary:
ADD LANES & RECONSTRUCT

Lead Agency: COLLIER COUNTY
Length: 0.995

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2045 LRTP: P6-2, Table 6-1
GOODLETTE FRANK RD FROM VANDERBILT RD TO IMMOKALEE RD

Project Description: Prior Years Cost: 0
Future Years Cost: 0
Total Project Cost: 5,500,000

Work Summary: ADD LANES & RECONSTRUCT

Lead Agency: COLLIER COUNTY
Length: 1.757

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2045 LRTP: P6-2, Table 6-1

Vanderbilt Beach Rd -> Goodlette Frank Rd -> Airport Pulling Rd -> Immokalee Road

Naples Park
Naples
North
Vanderbilt Beach Rd
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

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SECTION B: SAFETY PROJECTS
4414801 EDEN PARK ELEMENTARY

Project Description: SOUTH SIDE OF CARSON RD FROM WESTCLOX TO CARSON LAKES CIR 6' SW

Prior Years Cost: 258,212
Future Years Cost: 0
Total Project Cost: 921,545

Work Summary: SIDEWALK

Lead Agency: COLLIER COUNTY
Length: 0.75

2045 LRTP: P6-2, Table 6-1

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Collier MPO FY 2023-27 TIP - Part I
B-1
SECTION B - SAFETY
## Project Description:
CMC Priority 2019-6

## Work Summary:
ITS SURVEILLANCE SYSTEM

## Lead Agency:
COLLIER COUNTY

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Prior Years Cost: 0
Future Years Cost: 0
Total Project Cost: 457,500

**2045 LRTP:** P6-2, Table 6-1
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
Future Years Cost:  0
Total Project Cost:  2,799,586

Work Summary:  WIDEN/RESURFACE EXIST LANES

Lead Agency:  COLLIER COUNTY  Length:  1.005

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2045 LRTP:  P6-2, Table 6-1
### SHADOWLAWN ELEMENTARY - SRTS

**Project Description:** Linwood Ave: Airport Road to Commercial Drive

**Future Years Cost:** 45,340

**Total Project Cost:** 907,799

**Work Summary:** SIDEWALK

**Lead Agency:** COLLIER COUNTY

**Length:** 0.51

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

---

![Map of Linwood Ave.](map.png)
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

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2045 LRTP: P6-2, Table 6-1
SECTION C: BRIDGE PROJECTS
### Project Description:
- **COLLIER COUNTY TSMCA Prior Years Cost:** 27,399
- **Future Years Cost:** 0

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

### Lead Agency:
- **FDOT**

### Phase Fund Summary:

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### 2045 LRTP:
- **P6-18**

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**Image:**
- A map showing locations related to the project, including Immokalee and other nearby areas.
### 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: 0.018

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**2045 LRTP:**  P6-18
Section D: CONGESTION MANAGEMENT PROJECTS
Project Description: MPO SU FUNDS HELD FOR COST OVER-RUNS, FUTURE PROGRAMMING

Future Years Cost: NA

Work Summary: TRAFFIC OPS IMPROVEMENT

Total Project Cost: NA

Lead Agency: COLLIER MPO

2045 LRTP: P6-17, Table 6-8

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Total 1,016,586 0 0 133,310 134,604 1,284,500
4126661  COLLIER COUNTY TSMCA

Project Description:

Work Summary:  TRAFFIC CONTROL DEVICES/SYSTEM

Lead Agency:  COLLIER COUNTY  Length:  12.814

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

2045 LRTP:  P6-18
**4136271 CITY OF NAPLES TSMCA**

**Project Description:**

**Future Years Cost:** 0

**Total Project Cost:** 780,633

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

**Lead Agency:** NAPLES

**Length:** 12.814

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**2045 LRTP:** P6-18
### 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

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### 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: 0.001  
2045 LRTP: P6-18

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Total 28,500 28,500 28,500 28,500 0 114,000
4379251  SIGNAL TIMING COUNTY ROADS AT VARIOUS LOCATIONS

Project Description: CMC PRIORITY 2015-03

Work Summary: TRAFFIC SIGNAL UPDATE

Lead Agency: COLLIER COUNTY  Length: 0.001

Prior Years Cost: 0  Future Years Cost: 0  Total Project Cost: 452,561

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Total 0 0 0 452,561 0 452,561

2045 LRTP: P6-2, Table 6-1
### Project Description: COLLIERT COUNTY TRAFFIC SIGNAL TIMING OPTIMIZATION AT VARIOUS LOCATIONS

**CMC PRIORITY 2016-02**

**Work Summary:** TRAFFIC SIGNAL UPDATE

**Lead Agency:** COLLIERT COUNTY

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**Total Project Cost:** 50,000

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

**Prior Years Cost:**

**Future Years Cost:**

**Total Project Cost:** 50,000
### Project Description:
FIBER OPTIC & POWER INFRASTRUCTURE 18 LOCATIONS - CMC PRIORITY 2019-02

### Work Summary:
ITS COMMUNICATION SYSTEM

### Lead Agency:
COLLIER COUNTY

### Phase Fund

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Prior Years Cost: 0
Future Years Cost: 0
Total Project Cost: 273,725

**2045 LRTP:** P6-2, Table 6-1
**Project Description:**
CMC PRIORITY 2019-03

**Work Summary:**
ITS COMMUNICATION SYSTEM

**Lead Agency:**
COLLIER COUNTY

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**Exit 105**
GOLDEN GATE BLVD
5 MILES
5 - 8 MIN
### 4462531

**BICYCLE DETECTION CITY OF NAPLES ITS**

#### Project Description:
CMC PRIORITY 2019-08

#### Work Summary:
ITS SURVEILLANCE SYSTEM

#### Lead Agency:
NAPLES

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**Prior Years Cost:** 0  
**Future Years Cost:** 0  
**Total Project Cost:** 67,429  

**2045 LRTP:** P6-2, Table 6-1
4462541  VEHICLE COUNT STATION COLLIER COUNTY ITS

Project Description:  CMC PRIORITY 2019-07
Future Years Cost:  0

Work Summary:  TRAFFIC CONTROL DEVICES/SYSTEM
Future Years Cost:  0
Total Project Cost:  312,562

Lead Agency:  COLLIER COUNTY  Length:  0

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2045 LRTP:  P6-2, Table 6-1
4463171
HARBOUR ROUNDBOAUTH FROM CRAWTON RD TO HARBOUR DR

Project Description: CMC PRIORITY 2019-01

Work Summary: ROUNDBOAUTH

Lead Agency: NAPLES

Length: 0.033

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2045 LRTP: P6-2, Table 6-1

Prior Years Cost: 0
Future Years Cost: 0
Total Project Cost: 892,211
Project Description: CMC PRIORITY 2019-04

Work Summary: ROUNDABOUT

Lead Agency: CITY OF NAPLES

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Prior Years Cost: 0
Future Years Cost: 0
Total Project Cost: 852,533

2045 LRTP: P6-2, Table 6-1
**COLLIER MPO FY 2023 - 27 TIP**

**4463421** TRAFFIC CONTROL COLLIER COUNTY ITS

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

**Future Years Cost:** 0

**Total Project Cost:** 894,000

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

**Lead Agency:** COLLIER COUNTY

**Length:** 0.1

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

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Collier MPO FY 2023-27 TIP - Part I
US 41 AND GOLDEN GATE AT US 41 AND GOLDEN GATE PKWY

**Project Description:** CMC PRIORITY 2019-05

**Future Years Cost:** 0

**Prior Years Cost:** 0

**Work Summary:** INTERSECTION IMPROVEMENT

**Lead Agency:** FDOT

**Length:** 0.006

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

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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

Work Summary:  PRELIMINARY ENGINEERING

Lead Agency:  COLLIER COUNTY  Length:  1.012

Prior Years Cost:  0  Future Years Cost:  0  Total Projec 431,000 431,000

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2045 LRTP:  P6-17, Table 6-8

Collier MPO FY 2023-27 TIP - Part I  D-16

SECTION D - CONGESTION MANAGEMENT
COLLIER MPO FY 2023 - 27 TIP

4495261  ITS FIBER OPTIC & FPL

Project Description:  CMC PRIORITY 2021-03

Work Summary:  ITS COMMUNICATION SYSTEM

Lead Agency:  COLLIER COUNTY  Length:  0

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Prior Years Cost:  0  Future Years Cost:  0  Total Project Cost:  831,000

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

Total Project Cost: 2,137,588

Work Summary: BIKE PATH/TRAIL

Lead Agency: COLLIER COUNTY

Length: 2.045

2045 LRTP: P6-2, Table 6-1

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Collier MPO FY 2023-27 TIP - Part I
## 4380922

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

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

### Work Summary:
SIDEWALK

### Lead Agency:
COLLIER COUNTY

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### Future Years Cost:
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### Prior Years Cost:
151,000

### Total Project Cost:
860,075

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

---

[Map of CR 901/Vanderbilt Dr from Vanderbilt Beach Rd to 109th Avenue N]
4380932 GREEN BLVD FROM SANTA BARBARA BLVD TO SUNSHINE BLVD

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

Work Summary: BIKE LANE/SIDEWALK

Lead Agency: COLLIER COUNTY

Length: 1.040

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Prior Years Cost: 226,000

Future Years Cost: 

Total Project Cost: 1,310,670

2045 LRTP: P6-2, Table 6-1
Revised Project Name
Project Description: BPAC PRIORITY 2015 & 2016-08
Work Summary: BIKE LANE/SIDEWALK
Lead Agency: NAPLES
Length: 1.127

2045 LRTP: P6-2, Table 6-1

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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

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Gulf Shore Blvd N.
The Naples Beach Hotel & Golf Club

South Golf Dr
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

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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

Work Summary: SIDEWALK

Lead Agency: COLLIER COUNTY

Length: 0.001

Total Project Cost: 572,675

Prior Years Cost: 
Future Years Cost: 
2045 LRTP: P6-17, Table 6-8

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Lake Trafford

![Map of Lake Trafford and Pepper Rd](image)
4475141  LIVINGSTON FPL TRAIL EXT FROM RADIO RD TO COLLIER COUNTY LINE

**Project Description:** Joint Collier County/MPO SUNTrail Application 2019

Prior Years Cost: 0

Future Years Cost: TBD

Total Project Cost: TBD

**Work Summary:** BIKE PATH/TRAIL

**Lead Agency:** COLLIER COUNTY

**Length:** 2045 LRTP: P4-45

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Total 0 0 0 1,100,000 0 1,100,000

**Map:** Livingston FPL Trail > Immokalee Rd. > Radio Rd.
## Project Description:
BPAC 2020 Priority Rank 2

## Work Summary:
SIDEWALK

## Lead Agency:
COLLIER COUNTY

## Length:
1.02

### 2045 LRTP:
- **P6-17, Table 6-8**

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**Total:** 0 0 320,409 0 2,108,804 2,429,213

Prior Years Cost:

Future Years Cost:

Total Project Cost: 2,429,213
IMMOKALEE CITY SIDEWALKS - VARIOUS LOCATIONS

Project Description: BPAC 2020 Priority Rank 1

Work Summary: SIDEWALK

Lead Agency: COLLIER COUNTY

Length: 0.501

2045 LRTP: P6-17, Table 6-8

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Prior Years Cost: 161,097
Future Years Cost: 0
Total Project Cost: 880,143
4481261  GOODLETTE-FRANK RD SIDEWALKS - VARIOUS LOCATIONS

Project Description:  BPAC 2020 Priority Rank 2

Work Summary:  SIDEWALK

Lead Agency:  COLLIER COUNTY

2045 LRTP:  P6-17, Table 6-8

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Prior Years Cost:  
Future Years Cost:  
Total Project Cost:  652,006
COLLIER MPO FY 2023 - 27 TIP

4481271 COLLIER ALTERNATE - MULTIPLE SEGMENTS

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

Work Summary: BIKE LANE/SIDEWALK

Lead Agency: MARCO ISLAND

Length: 1.667

Prior Years Cost: 130,000
Future Years Cost: 0
Total Project Cost: 1,173,099

2045 LRTP: P6-17, Table 6-8

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San Marco Rd.
Seagrape Drive
E-12 SECTION E - BIKE PEDESTRIAN
4481281  PINE ST SIDEWALKS FROM BECCA AVE TO US-41

**Project Description:**  BPAC 2020 Priority Rank 2

**Work Summary:**  SIDEWALK

**Lead Agency:**  CITY OF NAPLES

**Length:**  2045 LRTP: P6-17, Table 6-8

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Prior Years Cost: 0
Future Years Cost: 0
Total Project Cost: 329,230
4481291  NAPLES MANOR SIDEWALK - VARIOUS LOCATION 4 SEGMENTS

Project Description: BPAC 2020 Priority Rank 2 (Caldwell, Holland and Shultz)  
Prior Years Cost: 0  
Future Years Cost: 0  
Total Project Cost: 1,663,478

Work Summary: SIDEWALK  
Lead Agency: COLLIER COUNTY  
Length: 2045 LRTP: P6-17, Table 6-8

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4481301  GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS

Project Description: BPAC 2020 Priority Rank 2

Work Summary: SIDEWALK

Lead Agency: COLLIER COUNTY

Length: 2045 LRTP:

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Prior Years Cost: 0
Future Years Cost: 267,511
Total Project Cost: 267,511

2045 LRTP: P6-17, Table 6-8
# 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

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**2045 LRTP:** P6-17, Table 6-8

![Map of Naples Sidewalks on 26th Ave](image)
### PHASE 3 EVERGLADES CITY BIKE/PED MASTERPLAN

**Project Description:** BPAC 2020 Priority Rank 3 (Hibiscus, Broadway)  
**Lead Agency:** FDOT  
**Work Summary:** SIDEWALK  
**Phase Fund:**  

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**Prior Years Cost:**  
**Future Years Cost:**  
**Total Project Cost:** 430,000  

**2045 LRTP:** P6-17, Table 6-8  
**Length:**

- Hibiscus Street
- Broadway Ave
- Collier Ave.
- Copeland Ave.
**Project Description:** Multi-Modal Corridor Study CMC 2020 Priority Project 2

**Work Summary:** PRELIMINARY ENGINEERING

**Lead Agency:** COLLIER COUNTY

**Length:** 1.012

**2045 LRTP:** P6-17, Table 6-8

**Planned Funding:**

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**Total Project Cost:** 431,000

**Collier MPO FY 2023-27 TIP**

**VANDERBILT BEACH RD FROM AIRPORT RD TO LIVINGSTON RD**

Prior Years Cost: 0
Future Years Cost: 0
Total Project: 431,000, 431,000
4495141  

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

**Project Description:** CMC 2021 Priority Project No. 1

**Future Years Cost:** 0

**Lead Agency:** COLLIER COUNTY

**Length:** 0.99

**2045 LRTP:** P6-17, Table 6-8

**Total Project Cost:** 1,137,458

**Phase** | **Fund** | **2022/23** | **2023/24** | **2024/25** | **2025/26** | **2026/27** | **Total**
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CST | SU | 0 | 0 | 0 | 0 | 609,209 | 609,209
CST | TALU | 0 | 0 | 0 | 0 | 359,033 | 359,033

**Total** | | 0 | 0 | 169,216 | 0 | 968,242 | 1,137,458

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Collier MPO FY 2023-27 TIP - Part I

E-18

SECTION E -BIKE PEDESTRIAN
SECTION F: FDOT MAINTENANCE AND OPERATIONS
0001511 TOLL OPERATIONS EVERGLADES PARKWAY ALLIGATOR ALLEY SIS

Project Description: Prior Years Cost: NA
Future Years Cost: NA

Work Summary: TOLL PLAZA

Total Project Cost: NA

Lead Agency: FDOT

Length: 1 2045 LRTP: P6-18

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4082611  COLLIERS CO ROADWAY & BRIDGE MAINT INTERSTATE SYSTEM

Project Description: Prior Years Cost: NA
Future Years Cost: NA
Total Project Cost: 70,000

Work Summary: ROUTINE MAINTENANCE

Lead Agency: FDOT

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

**Project Description:**

**Work Summary:** ROUTINE MAINTENANCE

**Lead Agency:** FDOT

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**2045 LRTP:** P6-18

**Prior Years Cost:**

**Future Years Cost:**

**Total Project Cost:**
4125741  COLLIER COUNTY HIGHWAY LIGHTING

**Project Description:**

**Work Summary:** ROUTINE MAINTENANCE

**Lead Agency:** FDOT

**Length:** NA

**2045 LRTP:** P6-18

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**Prior Years Cost:**

**Future Years Cost:**

**Total Project Cost:**

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**Collier MPO FY 2023-27 TIP**

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**Collier County**

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Collier MPO FY 2023-27 TIP - Part I  F-4  
SECTION F - FDOT MAINTENANCE/OPERATIONS
4129182  COLLIER COUNTY ASSET MAINTENANCE

Project Description:

Work Summary: ROUTINE MAINTENANCE

Lead Agency: FDOT

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Total 2,928,898 2,928,898 2,913,898 3,083,010 200,000 12,054,704

2045 LRTP: P6-18
### NAPLES HIGHWAY LIGHTING DDR FUNDING

**Project Description:**

**Work Summary:** ROUTINE MAINTENANCE

**Lead Agency:** CITY OF NAPLES

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**Total**

| 180,198 | 165,567 | 0 | 0 | 0 | 345,765 |

**2045 LRTP:** P6-18
**COLLIER MPO FY 2023 - 27 TIP**

4331733  
**SR 84 DAVIS BLVD FROM SANTA BARBARA BLVD TO SR 951 COLLIER BLVD**

**Project Description:**

**Work Summary:** LANDSCAPING

**Lead Agency:** FDOT

**Length:** 2.549

**2045 LRTP:** P6-18

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### Project Description:
EMERGENCY SERVICES/FIRE STATION

### Work Summary:
MISCELLANEOUS STRUCTURE

### Lead Agency:
COLLIER COUNTY

### Length:
1.054

### 2045 LRTP:
P6-18

### Phase Fund | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | Total
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|  | 0 | 0 | 0 | 0 | 0 | 0
|  | 0 | 0 | 0 | 0 | 0 | 0
|  | 0 | 0 | 0 | 0 | 0 | 0
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**COLLIER MPO FY 2023 - 27 TIP**

**Project Description:** ROW SURVEY FOR DRAINAGE PROJECT

**Work Summary:** FLEXIBLE PAVEMENT RECONSTRUCT

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![Project Map]

Collier MPO FY 2023-27 TIP - Part I
SR 45 (US 41) FROM S OF DUNRUSS CREEK TO S OF GULF PARK DR

Prior Years Cost: 3,741,921
Future Years Cost: 0
Total Project Cost: 17,383,951

Project Description: RESURFACING

Lead Agency: FDOT

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**4415611**  
**SR 90 FROM WHISTLER'S COVE BLVD TO COLLIER BLVD**

**Project Description:** Prior Years Cost: 290,704  
Future Years Cost: 0  
Total Project Cost: 4,041,075

**Work Summary:** RESURFACING

**Lead Agency:** FDOT

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**Total** 4,041,075

**2045 LRTP:** P6-18
**Project Description:**
- Prior Years Cost: 56,923
- Future Years Cost: 0
- Total Project Cost: 25,769,957

**Work Summary:** RESURFACING

**Lead Agency:** FDOT

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**2045 LRTP:** P6-18

**Total**
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- 25,723,034
### Project Description:
Prior Years Cost: 0
Future Years Cost: 0
Total Project Cost: 24,682,301

### Work Summary:
RESURFACING

### Lead Agency:
FDOT

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**COLLIER MPO FY 2023 - 27 TIP**

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**Project Description:**

**Work Summary:** RESURFACING

**Prior Years Cost:**

**Future Years Cost:**

**Total Project Cost:** $36,800,544

**Lead Agency:** FDOT

**Length:** 13.035

**2045 LRTP:** P6-18

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- **Bonita Springs**
- **Collier Blvd**
- **Collier/Lee CL**
- **North Naples**
**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

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*Wagon Wheel Rd.*
4489301  SR 45 (US 41) FROM N OF THOMASSON DR TO S OF SW BLVD

Project Description: Prior Years Cost: 
Future Years Cost: 0 
Total Project Cost: 10,281,783 

Work Summary: RESURFACING

Lead Agency: FDOT

Length: 2.873

2045 LRTP: p6-18

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### 4491431  SR 29 NORTH OF PANTHER REFUGE  

**Project Description:**
Prior Years Cost: 1,000,000
Future Years Cost: 0
Total Project Cost: 1,005,000

**Work Summary:**
PEDESTRIAN/WILDLIFE UNDERPASS

**Lead Agency:**
FDOT

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2045 LRTP: p6-18
**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

**Total Project Cost:** 998,719

**2045 LRTP:** p6-18

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SECTION G: TRANSPORTATION PLANNING PROJECTS
4393144

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

**Project Description:** UPWP

**Work Summary:** TRANSPORTATION PLANNING

**Lead Agency:** MPO

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

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**Total**

884,336 808,974 0 0 0 1,693,310
4393145 COLLIER COUNTY MPO FY 2024/2025-2025/2026 UPWP

**Project Description:** UPWP  
**Future Years Cost:** NA  
**Work Summary:** TRANSPORTATION PLANNING  
**Total Project Cost:** 1,646,290

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**Work Summary:** TRANSPORTATION PLANNING  
**Lead Agency:** MPO

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SECTION H: TRANSIT PROJECTS
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/ADMIN. ASSISTANCE

Lead Agency: COLLIER COUNTY
Length: NA

2045 LRTP: p5-3, Table 5-1

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COLLIER MPO FY 2023 - 27 TIP

rideCAT COLLIER AREA TRANSIT
**COLLIER MPO FY 2023 - 27 TIP**

**4101391**

**COLLIER COUNTY STATE TRANSIT BLOCK GRANT OPERATING ASSISTANCE**

**Project Description:**

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

**Work Summary:** OPERATING FOR FIXED ROUTE

**Lead Agency:** COLLIER COUNTY

Length: N/A

**2045 LRTP:** p5-3, Table 5-1

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**H-2 SECTION H - TRANSIT**

Collier MPO FY 2023-27 TIP - Part I

H-2

SECTION H - TRANSIT
COLLIER MPO FY 2023 - 27 TIP

4101461

COLLIER COUNTY FTA SECTION 5307 CAPITAL ASSISTANCE

Project Description:

Work Summary: CAPITAL FOR FIXED ROUTE

Lead Agency: COLLIER COUNTY

Length: NA

Prior Years Cost: N/A
Future Years Cost: N/A
Total Project Cost: N/A

2045 LRTP: p5-3, Table 5-1

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rideCAT
COLLIER AREA TRANSIT

Collier MPO FY 2023-27 TIP - Part I H-3
SECTION H - TRANSIT
## COLLIER MPO FY 2023 - 27 TIP

### 4101462 COLLIER COUNTY FTA SECTION 5307 OPERATING ASSISTANCE

**Project Description:**

**Work Summary:** OPERATING FOR FIXED ROUTE

**Lead Agency:** COLLIER COUNTY

**Length:** NA

**Prior Years Cost:** N/A

**Future Years Cost:** N/A

**Total Project Cost:** N/A

### 2045 LRTP: p5-3, Table 5-1

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**2045 LRTP:** p5-3, Table 5-1

Collier MPO FY 2023-27 TIP - Part I
4340301  COLLIER CO./BONITA SPRINGS UZA FTA SECTION 5339 CAPITAL ASSISTANCE

**Project Description:** PURCHASE VEHICLES & EQUIPMENT

**Work Summary:** CAPITAL FOR FIXED ROUTE

**Lead Agency:** COLLIER COUNTY

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**Prior Years Cost:** N/A  
**Future Years Cost:** N/A  
**Total Project Cost:** N/A  

**2045 LRTP:** p5-3, Table 5-1

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**Collier MPO FY 2023-27 TIP - Part I**

**Ride CAT**

**COLLIER AREA TRANSIT**

**Collier MPO FY 2023-27 TIP - Part I**

**H-5**

**SECTION H - TRANSIT**
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
IMMOKALEE ARPT ENVIRONMENTAL STUDY FOR RUNWAY 9/27 EXTENSION

Project Description:

Prior Years Cost: 258,212
Future Years Cost: 
Total Project Cost: 458,212

Work Summary: AVIATION ENVIRONMENTAL PROJECT

Lead Agency: COLLIER COUNTY

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2045 LRTP: p5-7, Table 5-3
COLLIER MPO FY 2023 - 27 TIP

4463531 NAPLES MUNICIPAL AIRPORT SOUTH QUADRANT BOX AND T-HANGARS

Project Description:

Work Summary: AVIATION REVENUE/OPERATIONAL

Lead Agency: NAPLES AIRPORT AUTH

Length: 3.484

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

2045 LRTP: p5-7, Table 5-3
IMMOKALEE REGIONAL ARPT AIRPARK BLVD EXTENSION

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

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2045 LRTP: p5-7, Table 5-3
IMMOKALEE REGIONAL ARPT PERIMETER ROAD / TAXIWAY A MODIFICATION

Project Description:

Prior Years Cost: 263,700
Future Years Cost: 0
Total Project Cost: 1,263,700

Work Summary: AVIATION PRESERVATION PROJECT

Lead Agency: COLLIER COUNTY
Length: NA

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

Total | 1,000,000 | 0 | 0 | 0 | 0 | 0 | 1,000,000

2045 LRTP: p5-7, Table 5-3
### Project Description:

**MARCO ISLAND EXED ARPT MAINTENANCE FACILITY**

**Work Summary:** AVIATION REVENUE/OPERATIONAL

**Lead Agency:** COLLIER COUNTY

**Length:** NA

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<th>2023/24</th>
<th>2024/25</th>
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**2045 LRTP:** p5-7, Table 5-3

**Prior Years Cost:**

**Future Years Cost:**

**Total Project Cost:** 750,000

![Map of Marco Island Executive Airport](image)
4463611  IMMOKALEE REGIONAL ARPT FUEL FARM

