



AGENDA CMC

**Congestion Management Committee
Collier County Transportation Management
Services Department
South Conference Room
2885 South Horseshoe Drive
Naples, Florida 34104**

NOTE: THIS IS AN IN-PERSON MEETING

**January 18, 2023
2:00 p.m.**

1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Approval of November 16, 2022 Meeting Minutes**
5. **Open to Public for Comment on Items Not on the Agenda**
6. **Agency Updates**
 - A. FDOT
 - B. MPO
 - C. Other
7. **Committee Action**
 - A. Elect Chair and Vice-Chair
 - B. Review and Comment on Draft Call for Projects Schedule, Submittal Requirements, Evaluation Criteria and Scoring Matrix
8. **Reports and Presentations (May Require Committee Action)**
9. **Member Comments**
10. **Distribution Items (No presentation)**
11. **Next Meeting Date:**

March 15, 2023, 2 p.m.
12. **Adjournment**

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 Coordinator, Ms. Dusty Siegler, (239) 252-5814 or by email at: Dusty.Siegler@colliercountyfl.gov, or in writing to the Collier MPO, attention: Ms. Siegler, at 2885 South Horseshoe Dr., Naples, FL 34104.

**CONGESTION MANAGEMENT COMMITTEE of the
COLLIER METROPOLITAN PLANNING ORGANIZATION**

November 16, 2022

2:00 p.m.

Meeting Minutes

1. Call to Order

Mr. Beauvoir, having agreed to serve as Chair, called the meeting to order at approximately 2:04 p.m.

2. Roll Call

Ms. Siegler called the roll and confirmed a quorum was present in the room.

CMC Members Present In-Person

Pierre-Marie Beauvoir, Collier County Traffic Management Center (TMC) Operations

Alison Bickett, City of Naples

Dave Rivera, City of Naples

Don Scott, Lee MPO

Karen Homiak, Citizens Advisory Committee (CAC) Representative

Michael Tisch, Collier County Transportation Engineering

CMC Members Absent

Dayna Fendrick, Bicycle Pedestrian Advisory Committee (BPAC) Representative

Omar DeLeon, Collier County Public Transportation & Neighborhood Enhancement (PTNE)

MPO Staff

Anne McLaughlin, Executive Director

Sean Kingston, Principal Planner

Dusty Siegler, Administrative Assistant

Others Present

Wally Blain, Benesch

3. Approval of the Agenda

Ms. Bickett moved to approve the agenda. Mr. Scott seconded. Carried unanimously.

4. Approval of the September 21, 2022 Meeting Minutes

Mr. Scott moved to approve the September 21, 2022 minutes. Mr. Tisch seconded. Carried unanimously.

5. Public Comments for Items not on the Agenda

None.

6. Agency Updates

A. FDOT

Ms. McLaughlin indicated Ms. Victoria Peters informed her that FDOT anticipates running a snapshot of FY 2024-2028 draft tentative work program on November 17, but it would not be available to the public until the week of December 12. FDOT will have an online public hearing on the draft tentative the week of December 12. Ms. Peters could not be at this meeting because it is the last day the work program is open for changes.

B. MPO

Ms. McLaughlin indicated a topic for the CMC meeting on January 18 is the next call for projects, which is slated to be congestion management. The call for projects will be in the Spring of 2023, with anticipated adoption by the MPO Board in June of 2024, for funding in FY 2030. Ms. McLaughlin urged members to be prepared to discuss the call for projects based on the new Congestion Management Process. MPO staff anticipates providing an update in January regarding the eligibility priorities.

C. Other

(i) City of Naples

Mr. Rivera stated the City received a CDBG grant for street lighting in the River Park District.

Ms. Bickett stated the City has been busy with hurricane cleanup. The City lost almost all of its traffic cabinets (approximately \$300,000 worth). **Mr. Rivera** added that FDOT is providing approximately \$180,000 for seven new traffic cabinets. **Ms. Bickett** indicated there is a lot of sand that needs to be cleaned up, and the City has been taking care of many stop sign issues. **Mr. Rivera** mentioned damage to turtle lights (beach end lights with a low-wattage bulb, making them turtle-friendly).

