



# Agenda CAC

## Citizens Advisory Committee

### IN-PERSON MEETING

Transportation Management Services Department  
Main Conference Room  
2885 South Horseshoe Dr.  
Naples, FL, 34104

**February 27, 2023, 2:00 P.M.**

1. **Call to Order**
2. **Roll Call**
3. **Approval of the Agenda**
4. **Approval of the January 23, 2023 Meeting Minutes**
5. **Open to Public for Comments Items Not on the Agenda**
6. **Agency Updates**
  - A. FDOT
  - B. MPO Executive Director
7. **Committee Action**
  - A. Endorse Amendment #2 to the FY 2023-2027 Transportation Improvement Program (TIP) and Authorizing Resolution
  - B. Review and Comment on Draft Bike-Ped Safety Ordinance
  - C. Endorse Project Scope for Transit Disadvantaged Service Plan – Major Update
  - D. Endorse Project Scope for Zero Emissions Transit Fleet Transition Plan
  - E. Endorse FDOT’s PM2 and PM3 Statewide Performance Targets
8. **Reports & Presentations\***
9. **Member Comments**
10. **Distribution Items**
  - A. Administrative Modifications to the FY 2023-2027 TIP
11. **Next Meeting Date**

March 27, 2023
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 Coordinator, Ms. Dusty Siegler (239) 252-5814 or by email at: [Dusty.Siegler@colliercountyfl.gov](mailto:Dusty.Siegler@colliercountyfl.gov), or in writing to the Collier MPO, attention: Ms. Siegler, at 2885 South Horseshoe Dr., Naples, FL 34104.

**CITIZENS ADVISORY COMMITTEE of the  
COLLIER METROPOLITAN PLANNING ORGANIZATION  
MEETING MINUTES  
January 23, 2023, 2:00 p.m.**

**1. Call to Order**

**Ms. Middelstaedt** called the meeting to order at 2:01 p.m.

**2. Roll Call**

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

**CAC Members Present**

Elaine Middelstaedt, Chair  
Dennis DiDonna  
Fred Sasser  
Karen Homiak  
Neal Gelfand, Vice-Chair

**CAC Members Absent**

Dennis Stalzer  
Josh Rincon  
Rick Hart  
Stephen Spahr

**MPO Staff**

Anne McLaughlin, Executive Director  
Dusty Siegler, Administrative Assistant

**Others Present**

Alex Showalter, Collier Area Transit  
Bill Howell, HW Lochner  
Jacob Stauffer, Collier Area Transit  
Lorraine Lantz, Collier County Transportation Planning  
Michelle Arnold, Collier County Public Transit Neighborhood Enhancement  
Nicole Harris, Stantec, FDOT Interstate Program Office

3. **Approval of the Agenda**

**Ms. Middelstaedt** indicated that MPO Staff requested the order of the agenda be changed to have Reports and Presentations (Item 8) occur after Public Comments (Item 5).

*Ms. Homiak moved to approve the agenda. Mr. Sasser seconded. Carried unanimously.*

4. **Approval of the November 28, 2022 Meeting Minutes**

*Ms. Homiak moved to approve the November 28, 2022 meeting minutes. Mr. Sasser seconded. Carried unanimously.*

5. **Public Comments for Items not on the Agenda**

None.

6. **Agency Updates**

**A. FDOT**

**Ms. McLaughlin** indicated that Ms. Victoria Peters was unable to make it to the meeting. Ms. Peters wanted to inform everyone about the public outreach for the Interstate 75 South Corridor Master Plan. There will be a Live Q&A Webinar on February 15, beginning at 6 p.m., and an in-person public meeting on February 16, from 5 to 7 p.m., at the North Collier Regional Park, Exhibit Hall.

**B. MPO Executive Director**

**Ms. McLaughlin** explained that there were a few handouts provided at the meeting: a 2020 census map provided by Don Scott (Lee MPO) for Item 7.D., and a revised Bicycle & Pedestrian Master Plan Update Scope of Work for Item 7.C.

This year, per MPO policy, SU funding (approximately \$5 to \$6 million) is slated for prioritization of projects related to planning, safety and new bridges. Planning is essentially spoken for; a list was provided to the MPO Board in June, 2022. Ms. McLaughlin has provided forms to key staff for the County, the City of Naples and Marco Island. Tim Brock from Everglades City also expressed interest at the TAC meeting earlier in the morning.

7. **Committee Action**

**A. Elect Chair and Vice-Chair**

*Ms. Homiak moved elect Ms. Middelstaedt as Chair and Mr. Gelfand as Vice-Chair. Mr. Sasser seconded. Carried unanimously.*

**Ms. Middelstaedt** stated that she will miss next month's CAC meeting, as she will be out-of-state. Mr. Gelfand will chair next month's CAC meeting.

**B. Endorse Automated Transportation Improvement Program (TIP) Scope**

**Ms. McLaughlin** explained that the MPO desires to automate the transfer of data for the TIP, which is provided by FDOT in an Excel spreadsheet, to a more user-friendly format and to include familiar, pertinent information. The MPO would also like to have a searchable GIS map. The intention is that the vendor provide training and standard operating procedures to MPO Staff so that the work can be done in-house in the future. FDOT used to provide the features, but only does so for its own projects now. MPO Staff would like to provide the Scope and a work order to the MPO Board at its February meeting. TAC endorsed the Scope at its meeting earlier in the morning.

*Ms. Homiak moved to endorse the Automated Transportation Improvement Program (TIP) Scope. Mr. Gelfand seconded. Carried unanimously.*

**C. Endorse Scope of Services for Bicycle and Pedestrian Master Plan Update**

**Ms. McLaughlin** indicated that the handout provided at the beginning of the meeting is a revised Scope of Services for the Bicycle and Pedestrian Master Plan (BPMP) Update, which includes the revisions suggested by BPAC at their January 17 meeting.

The BPMP Update is relevant to the forthcoming 2050 Long-Range Transportation Plan (LRTP) update. The Scope is intended to provide the consultant with an idea of what resources to use and the focus in developing the Update. One of the purposes is to update the methodology for when a call for bicycle/pedestrian projects is issued for SU and Transportation Alternative (TA) funding (projects would also be eligible for carbon reduction formula funds). BPAC also wanted to identify regional priorities to support potential applications by member governments or the MPO for recreational trail programs and SUN Trail. BPAC wants to ensure that regional connections between Collier and Lee MPOs remain maintained. There is also a focus by the County and the Cities on neighborhood scale improvements. The importance of safety has also been emphasized in the Scope. After the BPAC Chair gave his report to the MPO Board at its last meeting, the MPO Board expressed a great deal of interest regarding safety, especially from an education standpoint. Some of the key components of the Scope are robust public involvement to target specific stakeholders, including potentially partnering with local community groups/nonprofits, participating in community events, and multi-lingual and translation services. BPAC also discussed the benefits of print, radio and television for the traditional media outreach component. Much work has been done since the last BPMP Update in terms of local bicycle/pedestrian plans and regional connections (*e.g.*,

U.S. Bike Route 15, SUN Trail updates, recent FDOT data gathered for its target zero initiative). Between old funding and new funding, there is a potential increase of \$1.4 to \$1.5 million.

Regarding the evaluation criteria/scoring matrix, BPAC felt it previously had too little to consider when ranking and prioritizing projects. Expanded criteria was included in the current, draft Scope. TAC, at its meeting earlier in the morning, suggested simplifying and consolidating the criteria. TAC endorsed the revised Scope with TAC's suggested revisions.

Ms. McLaughlin asked if CAC had any questions, revisions or additions to the Scope. **Mr. Gelfand** asked whether electric bikes are fast or slow. **Ms. McLaughlin** responded that many go very fast. Two MPO Board members had expressed concern regarding electric bikes. Commissioner Kowal wanted to work directly with the County Attorney to develop a draft ordinance regarding riding bikes against traffic. The MPO Board approved a motion for an ordinance to be drafted. Commissioner Hall wanted the ordinance to include where it is appropriate to ride electric bikes. The MPO Board wants BPAC to review and comment on the draft ordinance. MPO Staff intends to provide the draft ordinance to TAC and CAC for review and comment as well. The draft ordinance may be provided to BPAC at its February meeting. Electric bikes are heavier and faster and have caused consternation all over the country because of the safety issues and hazards they present to pedestrians and drivers.