Project Description:

Work Summary: AVIATION REVENUE/OPERATIONAL

Lead Agency: COLLIER COUNTY

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

2045 LRTP: p5-7, Table 5-3
### MARCO ISLAND EXEC ARPT FUEL FARM EXPANSION

**Project Description:**

**Work Summary:** AVIATION REVENUE/OPERATIONAL

**Lead Agency:** COLLIER COUNTY

**Length:** N/A

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**Prior Years Cost:**
- Total Project Cost: $375,000

**Future Years Cost:**
- Total Project Cost: $375,000

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

**Map Image:**
- Marco Island Executive Airport
- Hammock Bay
- Capri Blvd.
- Google Earth Imagery
4463851 NAPLES MUNICIPAL AIRPORT EAST QUADRANT APRON CONSTRUCTION

Project Description:

Work Summary: AVIATION CAPACITY PROJECT

Lead Agency: FDOT

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Total 0 0 0 10,300,000 0 10,300,000

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

2045 LRTP: p5-7, Table 5-3
IMMOKALEE REGIONAL ARPT ENVIRONMENTAL ASSESSMNT AIRPARK EXTENSION

Project Description:

Work Summary: AVIATION ENVIRONMENTAL PROJECT

Lead Agency: COLLIER COUNTY Length: N/A

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Total 0 166,700 0 0 0 166,700

Prior Years Cost: Future Years Cost:
Total Project Cost: 166,700

2045 LRTP: p5-7, Table 5-3
**MARCO ISLAND AIRPORT JET-A REFUELER**

**Project Description:**

**Work Summary:** AVIATION REVENUE/OPERATIONAL

**Lead Agency:** COLLIER COUNTY

**Total Project Cost:** 250,000

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

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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.
## Project Name

### SUMMARY OF PROJECTS

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<th>FY 22-26 Amount</th>
<th>FY 21-26 Amount</th>
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<td>141,670</td>
<td>100,211</td>
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<td>70,314</td>
<td>42,245</td>
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<td>35,718</td>
<td>390,158</td>
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### Contingency

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### Total Funding Request All Funds

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<td>102,095</td>
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<td>66,676</td>
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<td>571,155</td>
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<td>798,771</td>
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### REVENUES

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<td>Impact Fees Revenue</td>
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<td>COA Revenue</td>
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<td>Gas Tax Revenue</td>
<td>22,500</td>
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<tr>
<td>Grants/Reimbursements*</td>
<td>535</td>
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<td>Transfer 001 to 310</td>
<td>8,817</td>
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<td>Transfer 111 to 310</td>
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<td>Interest Gas Tax-Impact Fees</td>
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<td>Carry Forward 313-310-Impact Fees</td>
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<td>Potential Debt Funding/Unfunded Needs</td>
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<td>Expected FEMA Reimbursement</td>
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<td>Revenue Reserve 5%</td>
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### Gross Surplus/Shortfall

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<tr>
<td>571,155</td>
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<td>798,771</td>
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</table>

### Key:

- **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.**

---

**Dollars shown in Thousands**
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<td>VBR US41 to E Goodlette</td>
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<td>Goodlette VBR to Immk</td>
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<td>FY23</td>
<td>FY24</td>
<td>FY25</td>
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<td>60212 New Golden Gate Bridges (11)</td>
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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

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<td>22U09 CRA Improvements - Pavement Markings, Signage</td>
<td>0</td>
<td>75,000</td>
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<td>30,000</td>
<td>0</td>
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<td>22U05 Lantern Lane Drainage &amp; Street Resurfacing Project (4)</td>
<td>0</td>
<td>25,000</td>
<td>80,000</td>
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<td>22U06 5th Ave. Sidewalk Improvement (west of 3rd Street)</td>
<td>0</td>
<td>75,000</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Bridge Improvements</td>
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<td>Anchor Road Traffic Calming Project</td>
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<td>0</td>
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<tr>
<td>Streets &amp; Traffic Pool Vehicle</td>
<td>30,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Citywide ADA Accessibility Improvements (3)</td>
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<td>0</td>
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<tr>
<td>Total Streets and Traffic CIP Budget</td>
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<td>730,000</td>
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### 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

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<thead>
<tr>
<th></th>
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<tr>
<td>FDOT Reimbursement for Traffic Signal Operations on US41</td>
<td>120,871</td>
<td>129,650</td>
<td>138,848</td>
<td>143,013</td>
<td>147,303</td>
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<td>FDOT Reimbursement for US41 Street Lighting</td>
<td>151,521</td>
<td>156,064</td>
<td>160,745</td>
<td>163,500</td>
<td>165,500</td>
<td>167,500</td>
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<td>FDOT Reimbursement for Traffic Operations Center</td>
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<td>30,000</td>
<td>30,000</td>
<td>30,000</td>
<td>0</td>
<td>0</td>
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<td>FDOT Orchid Drive Mandarin Greenway sidewalks &amp; bike lane connection</td>
<td>44,311</td>
<td>349,407</td>
<td>0</td>
<td>0</td>
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<td>FDOT South Golf Drive Bike Lane/Sidewalk: Gulf Shore Blvd to W US41</td>
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<td>0</td>
<td>0</td>
<td>1,976,749</td>
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<td>FDOT Golden Gate Parkway &amp; US41 Improvements</td>
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<td>225,942</td>
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<td>892,211</td>
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<td>FDOT &quot;Crayton Road &amp; Mooring Line Drive Improvements - Roundabout</td>
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<td>0</td>
<td>126,000</td>
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<td>FDOT Bicycle Detection Systems at 4 intersections</td>
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<td>0</td>
<td>67,429</td>
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*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.
# Five Year Capital Funding Plan

## PUBLIC WORKS INFRASTRUCTURE & OTHER

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>PROJ</th>
<th>FY2022</th>
<th>FY2023</th>
<th>FY2024</th>
<th>FY2025</th>
<th>FY2026</th>
<th>TOTAL 5YR FUNDING</th>
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<tbody>
<tr>
<td>2</td>
<td>16024 PW - Annual Bridge Rehabilitation Project</td>
<td>500,000</td>
<td>500,000</td>
<td>500,000</td>
<td>500,000</td>
<td>500,000</td>
<td>2,500,000</td>
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<tr>
<td>4</td>
<td>16027 PW - Citywide Drainage Improvement Projects</td>
<td>302,000</td>
<td>302,000</td>
<td>302,000</td>
<td>302,000</td>
<td>302,000</td>
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<tr>
<td>5</td>
<td>16028 PW - Master Plan Drainage Project - Citywide</td>
<td>1,295,000</td>
<td>1,295,000</td>
<td>1,295,000</td>
<td>1,295,000</td>
<td>295,000</td>
<td>5,475,000</td>
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<tr>
<td>6</td>
<td>16030 PW - Shared Use Pathway - Design</td>
<td>90,000</td>
<td>90,000</td>
<td>90,000</td>
<td>90,000</td>
<td>90,000</td>
<td>450,000</td>
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<tr>
<td>7</td>
<td>16031 PW - Street Resurfacing - Citywide</td>
<td>1,500,000</td>
<td>1,500,000</td>
<td>1,500,000</td>
<td>1,500,000</td>
<td>500,000</td>
<td>6,500,000</td>
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<tr>
<td>8</td>
<td>16035 PW - Bike Paths - Design &amp; Construction</td>
<td>224,080</td>
<td>224,080</td>
<td>224,080</td>
<td>224,080</td>
<td>224,080</td>
<td>1,120,400</td>
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<tr>
<td>9</td>
<td>20004 PW - Swale &amp; Stormwater Improvements</td>
<td>100,000</td>
<td>100,000</td>
<td>100,000</td>
<td>100,000</td>
<td>100,000</td>
<td>500,000</td>
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<tr>
<td>10</td>
<td>TBD PW - Storage Building</td>
<td>285,000</td>
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<td>285,000</td>
<td>285,000</td>
<td>285,000</td>
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Public Works Infrastructure & Other Total: $18,340,400

## PUBLIC WORKS VEHICLES

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<th>ITEM #</th>
<th>PROJ</th>
<th>FY2022</th>
<th>FY2023</th>
<th>FY2024</th>
<th>FY2025</th>
<th>FY2026</th>
<th>TOTAL 5YR FUNDING</th>
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<tbody>
<tr>
<td>1</td>
<td>16099 PW - Public Works Vehicle - Water Truck</td>
<td>16,000</td>
<td>16,000</td>
<td>16,000</td>
<td>16,000</td>
<td>16,000</td>
<td>80,000</td>
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<tr>
<td>2</td>
<td>16101 PW - Public Works Equipment - Vactor</td>
<td>LEASE</td>
<td>LEASE</td>
<td>LEASE</td>
<td>LEASE</td>
<td>LEASE</td>
<td>-</td>
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<tr>
<td>3</td>
<td>16103 PW - Public Works Equipment - Loader</td>
<td>3,500</td>
<td>3,500</td>
<td>3,500</td>
<td>3,500</td>
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<tr>
<td>4</td>
<td>16104 PW - Public Works Equipment - Boat</td>
<td>5,000</td>
<td>5,000</td>
<td>5,000</td>
<td>5,000</td>
<td>5,000</td>
<td>25,000</td>
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<td>5</td>
<td>20003 PW - Public Works Equipment - Excavator</td>
<td>3,500</td>
<td>3,500</td>
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<td>6</td>
<td>21025 PW - Staff Vehicles</td>
<td>36,800</td>
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Public Works Vehicle Total: $4,360,880

Public Works Total: $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

<table>
<thead>
<tr>
<th><strong>ESTIMATED REVENUES</strong></th>
<th><strong>GENERAL FUND</strong></th>
<th><strong>ENTERPRISE FUND</strong></th>
<th><strong>TOTAL ALL FUNDS</strong></th>
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<td><strong>TAXES: MILAGE PER $1000</strong></td>
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<td>Ad Valorem Taxes 5.7694</td>
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<td>Franchise Fees</td>
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<td>Gas Tax</td>
<td>$31,939.00</td>
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<tr>
<td>Local Business Tax</td>
<td>$3,650.00</td>
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<tr>
<td>Local Government Infrastructure Tax</td>
<td>$100,536.00</td>
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<td>State Communications Services Tax</td>
<td>$14,646.00</td>
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<td>Utility Services Tax</td>
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<td>License and Permits</td>
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<td>Intergovernmental Revenue</td>
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<td>Charges for Services</td>
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<td>$1,896,360.00</td>
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<td>Miscellaneous Revenue</td>
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<td><strong>TOTAL REVENUES</strong></td>
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<td>$6,780,652.00</td>
<td>$8,443,301.00</td>
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<td>$975,000.00</td>
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<td><strong>TOTAL REVENUES, TRANSFERS &amp; BALANCES</strong></td>
<td>$2,587,649.00</td>
<td>$7,755,652.00</td>
<td>$10,343,301.00</td>
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</table>

| **EXPENDITURES** | | | |
| General Government | $476,293.50 | $14,300.00 | $490,593.50 |
| Public Safety | $227,984.00 | | $227,984.00 |
| Physical Environment | | $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 |
| 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 | | $217,968.00 |
| 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.
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.
<table>
<thead>
<tr>
<th>ITEM NUMBER</th>
<th>PROJECT DESCRIPTION</th>
<th>DISTRICT</th>
<th>COUNTY</th>
<th>ROADWAY ID</th>
<th>PROJECT LENGTH</th>
<th>LANES EXIST/IMPROVED/ADDED</th>
<th>FUNDCODE 2021</th>
<th>PHASE</th>
<th>RESPONSIBLE AGENCY</th>
<th>TOTAL FUNDS</th>
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<tbody>
<tr>
<td>000151 1</td>
<td>TOLL OPERATIONS EVERGLADES PARKWAY ALLIGATOR ALLEY</td>
<td>01</td>
<td>COLLIER</td>
<td>03175000</td>
<td>1.000 MI</td>
<td>0/0/0</td>
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<td>GRANTS AND MISCELLANEOUS</td>
<td>MANAGED BY FDOT</td>
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<tr>
<td>417540 1</td>
<td>SR 29 FROM OIL WELL ROAD TO SR 82</td>
<td>01</td>
<td>COLLIER</td>
<td>03080000</td>
<td>16.961 MI</td>
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<tr>
<td>417540 3</td>
<td>SR 29 FROM SUNNILAND NURSERY ROAD TO S OF AGRICULTURE WAY</td>
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<td>03080000</td>
<td>2.548 MI</td>
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<td>PRELIMINARY ENGINEERING</td>
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<td>421924 2</td>
<td>HURRICANE IRMA ON STATE (03) SIGN REPAIR/REPLACEMENT</td>
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<td>PROJECT</td>
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Note: All item numbers are not shown in the provided text.
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<th>ITEM NUMBER</th>
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<th>DISTRICT</th>
<th>COUNTY</th>
<th>TYPE OF WORK</th>
<th>ROADWAY ID</th>
<th>PROJECT LENGTH</th>
<th>FUNDCODE</th>
<th>PHASE</th>
<th>RESPONSIBLE AGENCY</th>
<th>TOTAL</th>
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<tbody>
<tr>
<td>421924 5</td>
<td>HURRICANE IRMA INTERSTATE (03) SIGN REPAIR/REPLACEMENT <em>NON-SIS</em></td>
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<td>COLLIER</td>
<td>EMERGENCY OPERATIONS</td>
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<td>CONSTRUCTION</td>
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<tr>
<td>430878 1</td>
<td>CR 953/BARFIELD DR FROM CR 92 (SAN MARCO RD) TO INLET DRIVE <em>NON-SIS</em></td>
<td>01</td>
<td>COLLIER</td>
<td>SIDEWALK</td>
<td>03000601</td>
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<td>431895 1</td>
<td>8TH STREET NE BRIDGE FROM GOLDEN GATE BLVD TO RANDALL BLVD <em>NON-SIS</em></td>
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<td>NEW BRIDGE CONSTRUCTION</td>
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<td>433002 4</td>
<td>HURRICANE IRMA COUNTY WIDE (03) PERMANENT SIGNAL REPAIR <em>NON-SIS</em></td>
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<td>EMERGENCY OPERATIONS</td>
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<td>433002 5</td>
<td>HURRICANE IRMA COUNTY WIDE (03) LIGHTING REPAIRS</td>
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<tr>
<td>434990 1</td>
<td>GOLDEN GATE VARIOUS LOCATIONS</td>
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<td>SIDEWALK</td>
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<td>CONSTRUCTION</td>
<td>MANAGED BY COLLIER COUNTY</td>
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<tr>
<td>435019 1</td>
<td>AIRPORT-PULLING RD AND PINE RIDGE RD SIGNAL TIMING</td>
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<td>ATMS - ARTERIAL TRAFFIC MGMT</td>
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### ITEM NUMBER: 435030 1
**Project Description:** Sunshine Blvd from 17th Ave SW to Green Blvd