(ii) Collier County Traffic Management Center (TMC) Operations

Mr. Beauvoir indicated the County also has some issues with traffic cabinets and signals. It is not clear, at this time, what other issues may arise from the water intrusion from Hurricane Ian. There has been an issue with timing on lights in the different corridors and issues with electronics. It appears that some of the issues have to do with video detection. There are also

supply chain issues. All of the Malfunction Maintenance Units (MMUs) have to be certified in January.

(ii) Lee County MPO

Mr. Scott indicated that the only working traffic counter Lee County has now on I-75 is near Daniels Parkway and at times, the traffic count is 80% over historical. Traffic has been congested. **Mr. Tisch** commented there may be 90% of the traffic signals that are being run at a basic program (the light on the turn lane will change even if no one is waiting to turn).

Mr. Scott continued that there have been many complaints about debris on sidewalks and in bike lanes. There are streets in North Fort Myers and South Cape Coral that still have a lot of debris. It will likely take years to get back to normal.

On the Long-Range Transportation Plan (LRTP), the base year (2019) was done, but some of the items will not be there at all. 2025 is not going to look like 2018.

Ms. Bickett asked about Local Agency Program (LAP) projects, and whether extensions are available. **Mr. Scott** responded there was one on Fort Myers Beach, but it is unclear whether that will be done anymore. **Mr. Tisch** indicated Collier County applied for a few LAP extensions and the extensions are for unforeseen acts of God. **Mr. Scott** commented that there was already a need for funding before the hurricane and more so after the hurricane.

Ms. McLaughlin wondered whether there should even be a call for projects in 2023, given the circumstances, and whether paying cost increases on the projects we already have should be the focus for now. Another issue is whatever will need to be rebuilt that would not be covered by FEMA. Ms. McLaughlin would like to discuss these issues at the January meeting.

Mr. Beauvoir stated that 50% of Collier County's count stations are down right now. Mr. Beauvoir has been working to get as much data as possible from the radar heads of the ones that are working so that data is available if those start failing as well. **Ms. McLaughlin** commented that there may be data implications going forward as it pertains to the LRTP.

Mr. Scott stated that Charlotte County-Punta Gorda MPO, which was impacted by Hurricane Charley in 2004, was impacted again during Hurricane Ian, and the building it was located in is going to be demolished because of water intrusion. The MPO is currently located off of Murdock Circle in Port Charlotte.

7. Committee Action

A. Endorse Congestion Management Process Origin and Destination Report

Ms. McLaughlin requested endorsement of the Congestion Management Process Origin and Destination (O&D) Report and indicated Mr. Blain would give a presentation and was available to answer any questions.

Mr. Blain provided an update on comments received related to the O&D Report and revisions made to arrive at the final draft O&D Report. In response to Figure 5, **Mr. Rivera** asked for clarification about pass-through trips on SR 82, and **Mr. Blain** responded the number of daily pass-through trips on SR 82 is between 5,000 and 10,000. Mr. Blain responded to a question from Mr. Scott at the last CMC meeting regarding the number of trips passing through Collier County that have an origin and a destination in Lee County. There is a section of Bonita Beach Road for which the county line goes down the median; the eastbound trips for approximately 1/10 of a mile were passing through Collier County. These were mostly trips that had some function within Bonita Beach or Fort Myers Beach, and destinations in Southern Lee County.

On home to work trips, where the origin is in Collier County, approximately 10% of work trips were going to Lee County. 50% of the work trips that are staying in Collier County are destinations west of I-75. The Work from Home Graph (Figure 3) comes from Replica, which has 2 types of data output – Places and Trends. The graph comes from the Trends module; the data is current through the week of November 7. There was a spike in working from home in October, after Hurricane Ian hit. The graph does not necessarily mean everyone worked from home in October, but rather that they did not go to work. Trend reporting provides more up to date data, but the granularity in location information is not as fine. Other information collected (pass-through trips, volumes on roadways, trip-making, O&D, what roadways are being used) comes from the Places module, and the data used for that was from the Spring of 2021. A new release recently came out for data from Fall of 2021. Before Covid, in 2019, Work from Home data came from the US Census - the American Community Survey, but afterward from other data points.