***Mr. Gelfand** moved to endorse the Scope of Services for Bicycle and Pedestrian Master Plan Update as revised by BPAC and TAC. **Mr. Sasser** seconded. Passed 4:1 with **Mr. DiDonna** dissenting.*

**Mr. DiDonna** stated that he does not support any bike paths until there are bike paths in North Naples. Further, a new high school is being built in North Naples and there is currently no way to get there by bicycle. **Ms. McLaughlin** pointed out that the County is including shared use paths for both cyclists/pedestrians on new roads, but sometimes on only one side of the road. **Mr. DiDonna** commented that there is no connection from the new high school to the west side of Collier County.

#### **D. Clear and Block Date for Tentative Joint Meeting with Lee County CAC**

**Ms. McLaughlin** explained that the 2020 census map handout provided at the beginning of the meeting impacts when a joint meeting with Lee County CAC would be. Don Scott, Director of Lee MPO and TAC member, provided the newly released map that morning. MPO Staff has been trying to schedule joint meetings between TAC, CAC and the MPO Boards for the fall. Urban area decennial census releases reanalyze urban areas. The recent release (2020) also redefined how urban areas would be designated and calculated. A portion of Collier County's designated urban area had crept into Lee County in 2010. Therefore, as part of the formula funds, Collier County was getting a small portion of Lee County's planning/project money. At that time, the lost funding was not enough to generate a great deal of concern on Lee MPO's part. It is a difficult issue to address because when it has happened in the past, there has been a push from FHWA to consolidate the MPOs. Collier MPO Board, understandably, did not want to lose their control over their own region. With the recent census release, the portion of Lee County designated for Collier County urban funding has increased dramatically. SU and TA funding will be impacted. FHWA may push for consolidation again. Another potential solution is some sort of agreement where funding is allocated by County lines. The MPO Advisory Council, as is typical after a census release,

has advised that planning allocation formulas need to be revisited, which has to be decided by early October. Therefore, joint meetings would need to take place before the fall and likely in the summer. **Ms. Middelstaedt** commented that Collier BCC and Everglades City Council are no longer taking a summer break from meetings. **Mr. Gelfand** asked how urbanization is defined. **Ms. McLaughlin** responded that it has much to do with population density, but she would need to look up the other criteria. It is established at the Federal level.

**Mr. DiDonna** asked whether there would be a virtual attendance option at a joint CAC meeting. **Ms. McLaughlin** responded that there would need to be an in-person quorum. **Mr. DiDonna** indicated that he would like the ability to participate in a joint meeting virtually. **Ms. McLaughlin** responded that it would depend upon the meeting location and meeting room capabilities, as well as what the two MPOs are willing to do. If the joint meeting occurred in May, Mr. DiDonna would be able to attend in-person. Otherwise, staff would need to follow up to determine whether virtual attendance would be an option.

## **8. Reports and Presentation (May Require Committee Action)**

### **A. South Corridor Master Plan - FDOT Interstate Program Office**

**Ms. Harris** provided a presentation regarding FDOT's South Corridor Master Plan. The conditions of I-75, origin and destination data, and how people use I-75 were analyzed. The preliminary list of proposed projects includes interchange improvements and configurations and mainline segment improvements from Collier Boulevard in Naples to Bayshore Road in North Fort Myers, and the timeframes for which the improvements are needed (even with funding, it is not likely that the target year would be met). On the southern part of the south corridor (from Collier Boulevard to Corkscrew Road), there is a need for general use lane(s) and an auxiliary lane. On the northern part of the south corridor (from Corkscrew Road to Bayshore Road), there is a need for managed lanes - use lanes, auxiliary lanes, and lanes that are separated from the other traffic. The local lanes should ease congestion for those who use the Interstate to travel locally. Some interchanges only need minor improvements. The Plan does not contemplate tolling for the local lanes; a separate study is being conducted regarding tolling. The width between the northbound and southbound lanes would be a least 40 feet. There has not yet been a decision regarding whether there would be a barrier or a buffer between the local lanes and the thru lanes. The Plan includes the ability to access the thru lanes from the local lanes at interchanges. The auxiliary lanes typically go from interchange to interchange and can be exited at each exit, but the traveler may not be able to get into the thru lanes at each of the interchanges.

**Mr. DiDonna** expressed concern regarding the number of lanes planned for construction in the North Fort Myers area, as well as the impact on bridges. **Ms. Harris** responded that the issues will be evaluated as the Plan moves into the PD&E phase. **Mr. DiDonna** commented that a recent study provided to CAC indicated that approximately 44% of the traffic that comes off of Alligator Alley is headed to Tampa. Mr. DiDonna suggested that instead of widening I-75, there should be a bypass for traffic coming from the Miami area (similar to the Sawgrass Expressway in Fort Lauderdale.) **Ms. Harris** responded that the South Corridor Plan is based off of the existing traffic and anticipated traffic, based on approved land use and development. The planned thru lanes are the lanes the traffic would be in, which would reduce congestion in both the local lanes and the thru lanes. **Mr. DiDonna** emphasized that it would be better to

have a bypass. **Ms. Homiak** commented that additional right-of-way would need to be purchased for a bypass, and there would also be environmental impact issues. A bypass would be much more expensive. **Ms. Middelstaedt** added that there was previously an attempt to include a corridor up the center of Florida, and it was rejected. **Mr. DiDonna** responded that he is concerned about safety; in the case of an emergency, such as a hurricane, there is not an additional route.

**Ms. Harris** continued that public meetings have been scheduled by FDOT: a live online session and Q&A will take place on February 15 and an in-person meeting will take place on February 16 at North Collier Regional Park. FDOT hopes to finalize the Master Plan by summer. From there, an implementation plan will prioritize the projects along all of I-75 and I-4 in District 1. The approach is to complete an interchange and mainline segment piece by piece based on year of need and available funding.

### **B. Collier County Public Transportation & Neighborhood Enhancement Division Report on Collier Area Transit (CAT)**

**Ms. Arnold** provided a presentation regarding Public Transit & Neighborhood Enhancement (PTNE), and explained what PTNE is and what it does. In addition to transit, PTNE has a Municipal Service Taxing/Benefit Units that provides communities with various improvements. **Ms. Arnold** discussed Collier Area Transit (CAT) information and current operations statistics related to its fixed route system and paratransit system, as well as performance measures, planning functions, assets, and asset management.

PTNE has been coordinating with FDOT regarding a van pool it has implemented with several community businesses, which appears to be successful. There are many travelers between the two counties. **Mr. Gelfand** commented that he heard 48,000 people commute into Collier County daily and asked if **Ms. Arnold** knew how many of them use public transit. **Ms. Arnold** responded that she was unsure of the percentage, but CAT does coordinate with LeeTran and has a connector service on Immokalee Road for which ridership is high.

**Mr. Gelfand** stated that at a previous BCC meeting a few years ago, in comparing benchmarks of CAT and LeeTran, one of the issues was wait times for CAT buses (the routes in Collier County are longer than the ones in Lee County), and asked **Ms. Arnold** if she had an update on the issue. **Ms. Arnold** responded that the ability for CAT to provide bus service in shorter increments of time hinges upon the ability to add more buses/drivers per run, which would require greater financial commitment. During peak times, there are shorter wait times. **Mr. DiDonna** asked what the load factor for the buses is; the available seats compared to the actual number of passengers. **Mr. DiDonna** wondered whether CAT could use smaller, more efficient (such as electric) buses. **Ms. Arnold** responded that CAT does have a few hybrid buses. With respect to load factor, it fluctuates hourly. **Mr. DiDonna** indicated he would like to know how many seats are available versus how many are seats are filled. **Ms. Arnold** indicated that CAT's passenger per hour calculations might be helpful to answer **Mr. DiDonna's** question, and that she could get the information for him.

**Mr. DiDonna** asked whether the CAT bus service on Bluebill Avenue was ever started again, as the beach access near Delnor-Wiggins Pass State Park is still open. People currently have to walk across the bridge and in the street. **Ms. Arnold** responded that CAT is coordinating with Parks & Recreation to

determine what to do because Delnor-Wiggins is not open. A potential alternate route is being explored. Previously, CAT would enter the park, which enabled the bus to be turned around, but the turnaround without going into the park is very tight.