<table>
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<th>County: Collier</th>
<th>Type of Work: Sidewalk</th>
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<td>Project Length: .001 MI</td>
<td>Lanes Exist/Improved/Added: 0/ 0/ 0</td>
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### ITEM NUMBER: 435116 1
**Project Description:** Golden Gate Collector Sidewalks Various Locations

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<th>Type of Work: Sidewalk</th>
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### ITEM NUMBER: 435117 1
**Project Description:** North Naples Sidewalks at Various Locations

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<tbody>
<tr>
<td>Roadway ID: 03631000</td>
<td>Project Length: 1.248 MI</td>
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<td>Item Number</td>
<td>Project Description</td>
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<tr>
<td>435118 1</td>
<td>CR 862 (Vanderbilt) from CR 901 to Gulf Pavilion Dr</td>
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<tr>
<td>435119 1</td>
<td>49th Terrace SW from 20th Place SW to 19th Place SW</td>
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<tr>
<td>435368 1</td>
<td>CR 846/Immokalee Rd at Randall Blvd</td>
</tr>
<tr>
<td>436585 1</td>
<td>SR 84 (Davis Blvd) from SR 90 (US 41) to Airport Pulling Rd</td>
</tr>
<tr>
<td>ITEM NUMBER:</td>
<td>PROJECT DESCRIPTION:</td>
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<tr>
<td>-------------</td>
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</tr>
<tr>
<td>436970 1</td>
<td>CR 92 (SAN MARCO RD) FROM S BARFIELD DRIVE TO 400 FT E OF VINTAGE BAY</td>
</tr>
<tr>
<td>436971 1</td>
<td>TRAFFIC COUNT STATIONS UPDATES COLLIER COUNTY</td>
</tr>
<tr>
<td>437926 1</td>
<td>SIGNAL TIMING US41 FROM SR951/COLLIER BLVD TO OLD US41</td>
</tr>
<tr>
<td>438059 1</td>
<td>SR90(US 41) TAMIAI TRL FM E OF SR84(DAVIS BLVD) TO COURTHOUSE SHADOWS</td>
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**FUND CODE**

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<th>TOTAL 436970 1</th>
<th>TOTAL 436971 1</th>
<th>TOTAL 437926 1</th>
<th>TOTAL 438059 1</th>
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<td>788,604</td>
<td>-1,451</td>
<td>305,370</td>
<td>4,106,630</td>
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**PHASE:**

- **CONSTRUCTION / RESPONSIBLE AGENCY:**
  - MANAGED BY CITY OF MARCO ISLAND
  - MANAGED BY COLLIER COUNTY
  - MANAGED BY FDOT

**FUNDCODE 2021**

- SU
- TOTAL 436970 1
- TOTAL 436971 1
- TOTAL 437926 1
- TOTAL 438059 1

**HSP**

- 2,454,017
- 959,039
- 642,274
- 51,300

**NHRE**

- 2,000,000
- 1,000,000
- 500,000
- 250,000

**TOTAL**

- 4,106,630
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<tr>
<th>ITEM NUMBER</th>
<th>PROJECT DESCRIPTION</th>
<th>DISTRICT</th>
<th>COUNTY</th>
<th>TYPE OF WORK</th>
<th>ROADWAY ID</th>
<th>PROJECT LENGTH</th>
<th>FU NDCODE 2021</th>
<th>PHASE</th>
<th>RESPONSIBLE AGENCY</th>
<th>TOTAL</th>
<th>TOTAL</th>
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<tbody>
<tr>
<td>438091 1</td>
<td>COUNTY BARN ROAD FROM RATTLESNAKE HAMMOCK TO SR 84 (DAVIS BLVD)</td>
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<td>438092 1</td>
<td>CR 901/VANDERBILT DR FROM VANDERBILT BEACH RD TO 109TH AVENUE N</td>
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<td>438093 1</td>
<td>GREEN BLVD FROM SANTA BARBARA BLVD TO SUNSHINE BLVD</td>
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<td>439002 1</td>
<td>SR 29 FROM NORTH 1ST STREET TO NORTH 9TH STREET</td>
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<td>SR 951 FROM JUDGE JOLLEY BRIDGE TO FIDDLERS CREEK PARKWAY</td>
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<td>PROJECT LENGTH:</td>
<td>TYPE OF WORK:</td>
<td>Lanes Exist/Improved/Added:</td>
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<tr>
<td>440437</td>
<td>SOUTH GOLF DR FROM GULF SHORE BLVD TO W US 41</td>
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<td>440438</td>
<td>SAN MARCO RD FROM VINTAGE BAY DRIVE TO GOODLAND RD</td>
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<td>441878</td>
<td>BALD EAGLE DRIVE FROM COLLIER BLVD TO OLD MARCO LN</td>
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ITEM NUMBER: 442788 1  
PROJECT DESCRIPTION: HURRICANE IRMA FENCE REPAIR I-75 (SR 93) MP 58.6 - 116  
DISTRICT: 01  
COUNTY: COLLIER  
ROADWAY ID: 03175000  
PROJECT LENGTH: 57.470 MI  
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0  
TYPE OF WORK: EMERGENCY OPERATIONS  
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT  
FUND CODE 2021  

ER17  
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TOTAL 442788 1  
34,243  
TOTAL 442788 1  
34,243  
TOTAL DIST: 01  
14,812,719  
TOTAL HIGHWAYS 14,812,719

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: 1.585 MI  
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0  
TYPE OF WORK: RESURFACING  
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT  
FUND CODE 2021  

NHPP  
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TOTAL 446320 1  
399,823  
TOTAL 446320 1  
399,823  
TOTAL DIST: 01  
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TOTAL HIGHWAYS 14,812,719
### PLANNING

**Item Number: 439314 2**

**Project Description:** Collier County MPO FY 2018/2019-2019/2020 UPWP

**District:** 01  
**County:** Collier  
**Type of Work:** Transportation Planning  
**Roadway ID:**  
**Project Length:** 0.000

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**Item Number: 439314 3**

**Project Description:** Collier County MPO FY 2020/2021-2021/2022 UPWP

**District:** 01  
**County:** Collier  
**Type of Work:** Transportation Planning  
**Roadway ID:**  
**Project Length:** 0.000

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**Total Planning:**

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<td>Item Number: 448027 1</td>
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<tr>
<td>Project Description: Collier County Area Transit Bus Replacement</td>
<td>Type of Work: Purchase Vehicles/Equipment</td>
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**FUND CODE**

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<tr>
<td>TOTAL 448027 1</td>
<td>500,000</td>
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<tr>
<td>TOTAL DIST: 01</td>
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<tr>
<td>TOTAL TRANSIT</td>
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**ITEM NUMBER: 433002 1**  
**PROJECT DESCRIPTION:** HURRICANE IRMA COUNTY WIDE (03) DISASTER RECOVERY  
**DISTRICT:** 01  
**COUNTY:** COLLIER  
**ROADWAY ID:**  
**PROJECT LENGTH:** .000  
**TYPE OF WORK:** EMERGENCY OPERATIONS  
**LANES EXIST/IMPROVED/ADDED:** 0/0/0

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<tr>
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**ITEM NUMBER: 438066 1**  
**PROJECT DESCRIPTION:** VIDEO WALL MONITORS FOR THE CITY OF NAPLES  
**DISTRICT:** 01  
**COUNTY:** COLLIER  
**ROADWAY ID:** 03000000  
**PROJECT LENGTH:** .001MI

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<tr>
<td>TOTAL MISCELLANEOUS</td>
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**GRAND TOTAL**  
16,296,576
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.

<table>
<thead>
<tr>
<th>FY 2021 Obligated FTA Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Description</strong></td>
</tr>
<tr>
<td>FHWA Flex Funds to 5307-Fixed Route Bus; FY 20; Collier Co., FL</td>
</tr>
<tr>
<td>5307 and 5339 Funds; Super Grant; Capital, ADA, Planning; Collier &amp; Lee Cos, Bonita Springs/Naples UZA, FL</td>
</tr>
<tr>
<td>FHWA Flex to 5307; ADA Improvements; Collier Co., FL</td>
</tr>
<tr>
<td>FHWA Flex Funds to 5307-Fixed Route Bus; FY 20; Collier Co., FL</td>
</tr>
<tr>
<td>FY20 FTA 5339 Capital; Bus and Bus Facilities Discretionary Award; Collier Co., FL</td>
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</table>
Section G: COLLIER COUNTY FUNDING SUMMARY (FDOT)

The FDOT Five-Year TIP Funding Summary for the Collier MPO is shown on the following page.
<table>
<thead>
<tr>
<th>Fund</th>
<th>Fund Name</th>
<th>&lt;2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
<th>&gt;2027</th>
<th>All Years</th>
</tr>
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<td>ACBR</td>
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<td>ACNR</td>
<td>AC NAT HWY PERFORM RESURFACING</td>
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<td>0</td>
<td>0</td>
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<td>STATE BRIDGE REPAIR &amp; REHAB</td>
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<td>200,000</td>
<td>1,731,755</td>
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<td>1,959,154</td>
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<td>CIGP</td>
<td>COUNTY INCENTIVE GRANT PROGRAM</td>
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<td>CM</td>
<td>CONGESTION MITIGATION - AQ</td>
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FDOT 5 Year TIP - Fund Summary
District 1

Run Date: 04/11/22
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
The FDOT Systems Planning Office produces a document set known as the SIS Funding Strategy, which includes three interrelated 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.
MAP KEY:

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

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

- Project Development and Environment - Study that satisfies the National Environmental Policy Act (NEPA) process resulting in a location design concept for an engineering and environmentally feasible alternative to meet the need determined in the planning phase. Defined by Phase Group 2 (PD&E).
- Preliminary Engineering - Program to further develop and analyze location and design engineering phases of highway and bridge construction projects. Defined by Phase Group 3 (PE) and Phase Group C (Environmental).
- Right of Way - The phase of acquiring land to support the construction projects. Defined by Phase Group 4 (ROW).
- Construction - Phase consists of the physical work performed to build or assemble the infrastructure. Defined by Phase Group 5 (Construction) and Phase Group 6 (Construction Support).
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**ANNUAL TOTALS:**

- **POE:** $239,264
- **PE:** $18,424
- **ENV:** $10,874
- **ROW:** $90,772
- **CON:** $77,377
- **TOTAL LOCAL FUNDS:** $39,644
- **TOTAL DISTRICT MANAGED:** $10,243

All Values in Thousands of "As Programmed" Dollars

PD&E - Project Development & Environmental;
PE - Preliminary Engineering;
ENV - Environmental Mitigation;
ROW - Right-of-Way;
CON - Construction & Support (may include Grants);
TOTAL LOCAL FUNDS include all funds that start with LF fund code;

Project highlighted with gray background is no longer designated as SIS.
Second Five Year Plan

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

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<thead>
<tr>
<th>MAP ID</th>
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<th>2027</th>
<th>2028</th>
<th>2029</th>
<th>2030</th>
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<th>TOTAL DISTRICT MANAGED</th>
<th>TOTAL LOCAL FUNDS</th>
<th>PD&amp;E</th>
<th>PE</th>
<th>ENV</th>
<th>ROW</th>
<th>CON</th>
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**ANNUAL TOTALS**

- **PD&E: Project Development & Environmental**
- **PE: Preliminary Engineering**
- **ENV: Environmental Mitigation**
- **ROW: Right-of-Way**
- **CON: Construction & Support (may include Grants)**

*All Values In Thousands of “As Programmed” Dollars*

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

A-ix
Strategic Intermodal System

Long Range Cost Feasible Plan

FY 2029-2045

PRESENT DAY COSTS

2018 EDITION
## DISTRICT 1

### LONG RANGE COST FEASIBLE PLAN • FY2020-2045

#### DESIGN FIGHT OF WAY / CONSTRUCTION

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<tr>
<th>ID</th>
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<th>Fright of Way / Construction</th>
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#### FUNDED EFP TOTALS

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#### IMPROVEMENT TYPES

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<td>A-9</td>
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<tr>
<td>A-10</td>
<td>Add 10 Lanes to Build 12</td>
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</table>

**Legend**

- P3 Funds - Used to fund Public/Private Partnership projects over a specified number of years.
- Revenue forecasts provides separate values for PDE and PE than for ROW and CON.
- Other Funds - assumed to be toll revenue or partner funded.