The changes made to the O&D Report since September include corrections to typos and text inconsistencies with tables; updates to the executive summary section (home-to-work detail added and work from home trends added); clarification added to Table 5 and text for explaining work locations; and revised text describing the number of trips passing through Collier County with an origin and a destination in Lee County. Table 5 had some high-level summary information about the County level: number of workers; number of people; number of jobs held within Collier or Lee County; and work-from-home numbers. Clarification was added regarding workers being at their place of residence and employees being at their place of business. The reporting of work-from-home information is on an average weekday during season. In the table, the people that work from home are a subset of the number of employees; they are not mutually exclusive.

Ms. Bickett asked if Mr. Blain evaluated the trend of the people who are relocating to our area because they can work remotely and a comparison with our population increase. **Mr. Blain** responded that because the data is from a snapshot in time, there was not the ability to evaluate that trend. It was not something that was deeply looked at. The best comparison we have for that information is the work-from-home information. Most of the data comes from the cell phone: where the phone sits at night and where it sits during the day.

***Ms. Homiak** moved to endorse the Congestion Management Process Origin and Destination Report. **Mr. Rivera** seconded. Carried unanimously.*

8. Reports and Presentations (May Require Committee Action)

None.

9. Member Comments

None.

10. Distribution Items (No presentation)

A. Carbon Reduction Program

Item distributed. **Ms. McLaughlin** highlighted some of the eligible activities of the program, including Congestion Management Systems. There is a grant program in addition to the formula funds, but staff does not yet have the information. **Mr. Scott** indicated he received State information and a PD&E study for the rest area off of Daniels Parkway to make it all truck parking is being looked at. There should be meetings or webinars in the future. **Ms. McLaughlin** stated her understanding is that state Departments of Transportation need to develop a carbon reduction strategy. **Mr. Scott** responded that the Greenhouse Gas Emissions Performance Measures provides that states are supposed to have a target to reduce, but at the same time, Florida has vehicle miles travelled and a population that are increasing.

B. Draft 2023 MPO Meeting Schedule

Item distributed.

C. Revised/Final Corridor Fact Sheets

Item distributed. **Ms. McLaughlin** indicated the final versions were revised based on comments from the last meeting. If there is a call for projects, MPO staff would like the corridor fact sheets to be considered for proposed strategies.

11. Next Meeting Date

January 18, 2023 – 2:00 p.m.

12. Adjournment

There being no further comments or business to discuss, **Mr. Beauvoir** adjourned the meeting at 3:05 p.m.

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7A

Elect Chair and Vice-Chair

OBJECTIVE: For the Committee to elect a Chair and Vice-Chair for calendar year 2023.

CONSIDERATIONS: The CMC Bylaws require that the Committee elect a Chair and Vice-Chair at the first regularly scheduled meeting of each year when a quorum is attained.

Any Committee member may nominate or be nominated as Chair/Vice-Chair. Elections shall be decided by the majority vote of Committee members present. The Chair and Vice-Chair shall serve a one-year term or until a successor is elected. Anthony Khawaja is the current Chair. There is no Vice-Chair at this time.

STAFF RECOMMENDATION: That the Committee elect a Chair and Vice-Chair for calendar year 2023.

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENT(S):

None

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7B

Review and Comment on Draft Call for Projects Schedule, Submittal Requirements, Evaluation Criteria and Scoring Matrix

OBJECTIVE: For the Committee to review and comment on the draft Call for Projects Schedule, Submittal Requirements, Evaluation Criteria and Scoring Matrix.

CONSIDERATIONS: Congestion Management projects are slated by MPO Board policy to receive a programming amount for FY 2030 of approximately \$6.2 million in combined Transportation Alternative (TA) and Surface Transportation Block Grant – Urban (SU) funds. Congestion Management projects (inclusive of bicycle/pedestrian and transit projects) are also eligible to receive Carbon Reduction Program (CRP) formula funds; approximately \$661,000 is allocated to the MPO annually. The combined total of SU, TA and CRP formula funds is just over \$6.8 million annually.