**Mr. DiDonna** asked if there were any plans for GPS locators and bus trackers at the bus stops so that passengers can tell where the buses are at. **Ms. Arnold** responded that CAT has an app that allows passengers to see where the buses are on their phones, but there are not trackers at the bus stops. There are trackers at the transfer stations. **Mr. DiDonna** asked when CAT anticipates switching to electric buses. **Ms. Arnold** responded that one electric bus is being ordered to be built to pilot the technology; CAT expects to have the bus within the next 24 months. Any routes would depend upon the range of the bus.

**Mr. Gelfand** asked, as the population density changes, what the criteria are to determine whether to start a new bus route. **Ms. Arnold** responded that PTNE works with the County's development department, so that when developments get planned, the potential for the anticipated population to utilize transit is evaluated. For example, the area along Oil Well Road is being built up. CAT does serve the area now and has made modifications to move some of the service that was along Immokalee Road to increase capacity along Oil Well Road. **Mr. DiDonna** asked if there are plans for a route along Old 41; there are not sidewalks or bike paths and there is high-speed traffic. **Ms. Arnold** responded that CAT does not currently have anything scheduled along Old 41. One reason is because for public transit, there needs to be sidewalks so that passengers have a way to walk safely to get to the bus. There are scheduled plans to construct pathways along Old 41. Once that is in place, CAT would evaluate the need for a route. **Ms. McLaughlin** added that Old 41 sidewalks/pathways are currently part of an FDOT initiative. The PD&E is completed and FDOT has asked both Collier and Lee MPOs for money for the design phase, which is included in one of the outer years of the 2024-2028 work program. It is being funded phase by phase. There is typically a two-year gap between design and construction.

## 9. Member Comments

**Mr. DiDonna** asked Ms. McLaughlin if she knew what was going on in North Naples at Kalea Bay; there is an attempt to add five stories to the building. Some action was taken during the summer and Mr. DiDonna did not get any notification. **Ms. McLaughlin** indicated that the County (BCC and Planning Commission) would be better able to answer such a question; the MPO is separate from the County. MPO Staff does not follow land use. **Ms. Lantz** indicated that zoning and comprehensive planning may be able to answer Mr. DiDonna's question. **Mr. Gelfand** asked if the potential addition of new stories at Kalea Bay would impact the Congestion Management (CM) Plan. If so, would CAC be informed, and would the CM Plan have to be adjusted? **Ms. McLaughlin** responded that the CM Plan is actually the CM Process and was recently updated in 2022. The CM Process sets forth the methodology by which SU funds for congestion management will be used to help solve congestions issues. Included are Federal categories that must be addressed, such as safety, schools, equity, *et cetera*. If there was a major shift in a land use decision at the County level that was significant enough to register on a regional transportation model, it would likely be brought to the attention of the MPO at the long-range transportation planning phase. **Ms. Lantz** added that adding traffic to roads and then moving into the LRTP are two aspects of transportation planning. The daily aspect is when a developer wants to build a project, they are required to go to zoning or comprehensive planning. Building compatibility with current land use, correct zoning, and the required



traffic impact statement, among other things, are evaluated. If there would be an impact to congestion, the developer contributes to the five-year work program or the LRTP to help ease congestion. This is addressed by Collier County's Planning Commission and the BCC. After a development is built, transportation planning monitors the trips and develops a report setting forth capacity for major roads. This is used to develop the five-year work program, which then impacts the LRTP. **Mr. Sasser** commented that the process seems to address congestion too late instead of before it has started, and gave the example of Immokalee Road. Developments seem to be built faster than the roads can be expanded. **Mr. DiDonna** commented that Wiggins Pass Road is outdated and over-loaded; the potential addition of more stories at Kalea Bay is a problem. Bike paths may be addressed on Wiggins Pass Road, but not until 2027. Old 41 is dangerous and is not going to be fixed until 2029. Developers have been paying impact fees and the improvements should have already been completed. Not having a way to get to the new high school from the west will also increase traffic.

**10. Distribution Items**

**A. Veterans Memorial Boulevard Extension Update**

Item distributed.

**11. Next Meeting Date**

*February 27, 2023, 2:00 p.m. –Transportation Management Services Bldg. Main Conference Room, 2885 S. Horseshoe Dr., Naples, FL, 34104 – in person. Mr. Gelfand will chair the meeting.*

**12. Adjournment**

**Ms. Middelstaedt** adjourned the meeting at 3:50 p.m.

**EXECUTIVE SUMMARY**  
**COMMITTEE ACTION**  
**ITEM 7A**

**Endorse Amendment #2 to the FY 2023-2027 Transportation Improvement Program (TIP) and Authorizing Resolution**

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**OBJECTIVE:** Committee endorsement of Amendment #2 to the FY 2023-2027 Collier MPO Transportation Improvement Program (TIP), and authorizing resolution.

**CONSIDERATIONS:** The Florida Department of Transportation (FDOT) has requested the Collier MPO to amend its FY 2023-2027 TIP to add the following projects:

- **451147-1:** Capital for fixed transit route. This is for the Bonita Springs UZA.
- **452478-2:** Capital for fixed transit route. This is for the Bonita Springs UZA.
- **451893-1:** Capital for fixed transit route. This is a Capital Award for Collier County Bus.
- **451893-2:** Capital for fixed transit route. This is a Capital Award for Collier County.

**Attachment 1** contains Resolution 2023-1, including Exhibits 1 and 2.

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

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

The comment period began on February 17, 2023 and ends with the MPO Board meeting on March 10, 2023.

**STAFF RECOMMENDATION:** That the Committee endorse the Amendment and authorizing resolution.

Prepared By: Sean Kingston, MPO Principal Planner

**ATTACHMENTS:**

1. MPO Resolution 2023-1, including Exhibits 1 and 2

**MPO RESOLUTION #2023-1  
A RESOLUTION OF THE COLLIER METROPOLITAN  
PLANNING ORGANIZATION APPROVING  
AMENDMENT #2 TO THE FY 2022/23- 2026/27  
TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

**WHEREAS**, the FDOT requested the Collier MPO to amend its FY 2022/23-2026/27 TIP to add Federal Project Numbers (FPNs) 451147-1, 452478-2, 451893-1, and 451893-2 as Capital for fixed transit routes, as shown in Exhibit 1; and

**WHEREAS**, FDOT has submitted a letter to the MPO stating that the amendments are necessary to include in the MPO’s TIP to ensure consistency with FDOT’s Work Program, as shown in Exhibit 2; and

**WHEREAS**, the MPO announced the TIP Amendment on its website, distributed it via e-mail to various list-serves, and followed all of the steps of its Public Participation Plan through the expiration of the public comment period, which terminated with the MPO’s meeting on March 10, 2023; and

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

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

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

1. The FY 2022/23 - 2026/27 Transportation Improvement Program Amendment #2 set forth in Exhibits 1 and 2 is hereby adopted.
2. The Collier Metropolitan Planning Organization's Chairman is hereby authorized to execute this Resolution certifying the MPO Board's approval of the Amendment to the FY 2022/23-2026/27 Transportation Improvement Program for transmittal to FDOT and the Federal Highway Administration.

This Resolution PASSED and duly adopted by the Collier Metropolitan Planning Organization Board after majority vote on this 10<sup>th</sup> day of March 2023.

Attest: COLLIER METROPOLITAN PLANNING ORGANIZATION

By: \_\_\_\_\_

Anne McLaughlin  
MPO Executive Director

By: \_\_\_\_\_

MPO Chair

Approved as to form and legality:

\_\_\_\_\_  
Scott R. Teach, Deputy County Attorney

**EXHIBIT 1**  
**TIP Amendment #2 for Approval by MPO Board on March 10, 2023 for**  
**FY 2022/23 through FY 2026/27 TIP**

FPN	Action	Project Name	Requested By	Fund	Phase	FY	Amount
451147-1	Capital for fixed route	5310 CAPITAL - BONITA SPRINGS UZA - COLLIER COUNTY BOCC	FDOT	DPTO	CAP	23	\$ 34,381
				DU	CAP	23	\$ 275,052
				LF	CAP	23	\$ 34,382
452478-2	Capital for fixed route	5310 DISTRICT CAPITAL - BONITA SPRINGS UZA - COLLIER COUNTY BOCC	FDOT	DPTO	CAP	23	\$ 119
				DU	CAP	23	\$ 950
				LF	CAP	23	\$ 119
451893-1	Capital for fixed route	PROGRAM 18 - SECTION 5311 CAPITAL AWARD COLLIER COUNTY BUS	FDOT	DU	CAP	23	\$ 557,117
				LF	CAP	23	\$ 139,279
451893-2	Capital for fixed route	SECTION 5311 CAPITAL AWARD COLLIER COUNTY	FDOT	DU	CAP	23	\$ 42,639
				LF	CAP	23	\$ 10,660