**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 (CONS) and Construction Support (CEI).
4. ROW includes both Right-of-Way Acquisition/Migration (ROW4393) and Right-of-Way Support.
5. P3 Funds - Used to fund Public/Private Partnership projects over a specified number of years.
6. Revenue forecasts provides separate values for PDE and PE than for ROW and CON.
7. Other Funds - assumed to be toll revenue or partner funded.

**Data Source**

Florida Department of Transportation • Systems Implementation Office

**Page**

Page 10

**Edition**

2018 Edition

**System**

STRAIGHT INTERMODAL SYSTEM

**ORDER BY**

District 1
APPENDIX B: COLLIER-LEE REGIONAL HIGHWAY MAP
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

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Fed Priority</th>
<th>Sponsor</th>
<th>Sponsor Year</th>
<th>Federal</th>
<th>State</th>
<th>Sponsor Requested Funding Breakdown</th>
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<td><strong>Airport Master Plan Update</strong></td>
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<td><strong>Airport Master Plan Update</strong></td>
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<td><strong>Reconstruct and widen Runway 15/33</strong></td>
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## AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

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<th>IMM</th>
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<th>State</th>
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<th>Sponsor Requested Funding Breakdown</th>
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<td>Design, Permit &amp; Bid Perimeter Road &amp; Taxiway A Modifications</td>
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## Airport Sponsor Requested Funding - Capital Improvement Plan Summary

**Airport:** Naples Municipal Airport  
**Sponsor:** City of Naples Airport Authority  
**Local ID:** APF  
**Sponsor ID:** APF  
**NPIAS No.:** 12-0053  
**Site No.:** 03379 *A

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Taxiway B Extension and North Apron - Design and Construction  
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APPENDIX D: COLLIER MPO’S 2045 LRTP COST FEASIBLE PLAN
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*PRE-INS includes 30% and Design*

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Table ES-6. Collier MPO 2045 LRTP Cost Feasible Plan Projects – FDOT Other Roads Projects and Local Roadway Projects (continued) (in millions $)

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

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Notes:
- Partially funded for construction
- TP Funding includes PER and Design
- SS = State Share
- Right of Way
- Construction
- YR = Year of Expenditure
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<td>$0</td>
</tr>
<tr>
<td>Study: Pares</td>
<td>$30,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Study: MoD</td>
<td>$50,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>CAT Bus and Maintenance Building*</td>
<td>$7,065,497</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Total Other Capital Costs</strong></td>
<td>$14,756,500</td>
<td>$3,417,000</td>
<td>$2,944,000</td>
<td>$9,024,000</td>
</tr>
<tr>
<td><strong>Total Capital Costs</strong></td>
<td>$27,226,500</td>
<td>$16,129,000</td>
<td>$15,713,000</td>
<td>$36,720,000</td>
</tr>
</tbody>
</table>

* FY 2020/21 through FY 2024/25 TIP Amendment – FTA Grant Award ($3598 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 5, 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>
<thead>
<tr>
<th>Airport</th>
<th>Funding Source</th>
<th>2020-2024</th>
<th>2026-2030</th>
<th>2031-2035</th>
<th>2036-2045</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Immokalee Regional Airport</td>
<td>FAA, FDOT, Local</td>
<td>$8,400,000</td>
<td>$15,000,000</td>
<td>$38,800,000</td>
<td>$62,200,000</td>
<td></td>
</tr>
<tr>
<td>Everglades Airpark</td>
<td>FAA, FDOT, Local</td>
<td>$2,000,000</td>
<td>$3,000,000</td>
<td>$5,100,000</td>
<td>$10,200,000</td>
<td></td>
</tr>
<tr>
<td>Marco-Island Executive</td>
<td>FAA, FDOT, Local</td>
<td>$4,100,000</td>
<td>$5,200,000</td>
<td>$9,250,000</td>
<td>$18,550,000</td>
<td></td>
</tr>
<tr>
<td>Naples Airport</td>
<td>FAA, FDOT</td>
<td>$39,950,000</td>
<td>$39,950,000</td>
<td>$39,950,000</td>
<td>$39,950,000</td>
<td></td>
</tr>
</tbody>
</table>

Table 5-3: Airport Capital Revenue Projections
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 of 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 845 (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.

6-5 Airport Transportation Projects

As noted in Chapter 4, two off-airport transportation projects were identified in the roadway Needs Plan to improve access to Naples Airport and Immokalee Regional Airport. Project no. 31, Immokalee Road from Airpark Boulevard to SR 29, has been identified as cost feasible for construction in FY2036 to FY2045. The project includes widening Immokalee Road from two to four lanes and will improve traffic operations and access to the industrial warehouses within the property of the Immokalee Regional Airport. Approximately $7.2 million has been dedicated to this off-airport roadway project in the Cost Feasible Plan using County funds.
Project no. 114 in the roadway Needs Plan includes innovative intersection improvements at Radio Road and Airport Pulling Road. This intersection provides access to the entrance of the Naples Airport. While the project is not part of the Cost Feasible Plan, it will remain on Needs Plan. Naples Airport estimates their development costs for airport operations at $56.8 million for short term (2020–2024), $57 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))

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

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

<table>
<thead>
<tr>
<th>Date</th>
<th>From</th>
<th>Email/phone</th>
<th>Comment</th>
<th>Response</th>
</tr>
</thead>
</table>

F-i
APPENDIX G: FISCAL CONSTRAINT
<table>
<thead>
<tr>
<th>Fund</th>
<th>Fund Name</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
</tr>
</thead>
<tbody>
<tr>
<td>DDR</td>
<td>DISTRICT DEDICATED REVENUE</td>
<td>50,000</td>
<td>8,335</td>
<td>200,000</td>
<td>10,000</td>
<td>2,500,000</td>
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<tr>
<td>DPTO</td>
<td>STATE - PTO</td>
<td>0</td>
<td>300,000</td>
<td>0</td>
<td>3,615,000</td>
<td>800,000</td>
</tr>
<tr>
<td>FAA</td>
<td>FEDERAL AVIATION ADMIN</td>
<td>900,000</td>
<td>150,030</td>
<td>0</td>
<td>9,450,000</td>
<td>0</td>
</tr>
<tr>
<td>LF</td>
<td>LOCAL FUNDS</td>
<td>50,000</td>
<td>83,335</td>
<td>50,000</td>
<td>675,000</td>
<td>200,000</td>
</tr>
<tr>
<td>LFR</td>
<td>LOCAL FUNDS/REIMBURSABLE</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>DPTO</td>
<td>STATE - PTO</td>
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<td>1,184,401</td>
<td>1,219,934</td>
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<td>0</td>
</tr>
<tr>
<td>DS</td>
<td>STATE PRIMARY HIGHWAYS &amp; PTO</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>DU</td>
<td>STATE PRIMARY/FEDERAL REIMB</td>
<td>404,525</td>
<td>379,787</td>
<td>484,276</td>
<td>581,826</td>
<td>657,432</td>
</tr>
<tr>
<td>FTA</td>
<td>FEDERAL TRANSIT ADMINISTRATION</td>
<td>4,324,206</td>
<td>5,077,455</td>
<td>5,495,630</td>
<td>5,666,403</td>
<td>5,409,013</td>
</tr>
<tr>
<td>LF</td>
<td>LOCAL FUNDS</td>
<td>2,973,944</td>
<td>3,439,326</td>
<td>3,677,293</td>
<td>3,629,958</td>
<td>3,367,852</td>
</tr>
<tr>
<td>ACBR</td>
<td>ADVANCE CONSTRUCTION (BRT)</td>
<td>0</td>
<td>0</td>
<td>2,459,296</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>ACNP</td>
<td>ADVANCE CONSTRUCTION NHPP</td>
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<td>38,956,335</td>
<td>5,708,149</td>
<td>0</td>
<td>4,079,987</td>
</tr>
<tr>
<td>ACNR</td>
<td>AC NAT HWY PERFORM RESURFACING</td>
<td>1,377,271</td>
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<td>7,958,998</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>AC-A</td>
<td>ADVANCE CONSTRUCTION (SA)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>AC-SU</td>
<td>ADVANCE CONSTRUCTION (SU)</td>
<td>2,550,458</td>
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<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>ARPA</td>
<td>AMERICAN RESCUE PLAN ACT</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>SA</td>
<td>STP, ANY AREA</td>
<td>0</td>
<td>0</td>
<td>5,704,817</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>SCRC</td>
<td>SCOP FOR RURAL COMMUNITIES</td>
<td>818,622</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>SR2T</td>
<td>SAFE ROUTES - TRANSFER</td>
<td>754,276</td>
<td>0</td>
<td>957,189</td>
<td>0</td>
<td>850,496</td>
</tr>
<tr>
<td>STED</td>
<td>2012 SB1998-STRATEGIC ECON COR</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>SU</td>
<td>STP, URBAN AREAS &gt; 200K</td>
<td>1,973,407</td>
<td>4,544,391</td>
<td>4,561,041</td>
<td>4,431,156</td>
<td>4,387,900</td>
</tr>
<tr>
<td>TALT</td>
<td>TRANSPORTATION ALTS- ANY AREA</td>
<td>400,000</td>
<td>649,979</td>
<td>697,394</td>
<td>754,799</td>
<td>833,949</td>
</tr>
<tr>
<td>TALU</td>
<td>TRANSPORTATION ALTS- &gt;200K</td>
<td>373,967</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TAL-U</td>
<td>TRANSPORTATION ALTS- &gt;200K</td>
<td>373,967</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

FY 2023-2027 TIP Fiscal Constraint
<table>
<thead>
<tr>
<th>Fund Source</th>
<th>6/30/95</th>
<th>6/30/96</th>
<th>6/30/97</th>
<th>6/30/98</th>
<th>6/30/99</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Revenues by Fund Source</td>
<td>128,608,690</td>
<td>99,806,276</td>
<td>83,628,260</td>
<td>41,946,604</td>
<td>63,595,933</td>
</tr>
<tr>
<td>Total Expenditures by Fund Source</td>
<td>128,558,690</td>
<td>99,797,941</td>
<td>83,428,260</td>
<td>41,936,604</td>
<td>61,095,933</td>
</tr>
</tbody>
</table>

- **TCSP**: TRANS, COMMUNITY & SYSTEM PRES
- **TLWR**: 2015 SB2514A-TRAIL NETWORK
- **TO02**: EVERGLADES PARKWAY
- **TRIP**: TRANSPORTATION ALTS- >200K
- **DUNRESTRICTED STATE PRIMARY**: UNRESTRICTED STATE PRIMARY
- **DDR**: DISTRICT DEDICATED REVENUE
- **SU**: 200K
- **TALU**: TRANSPORTATION INCENTIVE PROGRAM
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

<table>
<thead>
<tr>
<th>Allocation Type</th>
<th>Plan Period 2: 2026-2030</th>
<th>Plan Period 3: 2031-2035</th>
<th>Plan Period 4: 2036-2045</th>
<th>Total Cost 2026-2045</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>PRE-ENG</td>
<td>ROW</td>
<td>CST</td>
<td>PRE-ENG</td>
</tr>
<tr>
<td>MPO Supplemental Planning Funds</td>
<td>$0.70</td>
<td></td>
<td></td>
<td>$0.80</td>
</tr>
<tr>
<td>Bicycle Pedestrian Box Funds</td>
<td>$10.17</td>
<td></td>
<td></td>
<td>$10.13</td>
</tr>
<tr>
<td>Congestion Management/Intelligent Transportation Box Funds</td>
<td>$10.17</td>
<td></td>
<td></td>
<td>$10.13</td>
</tr>
<tr>
<td>Bridge Box Funds</td>
<td>$4.96</td>
<td></td>
<td></td>
<td>$4.94</td>
</tr>
<tr>
<td>Safety</td>
<td>$0.80</td>
<td></td>
<td></td>
<td>$0.80</td>
</tr>
</tbody>
</table>
The MPO approved the following plans which are incorporated by reference into the 2045 LRTP:

- Bicycle and Pedestrian Master Plan
- 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:
<table>
<thead>
<tr>
<th>Safety</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Implements a recommended action in a Bicycle/Pedestrian Road Safety Audit – 5 points</td>
</tr>
<tr>
<td>- 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</td>
</tr>
<tr>
<td>- Addresses a safety concern involving crashes of less severity, absent a Safety Audit to verify the proposed mitigation measure – 2 points</td>
</tr>
<tr>
<td>- Addresses a safety concern expressed by members of the public in the absence of crash records – 1 point</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Equity</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Fills a need associated with an Environmental Justice community or use identified in this Plan – 5 points</td>
</tr>
<tr>
<td>- 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</td>
</tr>
<tr>
<td>- 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</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Connectivity</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Fills a prioritized infrastructure gap identified in this Plan – 5 points</td>
</tr>
<tr>
<td>- Fills a need for improved connectivity based upon public input received in the development of this Plan – 2 points</td>
</tr>
</tbody>
</table>
### Congestion Management Projects

<table>
<thead>
<tr>
<th>Eligibility Criteria</th>
<th>LRTP Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintains concurrency w/FDOT Regional ITS and/or Technical advances</td>
<td>• reduce roadway congestion</td>
</tr>
<tr>
<td>Increases number of connected signalized intersections</td>
<td>• reduce roadway congestion</td>
</tr>
<tr>
<td></td>
<td>• increase the safety of the transportation system</td>
</tr>
<tr>
<td>Improves Travel Time Reliability</td>
<td>• reduce roadway congestion</td>
</tr>
<tr>
<td>Capacity Enhancement</td>
<td>• improve system continuity and connectivity</td>
</tr>
<tr>
<td>Increases ridership on existing route and increases number of riders at specific</td>
<td>• promote multi-modal solutions</td>
</tr>
<tr>
<td>transit stops before/after installation</td>
<td></td>
</tr>
<tr>
<td>Improves bike/ped connections to bus shelters, inclusive of meeting ADA requirements</td>
<td>• promote multi-modal solutions</td>
</tr>
<tr>
<td></td>
<td>• improve system continuity and connectivity</td>
</tr>
<tr>
<td>Reduces the miles of gaps in cycling network per 2016 Inventory</td>
<td>• promote multi-modal solutions</td>
</tr>
<tr>
<td></td>
<td>• improve system continuity and connectivity</td>
</tr>
<tr>
<td></td>
<td>• increase the safety of the transportation system</td>
</tr>
<tr>
<td>Addresses a problem area identified in B/P safety study, Walkability Study or B/P</td>
<td>• increase the safety of the transportation system</td>
</tr>
<tr>
<td>Safety Audit</td>
<td></td>
</tr>
</tbody>
</table>
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.

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

<table>
<thead>
<tr>
<th>Measure</th>
<th>Target</th>
<th>Existing Conditions</th>
<th>Meets</th>
<th>Responsible Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Rolling Stock</td>
<td>≤10% have met or exceeded ULB</td>
<td>0%</td>
<td>Yes</td>
<td>Collier County - CAT</td>
</tr>
<tr>
<td>Transit Equipment</td>
<td>≤25% have met or exceeded ULB</td>
<td>50%</td>
<td>No</td>
<td>Collier County - CAT</td>
</tr>
<tr>
<td>Transit Facilities</td>
<td>≥25% &lt; 3 TERM</td>
<td>0%</td>
<td>Yes</td>
<td>Collier County - CAT</td>
</tr>
</tbody>
</table>

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 (DIRPM). 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.

FY 22/23 AND 23/24 UPWP

<table>
<thead>
<tr>
<th>Plan Description</th>
<th>FY 22/23</th>
<th>FY 23/24</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Systems Performance Report</td>
<td>$100,000</td>
<td>$50,000</td>
</tr>
<tr>
<td>2050 LRTP</td>
<td>$250,000</td>
<td>$300,000</td>
</tr>
</tbody>
</table>
APPENDIX J

ADDRESSING PERFORMANCE MANAGEMENT REQUIREMENTS IN THE TIP
Template to Address Performance Management Requirements in Metropolitan Planning Organization Transportation Improvement Programs

Office of Policy Planning
Florida Department of Transportation

April 2022 Template

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.

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 and highlighted 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.
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 Supporting FDOT Statewide Highway Safety 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

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Calendar Year 2022</th>
<th>MPO Target (2022)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Statewide Target</td>
<td></td>
</tr>
<tr>
<td>Number of fatalities</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Rate of fatalities per 100 million vehicle miles traveled (VMT)</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Number of serious Injuries</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Rate of serious injuries per 100 million vehicle miles traveled (VMT)</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Number of non-motorized fatalities and serious injuries</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
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. As stated in the Safe System approach promoted by the FHWA, the death or serious injury of any person is unacceptable. 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. Therefore, FDOT has established 0 as the only acceptable target for all five of the federal safety performance measures.

### 3.1.2 MPO Safety Targets

MPOs are required to establish safety targets annually within 180 days of when FDOT established targets. MPOs establish targets by either agreeing to program projects that will support the statewide targets or establish their own quantitation targets for the MPO planning area.

**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, on December 10, 2021, the Collier MPO agreed to support FDOT’s statewide safety performance targets for calendar year 2022, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress towards achieving the statewide targets. The safety initiatives within this TIP are intended to contribute toward achieving these targets. In addition, the MPO has programmed projects specifically addressing local safety concerns.

### 3.2 Safety Trends in the MPO Area

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 3-2 shows the changes in Safety Performance Measures for Collier MPO from 2010 through 2019. The measures shown in Table 3-2 were derived by FDOT using 5-year rolling averages.
Table 3-2 Safety Performance Measure Trends in Collier County

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>38.8</td>
<td>38.0</td>
<td>36.2</td>
<td>38.6</td>
<td>41.2</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>175.2</td>
<td>177.2</td>
<td>186.2</td>
<td>215.4</td>
<td>233.2</td>
</tr>
<tr>
<td>Fatality Rate per 100 million Vehicle Miles Traveled (VMT)</td>
<td>1.184</td>
<td>1.125</td>
<td>1.038</td>
<td>1.070</td>
<td>1.105</td>
</tr>
<tr>
<td>Serious Injury Rate per 100 million Vehicle Miles Traveled (VMT)</td>
<td>5.388</td>
<td>5.252</td>
<td>5.263</td>
<td>5.901</td>
<td>6.234</td>
</tr>
<tr>
<td>Total number of non-motorized fatalities and serious injuries</td>
<td>38.0</td>
<td>40.4</td>
<td>39.6</td>
<td>42.6</td>
<td>45.8</td>
</tr>
</tbody>
</table>

3.3 FDOT Safety Planning and Programming

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). In addition, the MPO adopted a Local Roads Safety Plan in 2020 and is implementing the plan’s recommendations through proactive public outreach and education, partnering with local and regional safety advocacy groups and setting aside a portion of its SU allocation to fund local safety projects and studies.

3.3.1 Florida’s Strategic Highway Safety Plan

Florida’s Strategic Highway Safety Plan (SHSP), published in March 2021, specifically embraces Vision Zero and a new slogan and logo of Target Zero and identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida’s 27 MPOs and the MPOAC, as well as other statewide traffic safety partners. 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 are referred to as the 4Is: information...
intelligence, innovation, insight into communities, and investments and policies. The SHSP also embraces an integrated “Safe System” approach that involves designing and managing road infrastructure to keep the risk of a mistake low and to ensure that when a mistake leads to a crash, the impact on the human body does not result in a fatality or serious injury. The five Safe System elements together create a holistic approach with layers of protection: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

The SHSP also expands the list of emphasis areas for Florida’s safety programs to include six evolving emphasis areas, which are high-risk or high-impact crashes that are a subset of an existing emphasis area or emerging risks and new innovations, where safety implications are unknown. These evolving emphasis areas include work zones, drowsy and ill driving, rail grade crossings, roadway transit, micromobility, and connected and automated vehicles.

3.3.2 Florida’s Highway Safety Improvement Program

While the FTP and the SHSP both highlight the statewide commitment to a vision of zero deaths, the Florida Highway Safety Improvement Program (HSIP) Annual Report documents statewide performance and progress toward that vision. It also lists all HSIP projects that were obligated during the reporting year and the relationship of each project to the SHSP.

As discussed above, in the 2021 HSIP Annual Report, FDOT reported 2022 statewide safety performance targets at “0” for each safety performance measure to reflect the vision of zero deaths. Annually, FHWA determines whether Florida has met the targets or performed better than baseline for at least four of the five measures. If this does not occur FDOT must submit an annual implementation plan with actions it will take to meet targets in the future.

On March 25, 2021, FHWA reported the results of its 2019 safety target assessment. FHWA concluded that Florida had not met or made significant progress toward its 2019 safety targets, noting that zero had not been achieved for any measure and that only three out of five measures (number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries) were better than baseline. Subsequently, FDOT developed an HSIP Implementation Plan HSIP Implementation Plan to highlight additional strategies it will undertake in support of the safety targets. This plan was submitted with the HSIP Annual Report to FHWA on August 31, 2021. Note: FDOT will send updated text once FHWA sends the 2020 safety target assessment.

Consistent with FHWA requirements, the HSIP Implementation Plan focuses specifically on implementation of the HSIP as a core federal-aid highway program and documents the continued enhancements planned for Florida’s HSIP to better leverage the benefits of this program. However, recognizing that FDOT already allocates all HSIP funding to safety programs - and building on the integrated approach that underscores FDOT’s safety programs – the HSIP Implementation Plan also documents how additional FDOT and partner activities may contribute to progress toward zero. Key commitments in the HSIP Implementation Plan include:

- Fully implement Florida’s SHSP, including the existing and evolving emphasis areas and the expanded list of strategies consistent with the Safe System approach.
• Advance safety priorities from the Department’s Vital Few Safety initiative, which is focusing FDOT leadership and staff on solutions to three primary safety emphasis areas: roadway departures, intersections, and pedestrians and bicyclists. These are the top three factors associated with fatalities statewide during the 2015-2019 period.

• Enhance the HSIP funding and allocation processes to ensure Florida’s safety challenges are evaluated from both a statewide perspective and a regional and local perspective. FDOT is applying new data and analysis tools to support better priority setting and decision making in the HSIP process.

• Continue to enhance coordination through FDOT’s District Offices to MPOs, local governments, community traffic safety teams, and other partners to ensure HSIP and other safety-related investments are focused on the greatest need and greater opportunity for benefit, including the nearly 40 percent of fatalities that occur off the State Highway System.

Florida conducts extensive safety data analysis to understand the state’s traffic safety challenges and identify and implement successful safety solutions. Florida’s transportation system is evaluated using location-specific analyses that evaluate locations where the number of crashes or crash rates are the highest and where fatalities and serious injuries are most prominent. These analyses are paired with additional systemic analyses to identify characteristics that contribute to certain crash types and prioritize countermeasures that can be deployed across the system as a whole. As countermeasures are implemented, Florida also employs predictive analyses to evaluate the performance of roadways (i.e., evaluating results of implemented crash modification factors against projected crash reduction factors).

FDOT’s State Safety Office works closely with FDOT Districts and regional and local traffic safety partners to develop the annual HSIP updates. 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.

Florida received an allocation of approximately $177 million in HSIP funds for use during the 2020 state fiscal year from July 1, 2020 through June 30, 2021, and fully allocated those funds to safety projects. FDOT used these HSIP funds to complete projects that address intersections, lane departure, pedestrian and bicyclist safety, and other programs representing the remaining SHSP emphasis areas. This year’s HSIP allocated $131 million in infrastructure investments on state-maintained roadways and $33 million in infrastructure investments on local roadways. The remaining $9 million included supporting activities such as transportation safety planning, preliminary engineering, traffic engineering studies, transportation statistics, and public information or education. A list of HSIP projects can be found in the HSIP 2020 Annual Report.

Beginning in fiscal year 2024, HSIP funding will be distributed among FDOT Districts based on statutory formula to allow the Districts to have more clearly defined funding levels for which they can better plan to select and fund projects. MPOs and local agencies coordinate with FDOT Districts to identify and implement effective highway safety improvement projects on non-state roadways.
3.3.3 Additional FDOT Safety Planning Activities

In addition to HSIP, safety is considered as a factor in FDOT planning and priority setting for projects in preservation and capacity programs. Data is analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The Florida PD&E Manual requires the consideration of safety when preparing a proposed project’s purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. Florida design and construction standards include safety criteria and countermeasures, which are incorporated in every construction project. FDOT also recognizes the importance of the American Association of State Highway Transportation Officials (AASHTO) Highway Safety Manual (HSM). Through dedicated and consistent training and messaging over the last several years, the HSM is now an integral part of project development and design.