The Congestion Management Process (CMP) 2022 Update, Congestion Hotspots Corridor Fact Sheets 2022, and 2019 Transportation System Performance Report (TSPR) provide policy guidance. The Draft Submittal Requirements are shown in **Attachment 1**; and Draft Evaluation Criteria and Scoring Matrix in **Attachment 2**. The two attachments have been updated since the previous Call for Projects to reflect the CMP 2022 Update.

The Draft Schedule for the 2023/2024 Congestion Management Call for Projects is as follows:

- **January 18, 2023:** CMC Review and Comment on Call for Projects Schedule, Submittal Requirements, Evaluation Criteria and Scoring Matrix
- **March 15, 2023:** CMC Approval of Call for Projects Schedule, Submittal Requirements, Evaluation Criteria and Scoring Matrix
- **March 31, 2023:** MPO email distribution Call for Projects Informational Packet
- **September 29, 2023: Applications Due by Close of Business (Friday)**
- **November 15, 2023:** Presentations by Submitting Agencies, Committee Review, Comment, Questions & Answers
- **January 2024:** CMC Preliminary Rating and Ranking of Projects
- **March 2024:** CMC Final Rating and Ranking of Projects
- **April 2024:** CAC/TAC Review and Endorsement Following Presentations by Submitting Agencies
- **May 2024:** Preliminary MPO Board Review - Presentations by Submitting Agencies
- **June 2024:** MPO Board approval of Final List of Prioritized Projects

STAFF RECOMMENDATION: For review and comment.

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENT(S):

1. Draft Submittal Requirements
2. Draft Evaluation Criteria and Scoring Matrix



2023/2024 CALL FOR PROJECTS – CONGESTION MANAGEMENT

SUBMITTAL REQUIREMENTS

Submit via email to: Sean.Kingston@colliercountyfl.gov; copy: Anne.McLaughlin@colliercountyfl.gov by **5pm on Friday, September 29, 2023.**

- ☐ Completed MPO Project Concept Sheet for each project
- ☐ Completed FDOT D-1 Application Form for each project
- ☐ Completed Congestion Management Strategy and Performance Measure Matrix for each project

See attached:

- 2022 Congestion Management Process Update (CMP) - Chapter 7 Implementation Process and Strategy Selection
- 2022 CMP Appendix D – Project Evaluation Scoring and MPO Project Concept Sheet Application Form
- FDOT D-1 Application Form
- 2022 CMP Congestion Management Strategy and Performance Measure Matrix