FPN	Responsible Agency	TIP Page	LRTP Reference
451147-1	FDOT	Appendix K, P6, Section H	P6-23, Table 6-12
452478-2	FDOT	Appendix K, P7, Section H	P6-23, Table 6-12
451893-1	FDOT	Appendix K, P8, Section H	P6-23, Table 6-12
449143-1	FDOT	Appendix K, P9, Section H	P6-23, Table 6-12

COLLIER METROPOLITAN PLANNING ORGANIZATION

Attest: \_\_\_\_\_

Date: \_\_\_\_\_

Anne McLaughlin  
Collier MPO Executive Director

By: \_\_\_\_\_

Date: \_\_\_\_\_

MPO Chair  
Printed Name:  
Title: MPO Chair

Approved as to form and legality

\_\_\_\_\_  
Scott R. Teach, Deputy County Attorney

**COLLIER MPO FY 2023 - 27 TIP**

**451147-1                      5310 CAPITAL - BONITA SPRINGS UZA - COLLIER COUNTY BOCC**

**Project Description:**

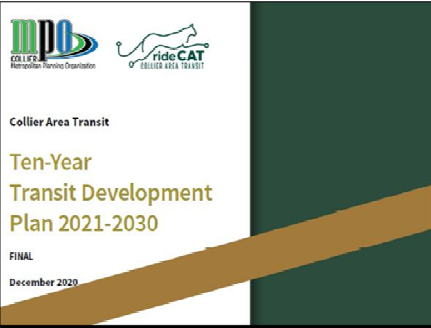
**Work Summary:**            CAPITAL FOR FIXED ROUTE

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

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

**2045 LRTP:**                  Table 6-12, P6-23

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CAP	DPTO	34,381					34,381
CAP	DU	275,052					275,052
CAP	LF	34,382					34,382
		0	0	0	0	0	0
		0	0	0	0	0	0
<b>Total</b>		<b>343,815</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>343,815</b>



**COLLIER MPO FY 2023 - 27 TIP**

**452478-2                    5310 DISTRICT CAPITAL - BONITA SPRINGS UZA - COLLIER COUNTY BOCC**

**Project Description:**

Prior Years Cost:                    N/A

**Work Summary:**                    CAPITAL FOR FIXED ROUTE

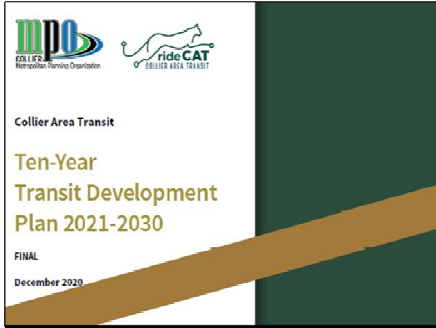
Future Years Cost:                    N/A

Total Project Cost:                    N/A

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

**2045 LRTP:**                    Table 6-12, P6-23

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CAP	DPTO	119					119
CAP	DU	950					950
CAP	LF	119					119
		0	0	0	0	0	0
		0	0	0	0	0	0
<b>Total</b>		<b>1,188</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,188</b>





**COLLIER MPO FY 2023 - 27 TIP**

**451893-1                      PROGRAM 18 - SECTION 5311 CAPITAL AWARD COLLIER COUNTY BUS**

**Project Description:**

Prior Years Cost:                      N/A

**Work Summary:**                      CAPITAL FOR FIXED ROUTE

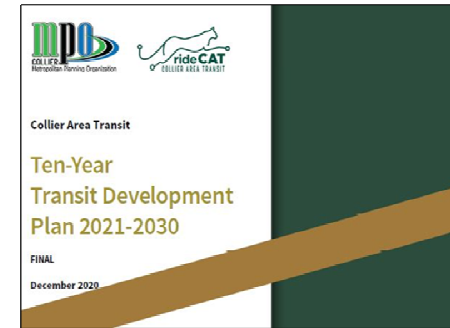
Future Years Cost:                      N/A

Total Project Cost:                      N/A

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

**2045 LRTP:**                      Table 6-12, P6-23

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CAP	DU	557,117					557,117
CAP	LF	139,279					139,279
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
<b>Total</b>		<b>696,396</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>696,396</b>



**COLLIER MPO FY 2023 - 27 TIP**

**451893-2 SECTION 5311 CAPITAL AWARD COLLIER COUNTY**

**Project Description:**

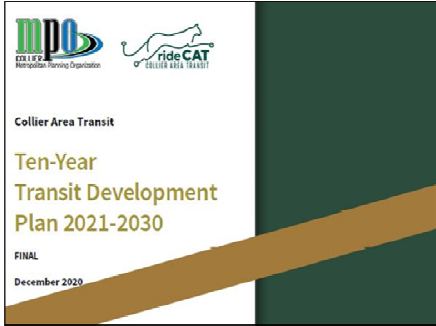
Prior Years Cost: N/A  
 Future Years Cost: N/A  
 Total Project Cost: N/A

**Work Summary:** CAPITAL FOR FIXED ROUTE

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

**2045 LRTP:** Table 6-12, P6-23

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CAP	DU	42,639					42,639
CAP	LF	10,660					10,660
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
<b>Total</b>		<b>53,299</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53,299</b>





## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

801 N Broadway Avenue  
Bartow, Florida 33830

JARED W. PERDUE, P.E.  
SECRETARY

January 12, 2023

Mrs. Anne McLaughlin  
Executive Director  
Collier MPO  
2885 Horseshoe Dr S  
Naples, FL 34104

**RE: Request for Amendments to the Collier County Metropolitan Planning Organization's Fiscal Years 2022/23 – FY 2026/27 Transportation Improvement Program (TIP).**

Dear Mrs. McLaughlin:

The letter is a formal request for the Collier County Metropolitan Planning Organization (MPO) to approve the following amendments to the FY2022/23 – FY2026/27 Transportation Improvement Plan (TIP) at the February 10, 2023 MPO Board Meeting.

**451147-1 5310 CAPITAL - BONITA SPRINGS UZA - COLLIER COUNTY BOCC**

This is a new project that has been selected during the competitive application process for 5310 funding. The funds were allocated to the state in FFY22 and were programmed in SFY23.

FLP: TRANSIT							
Item Number: 451147 1		Project Description: 5310 CAPITAL - BONITA SPRINGS UZA - COLLIER COUNTY BOCC					
District: 01	County: COLLIER	Type of Work: CAPITAL FOR FIXED ROUTE				Project Length: 0.000	
Phase / Responsible Agency		Fiscal Year					
		<2023	2023	2024	2025	2026	>2026
<b>CAPITAL / MANAGED BY COLLIER COUNTY</b>							
Fund Code:	DPTO-STATE - PTO		34,381				34,381
	DU-STATE PRIMARY/FEDERAL REIMB		275,052				275,052
	LF-LOCAL FUNDS		34,382				34,382
Phase: CAPITAL Totals			343,815				343,815
Item: 451147 1 Totals			343,815				343,815
Project Totals			343,815				343,815
Grand Total			343,815				343,815

**452478-2 5310 DISTRICT CAPITAL - BONITA SPRINGS UZA - COLLIER COUNTY BOCC**

This is a new project that has been selected during the competitive application process for 5310 funding. The funds were allocated to the state in FFY22 and were programmed in SFY23.

FLP: TRANSIT							
Item Number: 452478 2		Project Description: 5310 DISTRICT CAPITAL - BONITA SPRINGS UZA - COLLIER COUNTY BOCC					
District: 01	County: COLLIER	Type of Work: CAPITAL FOR FIXED ROUTE				Project Length: 0.000	
		Fiscal Year					
Phase / Responsible Agency		<2023	2023	2024	2025	2026	>2026 All Years
CAPITAL / MANAGED BY COLLIER COUNTY							
Fund Code:	DPTO-STATE - PTO		119				119
	DU-STATE PRIMARY/FEDERAL REIMB		950				950
	LF-LOCAL FUNDS		119				119
Phase: CAPITAL Totals			1,188				1,188
Item: 452478 2 Totals			1,188				1,188
Project Totals			1,188				1,188
Grand Total			1,188				1,188

#### 451893-1 PROGRAM 18 - SECTION 5311 CAPITAL AWARD COLLIER COUNTY BUS

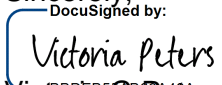
This is a new project that has been selected during the competitive application process for 5311 funding. The funds were allocated to the state in FFY22 and were programmed in SFY23.