FDOT holds Program Planning Workshops annually to determine the level of funding to be allocated over the next 5 to 10 years to preserve and provide for a safe transportation system. Certain funding types are further analyzed and prioritized by FDOT Central Offices, after projects are prioritized collaboratively by the MPOs, local governments, and FDOT Districts; for example, the Safety Office is responsible for the HSIP and Highway Safety Program (HSP) and the Systems Implementation Office is responsible for the Strategic Intermodal System (SIS). Both the Safety and SIS programs consider the reduction of traffic fatalities and serious injuries in their criteria for ranking projects.

3.4 Safety Investments in the MPO’s 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.
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>
<thead>
<tr>
<th>Performance Measure</th>
<th>2019 Statewide Target</th>
<th>2021 Statewide &amp; MPO Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of Interstate pavements in good condition</td>
<td>Not required</td>
<td>≥60%</td>
</tr>
<tr>
<td>Percent of Interstate pavements in poor condition</td>
<td>Not required</td>
<td>≤5%</td>
</tr>
<tr>
<td>Percent of non-Interstate NHS pavements in good condition</td>
<td>≥40%</td>
<td>≥40%</td>
</tr>
<tr>
<td>Percent of non-Interstate NHS pavements in poor condition</td>
<td>≤5%</td>
<td>≤5%</td>
</tr>
<tr>
<td>Percent of NHS bridges (by deck area) in good condition</td>
<td>≥50%</td>
<td>≥50%</td>
</tr>
<tr>
<td>Percent of NHS bridges (by deck area) in poor condition</td>
<td>≤10%</td>
<td>≤10%</td>
</tr>
</tbody>
</table>

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.

4.1.2 MPO Targets

MPOs must set four-year targets for the six pavement and bridge condition measures within 180 days of when FDOT established targets. 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 for one or more 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.

Collier MPO’s NHS roadways are:

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

4.2 Pavement and Bridge Investments in the TIP

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 April 2022 snapshot, the FDOT’s FY 2023-2027 Work Program includes $170 million for resurfacing and operations, $132 million for new capacity and $4.4 million for bridge replacement within Collier County.

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 (NOx, VOC, CO, PM10, and PM2.5) 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 reliable; 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 9, 2018, 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.

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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.
Table 5.1. Statewide System Performance and Freight Targets

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>2019 Statewide Target</th>
<th>2021 Statewide &amp; MPO Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)</td>
<td>≥75%</td>
<td>≥70%</td>
</tr>
<tr>
<td>Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)</td>
<td>Not Required¹</td>
<td>≥50%</td>
</tr>
<tr>
<td>Truck travel time reliability (TTTR)</td>
<td>≤1.75</td>
<td>≤2.00</td>
</tr>
</tbody>
</table>

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

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

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 include 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.

5.1.2 MPO Targets

MPOs must establish four-year targets for all three performance 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 for one or more measures.

In November 2018, the Collier MPO agreed to support FDOT’s statewide system performance and freight targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets.

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.

April 2022
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 $109.3 million for corridor improvements on the non-Interstate NHS, which also support the MPO’s regional priority freight corridors. The FDOT FY 2023-2027 Work Program funds $11.3 million for congestion management projects; and $18 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.
Transit Asset Management 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

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

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.

6.1 FDOT Group TAM Plan Participants

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. Group TAM Plan targets for fiscal year 2021 were submitted to NTD in March 2021; updated targets for fiscal year 2022 are under development. Note: MPO has the option of including the full table below for context, or just identifying those Tier II providers in the MPO planning area that participated in the Group TAM Plan, if any. If the MPO area includes any providers participating in the Group TAM Plan, the MPO should check with FDOT before submitting the TIP to confirm the final 2022 targets.

Table 6.2. Florida Group TAM Plan Participants

<table>
<thead>
<tr>
<th>District</th>
<th>Participating Transit Providers</th>
</tr>
</thead>
</table>
| 1        | Central Florida Regional Planning Council  
                     Hendry County |
| 2        | Baker County Transit  
                     Big Bend Transit  
                     Levy County Transit  
                     Nassau County Transit  
                     Ride Solution  
                     Suwannee River Economic Council  
                     Suwannee Valley Transit Authority |
| 3        | Big Bend Transit  
                     Calhoun Transit  
                     Gulf County ARC  
                     JTRANS |
<table>
<thead>
<tr>
<th>Provider</th>
<th>Participating Providers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liberty County Transit</td>
<td>No participating providers</td>
</tr>
<tr>
<td>Tri-County Community Council</td>
<td>No participating providers</td>
</tr>
<tr>
<td>Wakulla Transit</td>
<td>No participating providers</td>
</tr>
<tr>
<td>Flagler County</td>
<td>No participating providers</td>
</tr>
<tr>
<td>Marion Transit</td>
<td>No participating providers</td>
</tr>
<tr>
<td>Sumter Transit</td>
<td>No participating providers</td>
</tr>
<tr>
<td>Key West Transit</td>
<td>No participating providers</td>
</tr>
<tr>
<td>*Provider service area covers portions of Districts 2 and 3.</td>
<td></td>
</tr>
</tbody>
</table>

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.

### 6.2.1 Transit Provider Targets

On October 12, 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 6.2.1 Transit Asset Management Targets for Collier Area Transit

### Rolling Stock

<table>
<thead>
<tr>
<th>Fleet Size</th>
<th>Veh Type</th>
<th>ULB</th>
<th>% Exceeds ULB</th>
<th>Performance Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>28</td>
<td>Over the road bus</td>
<td>14 years</td>
<td>0%</td>
<td>25%</td>
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<tr>
<td>28</td>
<td>Cutaway bus</td>
<td>10 years</td>
<td>0%</td>
<td>25%</td>
</tr>
<tr>
<td>5</td>
<td>Mini Van</td>
<td>8 years</td>
<td>0%</td>
<td>25%</td>
</tr>
<tr>
<td>6</td>
<td>Support Vehicles</td>
<td>8 years</td>
<td>0%</td>
<td>25%</td>
</tr>
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</table>

### Facilities

#### Bus Passenger Transfer Station - Base 1

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Component</th>
<th>Condition Rating - *Pre-Assessment</th>
<th>Performance Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administration</td>
<td>Substructure</td>
<td>4</td>
<td>4</td>
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<tr>
<td></td>
<td>Shell</td>
<td>2</td>
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<td></td>
<td>Interior</td>
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<tr>
<td></td>
<td>Conveyance</td>
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<td></td>
<td>Plumbing</td>
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<td>HVAC</td>
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<td></td>
<td>Fire Protection</td>
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<td>Electrical</td>
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<tr>
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<td>Site</td>
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<td>4</td>
</tr>
<tr>
<td>Maintenance</td>
<td>Substructure</td>
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<td></td>
<td>Shell</td>
<td>1</td>
<td>3</td>
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<tr>
<td></td>
<td>Interior</td>
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<td>4</td>
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<tr>
<td></td>
<td>Conveyance</td>
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<td>4</td>
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<td></td>
<td>Plumbing</td>
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<td>Facility Type</td>
<td>Component</td>
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<td>Performance Targets</td>
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<td>HVAC</td>
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**Fuel Station**

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<td>Equipment</td>
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</table>

**Bus Wash**

<table>
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<th>Component</th>
<th>Rating</th>
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<tbody>
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**Intermodal Passenger Transfer Station - Base 2**

<table>
<thead>
<tr>
<th>Component</th>
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<th>Performance Targets</th>
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</table>
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

General Condition Assessment Rating Scale

<table>
<thead>
<tr>
<th>General Condition Assessment Rating Scale</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 - Excellent</td>
</tr>
<tr>
<td>4 - Good</td>
</tr>
<tr>
<td>3 - Adequate</td>
</tr>
<tr>
<td>2 - Marginal</td>
</tr>
<tr>
<td>1 - Poor</td>
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</table>

<table>
<thead>
<tr>
<th>Facility Performance Measure</th>
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<tr>
<td>Number of Facilities</td>
</tr>
<tr>
<td>--------------------------</td>
</tr>
<tr>
<td>5</td>
</tr>
</tbody>
</table>
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 11, 2020.

Table 7-1 – Collier Area Transit Safety Targets 2020

<table>
<thead>
<tr>
<th>SFI Category</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>5-Year Average</th>
<th>Target</th>
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<tr>
<td></td>
<td>MB</td>
<td>DR</td>
<td>MB</td>
<td>DR</td>
<td>MB</td>
<td>DR</td>
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<tr>
<td>Total Number of Fatalities</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0</td>
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<tr>
<td>Fatality Rate per 100,000 VRM</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Total Number of Injuries</td>
<td>5</td>
<td>0</td>
<td>5</td>
<td>1</td>
<td>3</td>
<td>2</td>
<td>4.2</td>
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<tr>
<td>Injury Rate per 100,000 VRM</td>
<td>0.38</td>
<td>0.38</td>
<td>0.23</td>
<td>0.39</td>
<td>0.22</td>
<td>0.1</td>
<td>0.3</td>
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<tr>
<td>Total Number of Safety Events</td>
<td>5</td>
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<td>5</td>
<td>1</td>
<td>3</td>
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<tr>
<td>Safety Event Rate per 100,000 VRM</td>
<td>0.38</td>
<td>0.38</td>
<td>0.23</td>
<td>0.16</td>
<td>0.22</td>
<td>0.1</td>
<td>0.3</td>
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<tr>
<td>Total Number of Major Mechanical System Failures</td>
<td>31</td>
<td>30</td>
<td>23</td>
<td>26</td>
<td>94</td>
<td>87</td>
<td>52.2</td>
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<tr>
<td>Vehicle Failures Per 100,000 VRM</td>
<td>2.35</td>
<td>3.15</td>
<td>1.74</td>
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<td>7.31</td>
<td>7.69</td>
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<td>Annual VRM</td>
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<td>952,594</td>
<td>1,185,931</td>
<td>1,644,673</td>
<td>1,265,354</td>
<td>1,131,859</td>
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<td>1,378,866</td>
<td>1,406,149</td>
<td>1,314,479</td>
<td>1,159,852</td>
<td>1,200,000</td>
<td>1,200,000</td>
<td>1,200,000</td>
</tr>
</tbody>
</table>

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.
Endorse 2022 Transportation Regional Incentive Program (TRIP) Priorities

**OBJECTIVE:** For the committee to endorse the 2022 TRIP Priorities.

**CONSIDERATIONS:** Each year, Lee County and Collier MPO staff coordinate the review of proposed additions, deletions and adjustments to the prior year’s list of regional priorities, shown in Attachment 1. The committee received a briefing on the updates to the list at its April meeting. The Board will receive a presentation on all of the 2022 project priorities on May 13, 2022, followed by adoption at the June 10, 2022 Board meeting.