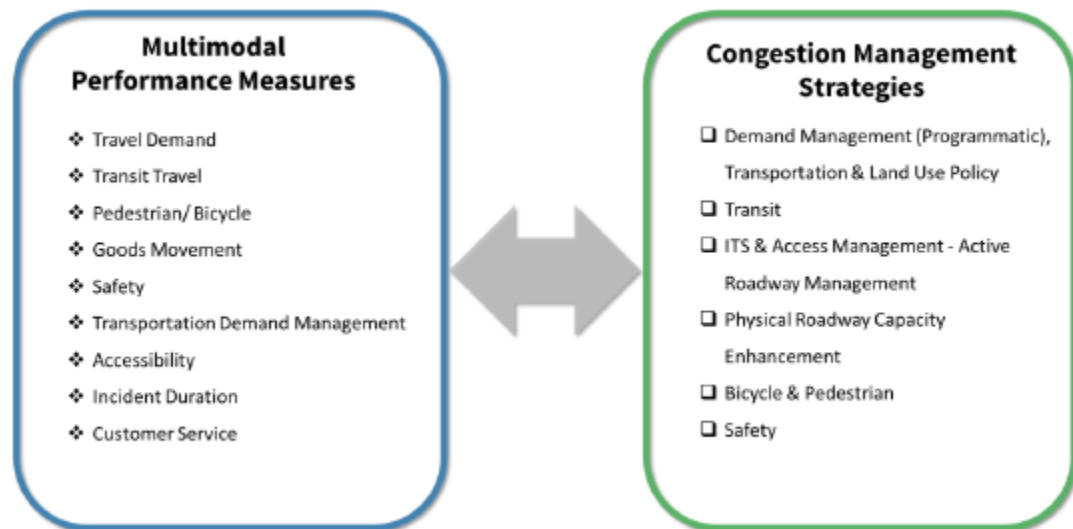
2022 CMP UPDATE

CHAPTER 7.0 IMPLEMENTATION PROCESS AND STRATEGY SELECTION

The purpose of the CMP Strategy Evaluation Criteria is to screen project submittals for consistency with the CMP Goal and Objectives, Strategies, and identified hot spots. Once projects are developed consistent with the strategies identified in the CMP Implementation Matrix and submitted for funding, the evaluation and prioritization of these projects is conducted by the CMC using the CMP Strategy Evaluation Criteria. The 2022 CMP Update includes changes to the criteria as shown in the updated CMP Strategy Evaluation criteria in Appendix C.

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

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



The sponsoring agency is responsible for compiling the necessary data, conducting the performance evaluations, and producing a user-friendly, performance-based report that demonstrates the link between the results of the project and stated CMP Strategies and Performance Measure(s). **The report must be presented to the CMC within one year of the project becoming fully operational and must include the change in conditions resulting from the project.**

Appendix C: Congestion Management Committee Strategy Evaluation Criteria



Congestion Management Committee Evaluation Criteria and Scores

A. Pre-Project Evaluation

Q1 – Does this project address a congested roadway?

- Yes
- No

B. General Project Evaluation

Q2 – Is this application supported by multiple jurisdictions?

- Yes – 3 pt.
- No (blank) – 0 pt.

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

- Yes – 3 pt.
- No – 0 pt.

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

- Yes – 0 pt.
- No – 3 pt.

C. Project Specific Evaluation:

Q5 – Uses TSM Approach?

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

Q6 – Uses TDM strategy?

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



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

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

Q8 - Increases Security?

- Yes – 3 pt.
- No (blank) – 0 pt.

Q9 - Increases Safety?

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

Q10 - Promote Regional Connectivity?

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

Q11 - Promotes Multi-Modal Solutions?

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

Q12 - Protect Environmental Resources?

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



Q13 - Promotes Economic Development or Freight Movement?

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



Appendix D: Congestion Management Process Project Application Submittal Form Example



Collier MPO Congestion Management – Project Concept Sheet Example

NOTE: Please contact the MPO to obtain the most recent version of this form prior to project submittal.

A. REQUIRED PROJECT INFORMATION:

1. Name of Project _____
2. Name of Applicant _____
3. Name of Submitting Jurisdiction _____
4. If this is a multi-jurisdictional application, please list the jurisdictions involved

5. Describe the project and its purpose, including the project limits (if applicable). Attachment? ☐

6. Amount of CMC/ITS SU Box funds being requested \$_____ Estimated Total Project Cost \$ _____
If SU Box funds are not requested, what funding source would be most appropriate?

7. Are there specific technical and/or monetary local contributions for this project? If yes, please explain.
YES ☐ NO ☐

8. Anticipated time to complete the project _____
9. Does this project require the acquisition of Right-of-Way? YES ☐ NO ☐
10. Is this project on a congested corridor? Identify the corridor. YES ☐ NO ☐

11. Does this project address a documented safety problem? Explain. YES ☐ NO ☐

12. Does this project address a strategy listed on the implementation matrix? YES ☐ NO ☐
13. Does this project maintain concurrency with FDOT Regional ITS architecture? YES ☐ NO ☐
14. Does this project promote one or more multi-modal solutions by advancing recommendations from an adopted MPO study? Please identify. YES ☐ NO ☐



B. PROJECT SPECIFIC DESCRIPTION:

CHECK ALL STATEMENTS BELOW THAT APPLY TO THE PROJECT WITH EXPLANATION OF HOW IT APPLIES.