#### 451893-2 SECTION 5311 CAPITAL AWARD COLLIER COUNTY

This is a new project that has been selected during the competitive application process for 5311 funding. The funds were allocated to the state in FFY22 and were programmed in SFY23.

FLP: TRANSIT							
Item Number: 451893 1		Project Description: PROGRAM 18 - SECTION 5311 CAPITAL AWARD COLLIER COUNTY BUS					
District: 01	County: COLLIER	Type of Work: CAPITAL FOR FIXED ROUTE				Project Length: 0.000	
		Fiscal Year					
Phase / Responsible Agency		<2023	2023	2024	2025	2026	>2026 All Years
CAPITAL / MANAGED BY COLLIER COUNTY							
Fund Code:	DU-STATE PRIMARY/FEDERAL REIMB		557,117				557,117
	LF-LOCAL FUNDS		139,279				139,279
Phase: CAPITAL Totals			696,396				696,396
Item: 451893 1 Totals			696,396				696,396
Item Number: 451893 2		Project Description: SECTION 5311 CAPITAL AWARD COLLIER COUNTY					
District: 01	County: COLLIER	Type of Work: CAPITAL FOR FIXED ROUTE				Project Length: 0.000	
		Fiscal Year					
Phase / Responsible Agency		<2023	2023	2024	2025	2026	>2026 All Years
CAPITAL / MANAGED BY COLLIER COUNTY							
Fund Code:	DU-STATE PRIMARY/FEDERAL REIMB		42,639				42,639
	LF-LOCAL FUNDS		10,660				10,660
Phase: CAPITAL Totals			53,299				53,299
Item: 451893 2 Totals			53,299				53,299
Project Totals			749,695				749,695
Grand Total			749,695				749,695

If you have any questions, please feel free to contact me at (863) 272-2368.

Sincerely,  
DocuSigned by:  
  
Victoria Peters  
Community Liaison

cc: Carlos A Gonzalez, Federal Highway Administration  
Denise Strickland, Florida Department of Transportation  
Ashley Melton, Florida Department of Transportation  
Wayne Gaither, Florida Department of Transportation

**EXECUTIVE SUMMARY**  
**COMMITTEE ACTION**  
**ITEM 7B**

**Review and Comment on Draft Bike-Ped Safety Ordinance**

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**OBJECTIVE:** For the Committee to review and comment on the draft Bike-Ped Safety Ordinance.

**CONSIDERATIONS:** The County Attorney's Office (CAO) has followed up on the direction provided at the December 2022, MPO Board meeting regarding drafting a County ordinance regulating the operation of bicycles on public sidewalks. The CAO has proposed an amendment to the existing Pedestrian Safety Ordinance to incorporate additional regulations covering the operation of bicycles (including electrical bicycles) on public sidewalks within the unincorporated portions of Collier County.

The amendment would require that bicyclists ride the same direction as the flow of traffic and that only human powered bicycles can be operated on public sidewalks. Cyclists could ride electric bicycles on sidewalks, but they would have to be under human power rather than the battery function.

The CAO discussed the proposed amended Ordinance with the Collier County Sheriff Office's attorney. Although the amended Ordinance specifically regulates the unincorporated portions of the County, the CAO will be reaching out to the respective attorneys representing the municipalities to gauge their interest.

Staff will provide the Committee's comments to the CAO. The new sections of the Ordinance are underlined, and any changes are included in ~~striketrough~~. (**Attachment 1**).

MPO Staff will report on comments made by the Bicycle and Pedestrian Advisory Committee at their meeting on February 21, 2023.

**STAFF RECOMMENDATION:** that the Committee review and comment on the draft Bike-Ped Safety Ordinance.

Prepared By: Anne McLaughlin, MPO Director

**ATTACHMENT(S):**

1. Draft Bike-Ped Safety Ordinance in Track Changes

**ORDINANCE NO. 2023 - \_\_\_\_\_**

**AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF COLLIER COUNTY, FLORIDA, AMENDING ORDINANCE NO. 2022-02, THE "COLLIER COUNTY PEDESTRIAN SAFETY ORDINANCE", AMENDING SECTION THREE, DEFINITIONS; AMENDING SECTION FOUR, JURISDICTION; PROVIDING FOR A NEW SECTION ESTABLISHING REQUIREMENTS FOR THE OPERATION OF BICYCLES ON SIDEWALKS, CROSSWALKS, AND IN INTERSECTIONS WITHIN THE UNINCORPORATED PORTIONS OF COLLIER COUNTY, FLORIDA; PROVIDING FOR CONFLICT AND SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE OF LAWS AND ORDINANCES; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, a recent compilation of motor vehicle crash data for 2020 published by the National Highway Traffic Safety Administration in October 2022 stated that Florida ranked fourth in the percentage of pedestrian fatalities in 2020; and

**WHEREAS**, Collier County has a significant government interest in pedestrian and bicyclist safety and this ordinance regulates conduct for the purpose of promoting pedestrian and bicyclist safety; and

**WHEREAS**, according to the Florida Department of Highway Safety and Motor Vehicles Crash Dashboard website at <https://www.flhsmv.gov/traffic-crash-reports/crash-dashboard/>, in 2022, there were 172 bicycle crashes in Collier County, resulting in 4 fatalities, and 164 injuries suffered, as well as, 190 pedestrian crashes resulting in 5 fatalities, and 122 injuries suffered (this data covers crashes occurring between January 1, 2022 and December 29, 2022); and

**WHEREAS**, the Florida Statutes expressly authorize local authorities such as Collier County to regulate the operation of bicycles and electric bicycles within their jurisdiction and within the reasonable exercise of their police power under the State Uniform Traffic Control Statute at §§ 316.008(h) and 316.2068(5); and

**WHEREAS**, the Board of County Commissioners finds that requiring the progression of bicycles on sidewalks and upon public rights of way to travel in the same direction as the flow of traffic will promote safer pedestrian travel and reduce the potential for crash events between vehicles and both pedestrian and bicycle travelers; and

**WHEREAS**, there has been a noticeable increase in the operation of electric bicycles on public sidewalks in Collier County, which presents enhanced opportunities for crashes and injuries with other pedestrian travelers upon those sidewalks, due in part to the steady accelerated speed which electric bicycles can maintain as compared to manually operated bicycles; and

[21-COA-02062/1764287/1]

**WHEREAS**, the Board of County Commissioners finds that this Amendment to Ordinance No. 2022-02 is narrowly tailored to impose specific regulations to protect the public health, safety, and welfare by reducing the likelihood of serious bodily injury or death that results from conflicts between vehicular traffic, bicyclists, and pedestrians progressing on the sidewalks, crosswalks, and intersections in the unincorporated area of Collier County; and

**WHEREAS**, the Board of County Commissioners seeks to prevent further pedestrian fatalities or injuries within the County.

**NOW, THEREFORE, BE IT DULY ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF COLLIER COUNTY, FLORIDA**, that:

**SECTION ONE:** Section Three: Definitions of Ordinance No. 2022-02, codified as Section 110-162 of the Code of Laws and Ordinances, is amended as follows:

**SECTION THREE: DEFINITIONS.**

For the purpose of this division, the following definitions shall apply unless the context clearly indicates or requires a different meaning:

Bicycle means every vehicle propelled solely by human power, having two tandem wheels, and including any device generally recognized as a bicycle though equipped with two front or two rear wheels, as defined in § 316.003(4), Florida Statutes, including any device generally recognized as a bicycle though equipped with two front or two rear wheels. The term does not include motorized scooters, micromobility devices, or such similar devices as defined in § 316.003(41).

Bicycle lane means any portion of a roadway or highway which is designated by pavement markings and signs for preferential or exclusive use by bicycles. See also Travel Lane below.

Bicycle path means any road, path, or way that is open to bicycle travel, which road, path, or way is physically separated from motorized vehicular traffic by an open space or by a barrier and is located either within the right-of-way or within an independent right-of-way.

Crosswalk means: (a) that part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway, measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway, and (b) any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Electric bicycle means a bicycle or tricycle equipped with a fully operable pedals, a seat or saddle for the use of the rider, and an electric motor of less than 750 watts which meets the requirements of one of the following three classifications:

- (a) “Class 1 electric bicycle” means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the electric bicycle reaches the speed of 20 miles per hour.