**STAFF RECOMMENDATION:** That the committee endorse the 2022 TRIP Priorities.

Prepared By: Anne McLaughlin, MPO Director

**Attachments:**

1. 2022 TRIP Priorities
| Sponsor   | Route                  | From                        | To                           | Proposed Improvement | Requested Phase | Total Cost | Requested TRIP Funds | Staff Priority Order | State Funding Level | State Funding Total | Fiscal Year | (1) Utilizing or relieving an SS Facility | (2) SS Connectivity | (3) County Enterprise Zone, Road Area Economic Connect | (4) Corridor Management Techniques | (5) Production Readiness | (6) TRIP Funding Not Received | (7) Job Access and Economic Stimulation | (8) Performance on Previous TRIP Projects | (9) Overmatch | (10) Public Private Partnerships | Total Points |
|-----------|------------------------|-----------------------------|------------------------------|----------------------|------------------|------------|----------------------|---------------------|-------------------|-------------------|-------------|------------------------------------------|----------------------|--------------------------------------------------------------------------------|------------------------|-------------------------------|------------------------|--------------------------|--------------------------|--------------------------------|-----------------|------------------------------------------|------------------|
| Lee County| Corkscrew Rd E of Ben Hill Griffin Bella Terra | 2L to 4L CST | $24,925,000 | $9,975,000 | Funded | $2,651,966 | FY 21/22 | 3 | 3 | 0 | 3 | 5 | 0 | 4 | 2 | 3 | 0 | 23 |
| Lee County| Corkscrew Rd Colton Blvd SR 82 | 2L to 4L CST | $16,925,000 | $4,000,000 | 3 | 0 | 2 | 3 | 5 | 0 | 4 | 2 | 3 | 0 | 22 |
| Lee County| Corkscrew Rd Bella Terra Alco Road | 2L to 4L CST | $16,688,000 | $4,000,000 | 3 | 0 | 2 | 3 | 5 | 0 | 4 | 2 | 3 | 0 | 23 |
| Lee County| Three Oaks Ext Pickleswick Center Crossing Pony Drive | New 4L CST | $30,774,000 | $5,000,000 | 3 | 0 | 2 | 3 | 5 | 0 | 4 | 2 | 3 | 0 | 20 |
| Collier County| Collier Blvd Golden Gate Canal Golden Gate Pkwy | 4L to 6L Des/Build | $38,864,000 | $5,000,000 | 3 | 0 | 2 | 3 | 5 | 0 | 4 | 2 | 3 | 0 | 23 |
| Lee County| Three Oaks Ext Pony Drive Daniels Parkway | New 4L CST | $31,720,000 | $7,500,000 | 3 | 0 | 2 | 3 | 5 | 0 | 4 | 2 | 3 | 0 | 20 |
| Collier County| Vanderbilt Beach Rd US 41 E of Goodlette | 4L to 6L CST | $24,425,000 | $4,214,438 | Funded | $4,214,438 | FY 24/25 | 3 | 0 | 0 | 3 | 5 | 0 | 4 | 2 | 1 | 0 | 18 |
| Collier County| Veterans Memorial Boulevard High School Entrance US 41 | New 4L/6L CST | $18,800,000 | $5,000,000 | 3 | 0 | 2 | 3 | 5 | 0 | 4 | 2 | 1 | 0 | 20 |
| Lee County| Burnt Store Rd Van Buren Pkwy Charlotte Co/L | 2L to 4L PE | $3,300,000 | $4,100,000 | 3 | 0 | 2 | 3 | 5 | 0 | 4 | 2 | 1 | 0 | 17 |
| Collier County| Vanderbilt Beach Rd TR 15th Street Everglades Blvd New JL | CST | $19,000,000 | $4,125,000 | 3 | 0 | 2 | 3 | 5 | 0 | 4 | 2 | 3 | 0 | 23 |
| Lee County| DBR Avenue SR 82 Luckled Road | 2L to 4L CST | $33,475,000 | $5,000,000 | 3 | 0 | 2 | 3 | 5 | 0 | 4 | 2 | 3 | 0 | 22 |
| Collier County| Santa Barbara Logan Blvd Painted Leaf Lane Pine Ridge Road Operational Improvements | CST | $8,000,000 | $4,200,000 | 3 | 0 | 2 | 3 | 5 | 0 | 4 | 2 | 3 | 0 | 22 |
| Collier County| Goodlette Road Vanderbilt Beach Road Immokalee Road | 2L to 4L CST | $5,500,000 | $2,750,000 | Funded | $2,750,000 | FY 23/24 | 3 | 0 | 0 | 3 | 5 | 0 | 4 | 2 | 1 | 0 | 18 |
| Lee County| Alico Extension Alico Road SR 82 | New 4L CST | $106,540,000 | $5,000,000 | 3 | 0 | 2 | 3 | 5 | 0 | 4 | 2 | 3 | 0 | 27 |
| Lee County| DBR Avenue Lucky Road SR 82 | 2L to 4L CST | $26,185,000 | $5,000,000 | 3 | 0 | 2 | 3 | 5 | 0 | 4 | 2 | 3 | 0 | 22 |
| Collier County| Oil Well Road Everglades | 8th to 6L CST | $5,780,000 | $2,880,000 | 3 | 0 | 2 | 3 | 5 | 0 | 4 | 2 | 3 | 0 | 18 |
Endorse 2022 Highway & Freight Priorities

**OBJECTIVE:** For the committee to endorse the 2022 Highway & Freight Priorities.

**CONSIDERATIONS:** Staff has updated the previous Highway & Freight Priorities list to match the final FDOT Work Program FY2023-2027 snapshot received in April. The 2022 Highway Priorities are shown in Attachment 1. SR 29 from New Market Rd N to N of SR 82 is funded for construction in FY 2027 under FPN 4175406. This is the only change to the list.

**STAFF RECOMMENDATION:** That the committee endorse the 2022 Highway & Freight Priorities.

Prepared By: Anne McLaughlin, MPO Director

**ATTACHMENT(S):**

1. 2022 Highway & Freight Priorities
## HIGHWAY PRIORITIES - 2045 LRTP - Cost Feasible Plan

<table>
<thead>
<tr>
<th>MAP ID</th>
<th>Facility</th>
<th>Limit From</th>
<th>Limit To</th>
<th>Final Proposed Improvement - 2045 LRTP</th>
<th>Total Project Cost (PDC)</th>
<th>Construction Time Frame</th>
<th>5-Year Window in which CST is Funded by Source</th>
<th>PROJECT STATUS in Final Work Program / MPO TIP FY23-27</th>
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<tbody>
<tr>
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</table>

Subtotal: $146,352,368

### Plan Period 3 & 4 Construction Funded Projects - Initiated in Plan Period 2

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<th>MAP ID</th>
<th>Facility</th>
<th>Limit From</th>
<th>Limit To</th>
<th>Project Description</th>
<th>Total Project Cost (PDC)</th>
<th>CST Time Frame</th>
<th>Phase</th>
<th>Source</th>
<th>Funding Request</th>
<th>CFP</th>
<th>PROJECT STATUS in Final Work Program / MPO TIP FY23-27</th>
</tr>
</thead>
<tbody>
<tr>
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<td>OA</td>
<td>$580,000</td>
<td>OA</td>
<td>$12,240,000</td>
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Subtotal: $197,510,000

### HIGHWAYS - Freight Priorities

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<th>Facility</th>
<th>Limit From</th>
<th>Limit To</th>
<th>Project Description</th>
<th>Total Project Cost (PDC)</th>
<th>CST Time Frame</th>
<th>Phase</th>
<th>Source</th>
<th>Funding Request</th>
<th>YOE</th>
<th>FPN</th>
<th>Phase</th>
<th>Source</th>
<th>FY</th>
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Subtotal: $107,932,356

### Plan Period 3 & 4 Construction Funded Projects - Initiated in Plan Period 2

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<th>Facility</th>
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<th>Limit To</th>
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<th>Total Project Cost (PDC)</th>
<th>CST Time Frame</th>
<th>Phase</th>
<th>Source</th>
<th>Funding Request</th>
<th>YOE</th>
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<th>Phase</th>
<th>Source</th>
<th>FY</th>
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<td>SIS</td>
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Subtotal: $63,153,090

Total: $34,432,368
Endorse 2022 Planning Priorities

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

CONSIDERATIONS: The MPO Board approved the policy on allocating its Transportation Management Area (TMA) Surface Transportation Block Grant – Urban (SU) funds to Planning and Safety projects with the December 11, 2020 adoption of the 2045 Long Range Transportation Plan (LRTP).

Based on the early development of the District One Regional Planning Model, it is necessary to request that planning funds be programmed in Fiscal Years 2028, 2029, and 2030. Funds will be used to hire a consultant to develop the 2055 LRTP and to prepare the required plans that feed into the LRTP.

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

Prepared By: Brandy Otero, Principal Planner

ATTACHMENT(S):

1. 2022 Planning Priorities
## 2022 Planning Study Priorities - SU BOX FUNDS

<table>
<thead>
<tr>
<th>Priority</th>
<th>Fiscal Year</th>
<th>Project Cost</th>
<th>Plan or Study</th>
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<tr>
<td>1</td>
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<td>2055 LRTP, LRSP, TSPR, CMP, BPMP, TDP</td>
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<td>2029</td>
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<tr>
<td>3</td>
<td>2030</td>
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<td><strong>TOTAL</strong></td>
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<td><strong>$1,050,000</strong></td>
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EXECUTIVE SUMMARY
COMMITTEE PRESENTATION
ITEM 8A

Old US 41 PD&E Study

OBJECTIVE: For the committee to receive a presentation from FDOT on the Old US 41 PD&E Study.

CONSIDERATIONS: FDOT is the lead agency on the Old 41 (CR 887) Project Development and Environment (PD&E) Study, encompassing Financial Project Numbers (FPN) 435110-1 and 435347-1 in Collier and Lee Counties. The Study is evaluating the widening of CR 887 (Old US 441) up to four lanes from US 41 in Collier County to Bonita Beach Road in Lee County to address existing congestion and projected travel demand as a result of area-wide growth. FDOT held in-person and virtual public workshops on April 14th and 19th. Steven Andrews is the FDOT Project Manager.

STAFF RECOMMENDATION: That the committee receive a presentation from FDOT on the Old US 41 PD&E Study.

Prepared By: Anne McLaughlin, MPO Director

Attachments:

1. Old US 41 PD&E Study
Old 41 (CR 887) PD&E Study

From US 41 to Bonita Beach Road

Old 41 (CR 887)

Project Development and Environment (PD&E) Study

Financial Project Number: 435110-1 & 435347-1

Collier County & Lee County
WORK ZONE SAFETY
It’s Everyone’s Job

BE AWARE of workers while driving through an active work zone.
Project Goals:

• Relieve congestion and accommodate future travel demand
• Improve safety for all users, including cyclists and pedestrians

Project Need:

• Support increased industrial and residential development
• Sub-standard operating conditions
Old 41 (County Road 887) PD&E Study
From US 41 to Bonita Beach Road
Financial Project Number 435110-1 & 435347-1 | Collier County & Lee County

Alternative 1

- BONITA BEACH RD
- VETERANS MEMORIAL BLVD
- OLD 41
- RACE TRACK RD
- NEW QUADRANT ROADWAY

Alternative 2

- BONITA BEACH RD
- VETERANS MEMORIAL BLVD
- OLD 41
- RACE TRACK RD
- NEW QUADRANT ROADWAY

Lanes
(total both directions)

<table>
<thead>
<tr>
<th>Lanes</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>6</th>
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</thead>
</table>

REMOVE EXISTING ROADWAY
Alternative 1

**Collier County**
4-Lane Roadway Concept

**Bonita Springs/Lee County**
4-Lane Roadway Concept

**Lanes (total both directions)**

- 2
- 3
- 4

**US 41**

**BONITA BEACH RD**

**VETERANS MEMORIAL BLVD (BUILT BY COLLIER COUNTY)**

**RACE TRACK RD**

**NEW QUADRANT ROADWAY**

**PIPED CANAL**

**BIKE LANTES**

**SHARED USE PATH**

**SIDEWALK**

**SPACE FOR FUTURE SIDEWALK**
Alternative 2

Collier County
4-Lane Roadway Concept

Bonita Springs/Lee County
4-Lane Roadway Concept

- BONITA BEACH RD
- US 41
- RACE TRACK RD
- Alternative 2
- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- OLD 41
- NEW QUADRANT ROADWAY
- REMOVE EXISTING ROADWAY
- VETERANS MEMORIAL BLVD (BUILT BY COLLIER COUNTY)
- SHARED USE PATH
- BIKE LANES
- SIDEWALK
- PIPED CANAL
- SPACE FOR FUTURE SIDEWALK
New Quadrant Roadway
New Traffic Signals

U-Turn Pavement Bulb Outs
Details of the major intersections will be determined following selection of the preferred Old 41 roadway alternative and detailed traffic modeling.
### Old 41 (County Road 887) PD&E Study
**From US 41 to Bonita Beach Road**

Financial Project Number 435110-1 & 435347-1 | Collier County & Lee County

---

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<th>No-Build Alternative</th>
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<tr>
<td>Bicycle Accommodations</td>
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<td>🟢</td>
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<tr>
<td>Increased Pedestrian/Bicycle Safety</td>
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<td>🟢</td>
<td>🟢</td>
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<tr>
<td>Reduced Traffic Congestion</td>
<td>☑️</td>
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<td>Enhanced Safety for All Users</td>
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<table>
<thead>
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<th>Property Impacts</th>
<th>Right-of-Way to be Acquired for Roadway (acres)</th>
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<td>Right-of-Way to be Acquired for Stormwater Management Facilities (Ponds) and Floodplain Compensation (acres)</td>
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<td>Number of Outdoor Advertising Sign Relocations</td>
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<th>Natural/Cultural/Physical Environmental Effects</th>
<th>None</th>
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<td>Archaeological Site Involvement (potential - high, medium or low)</td>
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<td>Number of Historic Sites</td>
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<td>Number of Park and Recreation Sites Impacted</td>
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<td>Number of Conservation Easements Impacted</td>
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<td>Number of Noise Sensitive Sites</td>
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<td>Wetland Impacts (acres)</td>
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<td>Surface Water Impacts (acres)</td>
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<td>Floodplain Impacts (acres)</td>
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<td>Threatened and Endangered Species (potential - high, medium, or low)</td>
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<td>Number of Sites with High/Medium Contamination Risk</td>
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<th>Cost Estimates (2022 Cost)</th>
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<td>Right-of-Way Acquisition</td>
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Financial Project Number 435110-1 & 435347-1 | Collier County & Lee County

Old 41 (County Road 887) PD&E Study
From US 41 to Bonita Beach Road

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<td>Engineering &amp; Environmental Analysis</td>
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The Design, Right-Of-Way, and Construction phases are not currently funded.
Public Workshop:

- All materials shared at the workshop were posted to the project website by April 7, 2022

- Held in-person on April 14, 2022
  - Open-house format
  - 17 staff members available
  - 46 people signed in

- Held online on April 19, 2022
  - Question and answer format
  - 29 people signed in
Comment Topics:

- Access
  - Bonita Plaza
  - Sterling Oaks
- Impacts to Cordova/Spanish Wells
- Oppose U-turn bulb out
- Traffic noise

Next Steps

- Compile and draft responses to comments
- Incorporate comments/concerns, where possible, into Preferred Alternative
Project Contact

Steven A. Andrews
FDOT Project Manager

PO Box 1249, Bartow, FL 33830

(863) 519-2270

Steven.Andrews@dot.state.fl.us