(If project is funded, you will be expected to provide data to the MPO within 2 years and 5 years of construction/implementation for performance measures selected.)

- ☐ 1. Travel Demand - Describe how the project addresses one or more of the following Performance Measures:
- a. Percent of roadway miles by volume to capacity (V/C) ratio
 - b. Percent of vehicle miles traveled by volume to capacity (v/c) ratio
 - c. Number of signalized intersections connected to ATMS

- ☐ 2. Transit Travel - Describe how the project addresses one or more of the following performance measures:
- a. Average bus route service frequency and number of routes
 - b. Passenger trips (annual ridership)
 - c. Passenger trips per revenue hour
 - d. Transit on time performance

- ☐ 3. Pedestrian/Bicycle Facilities - Describe how project addresses one or more of the following Performance Measures:
- a. Centerline miles of bicycle lanes
 - b. Linear miles of connector sidewalks on arterial roadways
 - c. Linear miles of Shared Use paths adjacent to roadways

- ☐ 4. Goods Movement - Describe how project addresses one or more of the following performance measures:
- a. Vehicle miles traveled (VMT) on designated truck routes with V/C greater than 1/0
 - b. Number of crashes involving heavy vehicles/trucks



☐ 5. Safety– Describe how project addresses one or more of the following performance measures:

- a. Total crashes
- b. Motor vehicle severe injury crashes
- c. Motor vehicle fatal crashes
- d. Pedestrian and bicycle severe injury and fatal crashes

☐ 6. TDM– Describe how project addresses one or more of the following performance measures:

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

☐ 7. Accessibility– Describe how project addresses one or more of the following performance measures:

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

☐ 8. Incident Duration– Describe how project addresses one or more of the following performance measures:

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

9. Customer Service– Describe how project addresses one or more of the following performance measures:

- a. Report on nature of comments/responses and customer satisfaction





**District One
Priority Project Information Packet**

Please fill out this application completely. Please ensure all attachments are LEGIBLE. Applications containing insufficient information will not be reviewed by the FDOT.

Name of Applying Agency: Click here to enter text.

Project Name: Click here to enter text.

Project Category:

Congestion Management ☐ TRIP ☐ CIGP ☐
Transportation Alternative ☐ Transit/Modal ☐

For more information on State Grant Programs (CIGP, SCOP, SCRAP, TRIP) [please click here](#).

Is applicant LAP certified? Yes ☐ No ☐

Is project on State Highway System? Yes ☐ No ☐

If the project is off the state system and the applicant is LAP certified the project will be programmed as a LAP project.

Is the roadway on the Federal Aid Eligible System? Yes ☐ No ☐

If yes, provide Federal Aid roadway number: Click here to enter text.

If no, give local jurisdiction: Click here to enter text.

<http://www.fdot.gov/statistics/fedaid/>

Detailed Project Limits/Location:

Describe begin and end points of project, EX., from ABC Rd. to XYZ Ave. Limits **run south to north or west to east**. Include jurisdiction (city/county), project length, attach a labeled project, map.

Click here to enter text.

Discuss how this project is consistent with the MPO/TPO Long Range Transportation Plan?

Page Number (attach page from LRTP): Click here to enter text.

Discuss the project in the local jurisdiction's Capital Improvement Plan?

(Attach page from CIP): Click here to enter text.

Project Description

Phase(s) requested:

Planning Study ☐ PD&E ☐ PE ☐ ROW ☐ CST ☐ CEI ☐

Project cost estimates by phase (Please include detailed cost estimate and documentation in back-up information):

Phase (PD&E, ROW, PE, CST)	Estimated Total Cost	Funds Requested	Matching Local Funds	Local Fund Source	Type of Match (Cash, in-kind)
[Phase]	[Number]	[Number]	[Number]	[Fund Source]	[Match Type]
[Phase]	[Number]	[Number]	[Number]	[Fund Source]	[Match Type]
[Phase]	[Number]	[Number]	[Number]	[Fund Source]	[Match Type]
[Phase]	[Number]	[Number]	[Number]	[Fund Source]	[Match Type]

Total Project Cost: \$ [Number]