(b) “Class 2 electric bicycle” means an electric bicycle equipped with a motor that may be used exclusively to propel the electric bicycle and that ceases to provide assistance when the electric bicycle reaches the speed of 20 miles per hour.

(c) “Class 3 electric bicycle” means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the electric bicycle reaches the speed of 28 miles per hour.

Intersection means: (a) the area embraced within the prolongation or connection of the lateral curblines or, if none, then the lateral boundary lines of the roadways of two highways which join one another at, or approximately at, right angles; or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict, and (b) where a highway includes two roadways 30 feet or more apart, every crossing of each roadway of such divided highway by an intersecting highway shall be regarded as a separate intersection. If the intersecting highway also includes two roadways 30 feet or more apart, every crossing of two roadways of such highways shall be regarded as a separate intersection.

*Median* means the portion of the roadway separating the opposing traffic flows. Medians can be depressed, raised, or flush.

Moped means any vehicle with pedals to permit propulsion by human power, having a seat or saddle for the use of the rider and designed to travel on not more than three wheels, with a motor rated not in excess of 2 brake horsepower and not capable of propelling the vehicle at a speed greater than 30 miles per hour on level ground and with a power-drive system that functions directly or automatically without clutching or shifting gears by the operator after the drive system is engaged. If an internal combustion engine is used, the displacement may not exceed 50 cubic centimeters. The term does not include an electric bicycle.

Motorized scooter means any vehicle or micromobility device that is powered by a motor with or without a seat or saddle for the use of the rider, which is designed to travel on not more than three wheels, and which is not capable of propelling the vehicle at a speed greater than 20 miles per hour on level ground. The term does not include an electric bicycle.

*Motor vehicles* means any vehicle which is self-propelled and every vehicle which is propelled by electric power obtained from overhead trolley wires, but not operated upon rails, but not including any bicycle or moped as defined in this section.

*Pedestrian* means any person afoot.

*Person* means any natural person, firm, co-partnership, association, or corporation.

*Sidewalk* is the portion of the street right-of-way intended for the use of pedestrians that is between the curb and the adjacent property line. If there is no curb or right-of-way parking area, it is the portion of the street right-of-way intended for the use of pedestrians that is between the roadway and the adjacent property line. If there is no curb but there is a right-of-way parking area, it is the portion of the street right-of-way intended for the use of pedestrians that is between the right-of-way parking area and the adjacent property line.

*Traffic separator* means a barrier, such as a concrete wall, raised median, guardrail, fence, or landscaped or gravel area, whether or not raised, that is less than 6 feet in width placed between lanes of a roadway to divide traffic moving in opposite directions.

*Travel lane* means the portion of the roadway dedicated to the movement of motor vehicles traveling from one destination to another where a motor vehicle may not remain stationary indefinitely without eventually obstructing the free flow of motor vehicle traffic, and not including, shoulders, bicycle lanes, or on the street parking. Travel lanes do not include sidewalks, bike paths, private property, or streets closed to vehicular traffic. The term shall include ~~bike~~-bicycle lanes which are delineated but a contiguous part of the street or highway pavement.

**SECTION TWO:** Section Four of Ordinance No. 2022-02, codified as Section 110-163 of the Code of Laws and Ordinances of Collier County, Florida, is amended as follows:

**SECTION FOUR: JURISDICTION**

The provisions of this section shall be in effect upon all streets and highways, owned and maintained by the county, as well as the sidewalks within the unincorporated area of the county over which Collier County has traffic control jurisdiction.

**SECTION THREE:** Ordinance No. 2022-02 is amended to include the following new section:

**OPERATION OF BICYCLES ON PUBLIC SIDEWALKS AND CROSSWALKS WITH FLOW OF TRAFFIC**

1. Authorization: Bicycle riding is allowed upon the public sidewalks within the unincorporated area of Collier County over which the County has traffic control jurisdiction.
2. Power Assisted Bicycles Prohibited: No person shall ride any bicycle other than by using human power upon any public sidewalk except for authorized government personnel, law enforcement officers, and other emergency responders. All types of motorized mopeds and motorized scooters are prohibited.
3. Operation with Flow of Traffic: Bicycles shall travel in the same direction as traffic while being operated on public sidewalks, crosswalks, and intersections so that such bicycles are traveling with and not against the flow of traffic unless otherwise specifically directed by a law enforcement officer.

4. At a signalized intersection, a bicyclist approaching on a sidewalk must obey the instructions of any applicable pedestrian control signal. That is, the bicyclist may start to cross a roadway in a crosswalk only during a steady "Walk" phase, if one is displayed. If no pedestrian signal is provided, the cyclist may proceed in accordance with the signal indications for the parallel roadway traffic flow.
5. The provisions of this Section expressly do not apply to motorized wheelchairs having three or more wheels.

#### **SECTION FOUR: CONFLICT AND SEVERABILITY**

In the event this Ordinance conflicts with any other Ordinance of Collier County or other applicable law, the more restrictive shall apply. If any phrase or portion of the Ordinance is held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portion.

#### **SECTION FIVE: INCLUSION IN THE CODE OF LAWS AND ORDINANCES**

The provisions of this Ordinance shall become and be made a part of the Code of Laws and Ordinances of Collier County, Florida. The sections of the Ordinance may be renumbered or relettered to accomplish such, and the word "ordinance" may be changed to "section," "article," or any other appropriate word.

#### **SECTION SIX: EFFECTIVE DATE**

This Ordinance shall become effective upon filing with the Department of State.

**PASSED AND DULY ADOPTED** by the Board of County Commissioners of Collier County, Florida, this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

ATTEST:  
CRYSTAL K. KINZEL,  
Clerk of Courts & Comptroller

BOARD OF COUNTY COMMISSIONERS  
COLLIER COUNTY, FLORIDA

By: \_\_\_\_\_  
\_\_\_\_\_, Deputy Clerk

By: \_\_\_\_\_  
Rick LoCastro., Chairman

Approved as to form and legality:

\_\_\_\_\_  
Scott R. Teach  
Deputy County Attorney

**EXECUTIVE SUMMARY**  
**COMMITTEE ACTION**  
**ITEM 7C**

**Endorse Project Scope for Transit Disadvantaged Service Plan – Major Update**

---

**OBJECTIVE:** For the Committee to endorse the Project Scope for the Transit Disadvantaged Service Plan (TDSP) Major Update.

**CONSIDERATIONS:**

The Florida Commission for the Transportation Disadvantaged (CTD) requires a TDSP in conformance with its regulations to meet the requirements for State funding eligibility. Collier MPO, in coordination with Collier County Public Transit and Neighborhood Enhancement (PTNE) Division, will provide the consultant with documents and materials related to the update.

The consultant will then conduct plan preparation to obtain deliverables for committees and the MPO Board, including: Public Involvement, Needs Assessment, Major TDSP Update Activities, Draft TDSP Major Update, and Final TDSP Major Update for review, comment, approval, and acceptance, and then submittal to the CTD by October 2024.

**STAFF RECOMMENDATION:** That the Committee endorse the TDSP Major Update Project Scope.

Prepared By: Sean Kingston, MPO Principal Planner, MURP, AICP, CFM

**ATTACHMENT(S):**

1. Project Scope for TDSP Major Update

**Project Scope**  
**Transportation Disadvantaged Service Plan (TDSP) Major Update**  
**DRAFT v3**

A Transportation Disadvantaged Service Plan (TDSP) is a five-year plan required by the Florida Commission for the Transportation Disadvantaged (CTD) that calls for an annually updated strategic plan developed by the Planning Agency and the Community Transportation Coordinator (CTC) which contains development, service and quality assurance components related to the delivery of the Transportation Disadvantaged Program. The CTD requires a TDSP in order to meet the requirements to maintain eligibility for state funding.

This Major Update of the Transportation Disadvantaged Service Plan (TDSP) shall address the requirements of, and comply with, applicable Florida Commission for the Transportation Disadvantaged (CTD) regulations as described in the November 2007 Instruction Manual for the Memorandum of Agreement and the Transportation Disadvantaged Service Plan 2007/2008.

The TDSP also serves as the Locally Coordinated Human Services Transportation Plan (LCHSTP) as required by The Federal Transit Administration (FTA) for funding eligibility under the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) program in accordance with the Fixing America's Surface Transportation (FAST) bill.

The Collier MPO, in coordination with the County Public Transit and Neighborhood Enhancement Division will provide the Consultant with documents and materials as requested related to the development of the TDSP major update, which may include but is not limited to: current GIS map files, last major TDSP update, last TDSP annual update, last Transit Development Plan (TDP) major update, last TDP annual update, the current Transportation Improvement Plan (TIP), the new Memorandum of Agreement (MOA), and relevant long range transportation plans.

**Task I. Public Involvement**

The Consultant will assess community perceptions (both system users and non-users) of public transportation needs and services. This will be accomplished by the public involvement activities listed below. It is anticipated the Collier MPO will be responsible for coordinating the communication activities (meeting notices, media notifications, newsletter articles, website content etc.) consistent with its public involvement program.

1. The Consultant will attend a meeting of the Local Coordinating Board (LCB) to provide information on the schedule and progress of the major TDSP update. Contractor will make a short presentation and provide an opportunity for public comment and involvement. The MPO will each assign a Project Manager to lead the project. The MPO Project Manager will serve as the primary point of contact for the Consultant and will coordinate internal reviews of deliverables among the MPO staff as well as with the PTNE Division.

2. The Consultant will host a kick-off teleconference with the MPO Project Managers and a representative(s) from PTNE to solicit input about the project and to guide deliverables produced by the Consultant. The kick-off meeting will occur early on in the project process. The MPO Project Manager and PTNE representative(s) will review all deliverables and provide input and direction to the Consultant throughout the project.
3. Based on the input received during the public involvement process, the Consultant will summarize and include the comments/suggestions/concerns as part of the major TDSP update draft document.
4. The LCB will hold a public hearing to solicit public input on the draft document.
5. The MPO Project Manager will coordinate review and comment on the draft document by the MPO's Technical and Citizen Advisory Committees and final review and approval by the MPO Board.

**Deliverable:** Documentation and description of the meetings held will be included in the Draft Major TDSP Update.

## **Task II. Needs Assessment**

The Consultant will review and analyze needs, opportunities, and alternatives for the delivery of transportation disadvantaged services in Collier County to develop strategic initiatives for the program. These initiatives will be developed in conjunction with the MPO Project Manager as identified in Task I and will consider information gained from the LCB public hearing as well as comments provided by the Technical and Citizen Advisory Committees.

The results of all previous tasks will be considered in developing strategic initiatives for the Collier MPO. Initiatives will be identified and analyzed at this stage regardless of cost to emphasize the strategic intent of the TDSP process. Any projects derived from this process will appear in the Needs Assessment section and the Goals, Objectives and Strategies section of the Draft Major TDSP update document.

**Deliverable:** A listing of projects developed during the Needs Assessment process will appear in the Draft Major TDSP Update document. Also, any relationship of the project listing to the information gathered during the public involvement process will be noted.

## **Task III. Major TDSP Update Activities**

As per the Florida Commission for the Transportation Disadvantaged **Instruction Manual for the Completion of Transportation Disadvantaged Service Plans**, the following sections of the Plan must be reviewed and updated as part of this major TDSP update.

### **Section I – Development Plan**

- A. Introduction to the Service Area
  1. Background of the TD Program
  2. Community Transportation Coordinator Designation/History

3. Organization Chart
4. Consistency Review of Other Plans
5. Public Participation

**B. Service Area Profile/Demographics**

1. Service Area Description
2. Demographics

**C. Service Analysis**

1. Forecasts of Transportation Disadvantaged Population
2. Needs Assessment
3. Barriers to Coordination
4. Goals, Objectives and Strategies
5. Implementation Schedule

**Section II – Service Plan**

**A. Operations**

1. Types, Hours, Days of Service
2. Accessing Service
3. Transportation Operators and Coordination Contractors
4. Public Transit Utilization
5. School Bus Utilization
6. Vehicle Inventory
7. System Safety Program Plan Certification
8. Intercounty Services
9. Emergency Preparedness and Response
10. Educational Efforts/Marketing
11. Acceptable Alternatives
12. Service Standards
13. Local Complaint and Grievance Procedure/Process
14. Community Transportation Coordinator Monitoring Procedures of Operators and Coordination Contractors
15. Coordination Contract Evaluation Criteria

**B. Cost/Revenue Allocation and Rate Structure Justification**

**Section III – Quality Assurance**

- A. Provide information on the evaluation processes utilized at the local level to ensure quality of service is being achieved and that it is being provided in the most cost effective, efficient, unduplicated and unfragmented manner.
- B. Incorporate current CTC evaluation worksheets including Cost, Competition and Coordination.



**Deliverable:** Draft Development Plan and Service Plan documents.

**Task IV. Draft TDSP Major Update**

A draft TDSP Major Update will be submitted and presented to the MPO Project Manager and PTNE Liaison for review and comment, followed by presentations to the PTAC, the LCB, the TAC, CAC and the MPO Board for review and comment.

The final draft TDSP Major Update will be presented to the LCB and the MPO Board for approval and acceptance.

**Deliverable:** The final draft document will consist of consolidation of all required sections noted above in Tasks I, II and III into one comprehensive document. The draft will be provided in electronic format to facilitate the review process. If deemed necessary by the MPO Project Manager, the Consultant will submit up to (10) copies of the draft TDSP Major Update. Working with the MPO Project Manager and PTNE Liaison, the Consultant will modify the draft TDSP Major Update to respond to comments received.

**Task V. Final TDSP Major Update**

The Consultant will present the Final TDSP to the LCB and MPO Board. Following review and acceptance of by the MPO, the Consultant shall prepare and submit the Final TDSP Major Update document.

**Deliverable:** The Consultant will prepare three (3) original signed Final TDSP Major Update documents, two of which are for the MPO’s transmittal to the Florida Commission for the Transportation Disadvantaged and the other for the MPO files. The Consultant will prepare and provide the MPO with an electronic copy of the document both in Microsoft Word and as a pdf file. Maps created by the Consultant will be submitted in PDF and GIS file formats; Consultant generated tables will be provided in excel or access formats.

**PROJECT SCHEDULE**

With the assumption that the Notice to Proceed will be issued by June 1, 2023 it is anticipated the Major TDSP Update will be completed within a time frame to meet the required October 30, 2024 submittal to the Florida Commission for Transportation Disadvantaged. The following is the anticipated schedule for the completion of preliminary deliverables:

Draft Schedule By Key Activity

June 2023	Notice To Proceed Issued by Collier MPO
June 2023	Kick-off Teleconference with Project Managers
Sept 2023	Presentation at LCB/TD Meeting
Dec 2023	Submit Preliminary Draft TDSP Major Update to Project Managers
Feb 2024	PTAC meeting to Review Draft Update
Feb 2024	TAC/CAC meeting to Review Draft Update
Mar 2024	LCB Review Preliminary Draft TDSP Major Update
Jun 2024	Submit Final Draft TDSP Major Update to Project Managers

Aug 2024 Present Final Draft TDSP Major Update to PTAC, TAC/CAC  
Sep 2024 Present Final Draft TDSP Major Update to LCB  
Oct 2024 Submit Final TDSP Major Update to Collier MPO  
Oct 2024 MPO Submits Final TDSP Major Update to TD Commission

**EXECUTIVE SUMMARY**  
**COMMITTEE ACTION**  
**ITEM 7D**

**Endorse Project Scope for Zero Emissions Transit Fleet Transition Plan**

---

**OBJECTIVE:** For the Committee to endorse the Project Scope for the Zero Emissions Transit Fleet Transition Plan.

**CONSIDERATIONS:**

Collier Area Transit (CAT), in partnership with Collier MPO, will be hiring a consultant for the development of a plan aimed at Zero Emission Vehicles (ZEVs) for the purpose of a greener option than the current fleet. Potential impacts, including operations, infrastructure, workforce, and financial performance will be evaluated for smooth deployment.

The consultant will conduct plan preparation with the ultimate deliverable of a Final Zero Emissions Fleet Transition Plan to be presented to advisory- and decision-making bodies. This will begin with the formation of a Project Management Plan (PMP), followed by interagency meetings to create a vision and make goals, then block/route modeling along with the analysis of alternatives including battery electric vehicles (BEV) and hydrogen electric fuel cells (HFC), energy charging and storage facilities review, fleet maintenance review, financial analysis, and a transition plan to the new technology.