Project Details: Clearly describe the existing conditions and the proposed project and desired improvements in detail. Please provide studies, documentation, etc., completed to-date to support or justify the proposed improvements. Include labeled photos and maps. (Add additional pages if needed):

[Click here to enter text.](#)

Constructability Review

For items 2-9 provide labeled and dated photos (add additional pages if needed)

1. Discuss other projects (ex. drainage, utility, etc.) programmed (local, state or federal) within the limits of this project? [Click here to enter text.](#)

2. Does the applicant have an adopted ADA transition plan? Yes ☐ No ☐

Identify areas within the project limits that will require ADA retrofit. (Include GIS coordinates for stops and labeled photos and/or map.)

[Click here to enter text.](#)

3. Is there a rail crossing along the project?

Yes ☐ No ☐

What is the Rail MP?

[Enter MP](#)

4. Are there any transit stops/shelters/amenities within the project limits?

Yes ☐ No ☐

How many? [Click here to enter text.](#)

Stop ID number: [Click here to enter text.](#)

5. Is the project within 10-miles of an airport? Yes ☐ No ☐
6. Coordinate with local transit and discuss improvements needed or requested for bus stops?
(add additional pages if needed):
[Click here to enter text.](#)
7. Are turn lanes being added? Yes ☐ No ☐
If yes, provide traffic counts, length, and location of involved turn lanes.
[Click here to enter text.](#)
8. Drainage structures:
- Number of culverts or pipes currently in place: [Click here to enter text.](#)
 - Discuss lengths and locations of each culvert along the roadway: [Click here to enter text.](#)
 - Discuss the disposition of each culvert and inlet. Which culverts are “to remain” and which are to be replaced, upgraded, or extended? [Click here to enter text.](#)
 - Discuss drainage ditches to be filled in?
(Discuss limits and quantify fill in cubic yards) [Click here to enter text.](#)
 - Describe the proposed conveyances system (add additional pages if needed.)
[Click here to enter text.](#)
 - Are there any existing permitted stormwater management facilities/ponds within the project limits? Yes ☐ No ☐
 - If yes, provide the location and permit number (add additional pages if needed)
[Click here to enter text.](#)
 - Discuss proposed stormwater management permits needed for the improvements. [Click here to enter text.](#)
 - List specific utilities within project limits and describe any potential conflicts (add additional pages if needed): [Click here to enter text.](#)
 - Discuss Bridges within project limits? [Click here to enter text.](#)
 - Can bridges accommodate proposed improvements? Yes ☐ No ☐
If no, what bridge improvements are proposed? (Offset and dimensions of the improvements, add additional pages if needed):
[Click here to enter text.](#)

9. Has Right-of-way (ROW), easements, or ROW activity already been performed/acquired for the proposed improvements? If yes, please provide documentation

Yes ☐ No ☐

If ROW or Easements are needed detail expected area of need (acreage needed, ownership status):

[Click here to enter text.](#)

10. Discuss required permits (ERP, Drainage, Driveway, Right of Way, etc.): [Click here to enter text.](#)

If none are needed, state the qualified exemption:

[Click here to enter text.](#)

11. Are there any wetlands within the project limits? Yes ☐ No ☐

If yes, list the type of wetlands, estimated acreage and if mitigation will be required. Please note whether the project is within the geographic service area of any approved mitigation banks. Provide any additional information:

[Click here to enter text.](#)

12. Are there any federal or state listed/protected species within the project limits?

Yes ☐ No ☐

If yes, list the species and what, if any mitigation or coordination will be necessary: [Click here to enter text.](#)

If yes, discuss critical habitat within the project limits: [Click here to enter text.](#)

13. Discuss whether any prior reviews or surveys have been completed for historical and archaeological resources (include year, project, results)

[Click here to enter text.](#)

14. Are any Recreational, historical properties or resources covered under section 4(f) property within the project limits? Yes ☐ No ☐

(Provide details) [Click here to enter text.](#)

15. Discuss whether any prior reviews or surveys have been completed for sites/facilities which may have potential contamination involvement with the proposed improvements. This should include a discussion of locations which may directly impact the project location, or be which may be exacerbated by the construction of the proposed improvements. [Click here to enter text.](#)

16. Are lighting improvements requested as part of this project? Yes ☐ No ☐
Please provide a lighting justification report for the proposed lighting.
[Click here to enter text.](#)

17. Is a mid-block crossing proposed as part of the project? Yes ☐ No ☐
If yes, please provide the justification for mid-block crossing.
[Click here to enter text.](#)

Required Attachments

- A. Detailed Project Scope with Project Location Map with sufficient level of detail (Please include typical section of proposed improvements)
- B. Project Photos – dated and labeled (this is important!)
- C. Detailed Cost Estimates including Pay Items
- D. LRTP and Local CIP page
- E. Survey/As-builts/ROW documentation/Utility/Drainage information
- F. Detailed breakdown of ROW costs included in estimate (if ROW is needed/included in request or estimate)

Applicant Contact Information

Agency Name:

Mailing Address: Click here to enter text.

Contact Name and Title: Click here to enter text.

Email: Click here to enter text.

Phone: Click here to enter text.

Signature: _____ **Date:** _____

Your signature indicates that the information included with this application is accurate.

Maintaining Agency:

Contact Name and Title: Click here to enter text.

Email: Click here to enter text.

Phone: Click here to enter text.

Signature: _____ **Date:** _____

Your signature serves as a commitment from your agency to maintain the facility requested.

MPO/TPO:

Contact Name and Title: Click here to enter text.

Email: Click here to enter text.

Phone: Click here to enter text.

Signature: _____ **Date:** _____

Your signature confirms the request project is consistent with all MPO/TPO plans and documents, is eligible, and indicates MPO/TPO support for the project.

2022 CMP Congestion Management Strategy & Performance Measure Matrix

[illegible]

Evaluation Criteria and Scoring Matrix

2023-2024 Call for Projects Congestion Management

7B Attachment 2

			General Project Evaluation			Project Specific											

*TSM Scoring

High	intersection improvements - turn lanes, signal improvements, enhances emergency operations response on LOS F facilities
Med	intersection improvements -turn lanes, signal improvements, enhances emergency operations response on LOS E facilities
Low	intersection improvements - turn lanes, signal improvements, enhances emergency operations response on LOS D facilities

TDM Scoring

High	adds new transit route or new park & ride facility or cooperates with regional TDM program
Med	increases existing carpooling, vanpooling, transit or a park & ride facility
Low	adds new bicycle or pedestrian facilities

Environmental Scoring

High	reduces air quality emissions; reduces fuel consumption by reducing corridor congestion
Med	reduces fuel consumption by reducing specific intersection delays; improves monitoring and reporting capability
Low	supports general congestion avoidance measures

ITS Scoring

High	affects arterial roadways; or addresses critical need due to insufficient communication and/or system improvements
Med	affects collector roadways or addresses a critical need
Low	nonspecific location or project to address contingency system back up or purchase miscellaneous equipment

Safety Scoring

High	addresses documented safety problem; reduces total number vehicular, ped/bike or transit related crashes or serious injuries; reduces number of transit related injuries
Med	increases bike/ped safety at high traffic location; and/or increases/improves safety of emergency responders; or reduces number of secondary incidents resulting from primary incident

Economic Development/Freight Movement Scoring

High	located at and directly affects access to airports, major activity or freight activity centers
Med	located near and affects access to airports, high employment areas, freight activity centers
Low	not located near airports, high employment areas but can promote overall economic development

Regional Connectivity

High	enhances inter-county connectivity of highways or transit
Med	enhances inter-county connectivity of pathways, bikeways or tails
Low	on a facility identified on regional network

Multimodal Scoring

High	improves at least 3 modes or increases connectivity between motorized and non-motorized modes; advances recommendations from existing Bike/Ped Safety Studies, Audits, Community Walkability Studies
Med	enhances at least 2 modes
Low	improves 1 mode; increases transit ridership on a specific route, increases transit enhancements such as park & ride lots or bus shelters or other enhancements for non-motorized facilities