**STAFF RECOMMENDATION:** That the Committee endorse the Zero Emissions Transit Fleet Transition Plan Project Scope.

Prepared By: Sean Kingston, MPO Principal Planner, MURP, AICP, CFM

**ATTACHMENT(S):**

1. Project Scope for Zero Emissions Transit Fleet Transition Plan

# Zero Emission Fleet Transition Plan

## Introduction

Collier Area Transit (CAT) as the operator of Fixed-Route and Paratransit transportation for Collier County in partnership with Collier County Metropolitan Planning Organization (MPO) will be hiring a consultant to assist with the study and development of a roadmap to deploy zero emissions vehicles (ZEV). ZEVs reflect a global trend to modernize fleets, reduce greenhouse-gas emissions, and make a cleaner, environmental-friendlier option. As the availability and models of ZEVs increase and the cost disparity with internal combustion engine models decreases ZEVs are finding their place in personal, public and private fleets. The introduction of a new technology has the potential to affect daily operations, infrastructure, workforce and financial performance. The transition study evaluates these potential impacts and develops a strategic road map to facilitate a smooth deployment.

## Project Objectives

The purpose of the study is to develop a Zero Emission Fleet Transition Roadmap to provide a feasibility and deployment plan to incorporate zero emission buses into Collier Area Transit's services and facilities.

## Scope of Work

### Task 1. Project Management

Activities in this task will pertain to the development and execution of a Project Management Plan, which will include a Quality Management Plan (QMP). These activities will include monitoring the project for cost and schedule variances, invoicing, progress reports and arranging for and conducting one hour bi-weekly project status meetings between consultant and client project managers.

#### **Anticipated Deliverables**

- PMP
- QMP
- Bi-weekly project status report and meeting notes

### Task 2. Project Kick-off and Data Collection

The consultant will host project kick-off meeting with Collier Area Transit and Collier MPO to determine project vision, goals, timeline, action items and any other project administration related issues to ensure the anticipated deliverables will meet desired outcome.

#### Data collection

After project kick-off, the consultant will collect data for target routes. Data to collect will include route characteristics, vehicle loads, terrain changes, fleet operating conditions, requisite data for implementing vehicle profiles, electric accessory loads, depot location, field data related to energy consumption, utility tariff and fleet duty cycles. This task will also define assumptions that will be used when performing the route power energy modeling and analysis.

#### **Anticipated Deliverables**

- Project kick-off meeting notes

### Task 3. Route Power Energy Modeling and Analysis

The consultant will perform block/route modeling to evaluate energy consumption for weekday and weekend service levels based on depot charging. Model simulation will be based on the appropriate vehicle profile, operating hours, and operating miles with consideration of deadhead, elevation changes, vehicle loads, climate conditions and accessory loads. The modeling results will be used as foundation to provide recommendations on the zero emission bus routes and efficient ZEV operation.

The model simulation will:

1. Determine route ZEV feasibility of block schedules,
2. Forecast energy consumption and duty cycles for target routes and vehicle block schedules,
3. Forecast vehicle fueling/charging schedule to comply with next day operational needs,
4. Project Peak Vehicle Requirements,

In the case of battery electric vehicles (BEV), the Route/Power Analysis will also:

1. Model and forecast the average and maximum kWh required to power the BEV fleet,
2. Model and forecast the electrical power demand and charging schedule for depot based charging,
3. Model and forecast the electrical power demand and charging schedule for on-route charging,
4. Model and forecast the battery state of charge (SOC) for each block for each simulation profile,
5. Forecast power delivery infrastructure needed,
6. Forecast number of depot and on-route chargers required,
7. Provide general footprint requirements to accommodate power delivery and charging infrastructure,

In the case of hydrogen electric fuel cells (HFC), the Route/Power Analysis will also:

1. Forecast the average and maximum hydrogen volume needed to power the HFC fleet.
2. Provide high level logistics for four different types of fueling options; gas form, liquid form, reformed on-site and renewable hydrogen
3. Forecast needed energy storage, generation and delivery infrastructure
4. Provide general footprint requirements to accommodate fuel storage, generation and fueling delivery systems.

#### **Anticipated Deliverables**

- Memorandum of findings and analysis

### Task 4. Energy Charging and Storage Facilities Review and Recommendations

The consultant will review existing facilities for power availability, energy storage and delivery systems and evaluate modifications needed to support both types of ZEV fleet as modeled in Task 3.

#### **Anticipated Deliverables**

- Memorandum of findings and recommendations

### Task 5. Fleet Maintenance Review and Recommendations

Activities in this task will review fleet maintenance requirements and provide best practices based on the energy demand forecast, charging schedule, and battery/fuel profile generated from Task 3. The

consultant will also research available ZEVs and provide a planning level comparison using criteria such as battery range, technology reliability, charging profile, capital cost and maintenance cost.

#### **Anticipated Deliverables**

- Memorandum of findings and recommendations of best practices
- Table summarizing pertinent available ZEVs and associated equipment.

#### **Task 6. Financial Analysis**

This task will be completed to provide high-level capital cost estimates for the recommended fleet conversion, recommended energy charging and storage facility modifications. This includes annual and total life cycle electricity or fuel cost, annual and total life cycle maintenance cost, and any necessary training cost. In addition, the consultant will research a minimum of three potential funding sources or provide recommendation on [two] alternative funding finance mechanism for the project.

#### **Anticipated Deliverables**

- Start-up capital cost estimates
- Forecast life cycle costs
- Forecast annual operating cost
- Summary of potential funding sources

#### **Task 7. Transition Plan**

Develop recommendations regarding the following:

- Phasing in capital investments based on available revenue sources
- Addressing costs associated with annual maintenance and operations
- Identify skill gaps, training needs and retraining needs of existing work force to operate and maintain zero-emission vehicles and related infrastructure (to avoid displacement.)

#### **Task 8. Development of Zero Emission Fleet Transition Plan**

Based on results and recommendations drawn from abovementioned analyses and client directives, the consultant will develop a roadmap that outlines deployment strategies and identifies implementation priorities to achieve zero emission routes. The final report will incorporate elements listed above and summaries findings and recommendations. It is anticipated that there will be one round of Collier Area Transit review, the consultant will address comments from the review and prepare a final report.

#### **Anticipated Presentations**

- Public Transit Advisory Committee
- Collier MPO Technical and Citizens Advisory Committee
- Collier MPO
- Collier County Board of County Commissioners

#### **Anticipated Deliverables**

- Draft Zero Emission Fleet Transition Plan
- Final Zero Emissions Fleet Transition Plan

**EXECUTIVE SUMMARY**  
**COMMITTEE ACTION**  
**ITEM 7E**

**Endorse FDOT's PM2 and PM3 Statewide Performance Targets**

---

**OBJECTIVE:** For the Committee to endorse FDOT's PM2 and PM3 Statewide Performance Targets.

**CONSIDERATIONS:**

In September 2018, Collier MPO Board voted to support FDOT's initial Statewide Pavement and Bridge Performance Targets (PM2) and System Performance Targets (PM3) instead of establishing targets of its own. PM2 and PM3 Targets are applicable to the National Highway System (NHS) shown in **Attachment 1**.

By supporting the Statewide Targets, the MPO agreed to plan and program projects in the Transportation Improvement Program (TIP) that were anticipated to make progress towards achieving the Statewide Targets. The two-year Targets for this First Performance Period reflected the anticipated performance levels at the end of Calendar Year (CY) 2019 while the four-year targets reflected the anticipated performance level at the end of CY 2021.

With the conclusion of the First Performance Period, FDOT has now set two and four-year Statewide Targets for the Second Performance Period – January 1, 2023 through December 31, 2025. (**Attachment 2**) This requires Collier MPO to again take action to either support the Statewide Targets or establish targets of its own.









**STAFF RECOMMENDATION:** That the Committee endorse FDOT's PM2 and PM3 Statewide Performance Targets.

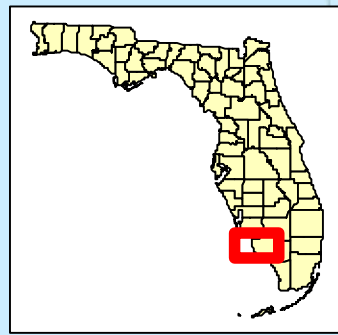
Prepared By: Sean Kingston, MPO Principal Planner, MURP, AICP, CFM

**ATTACHMENT(S):**

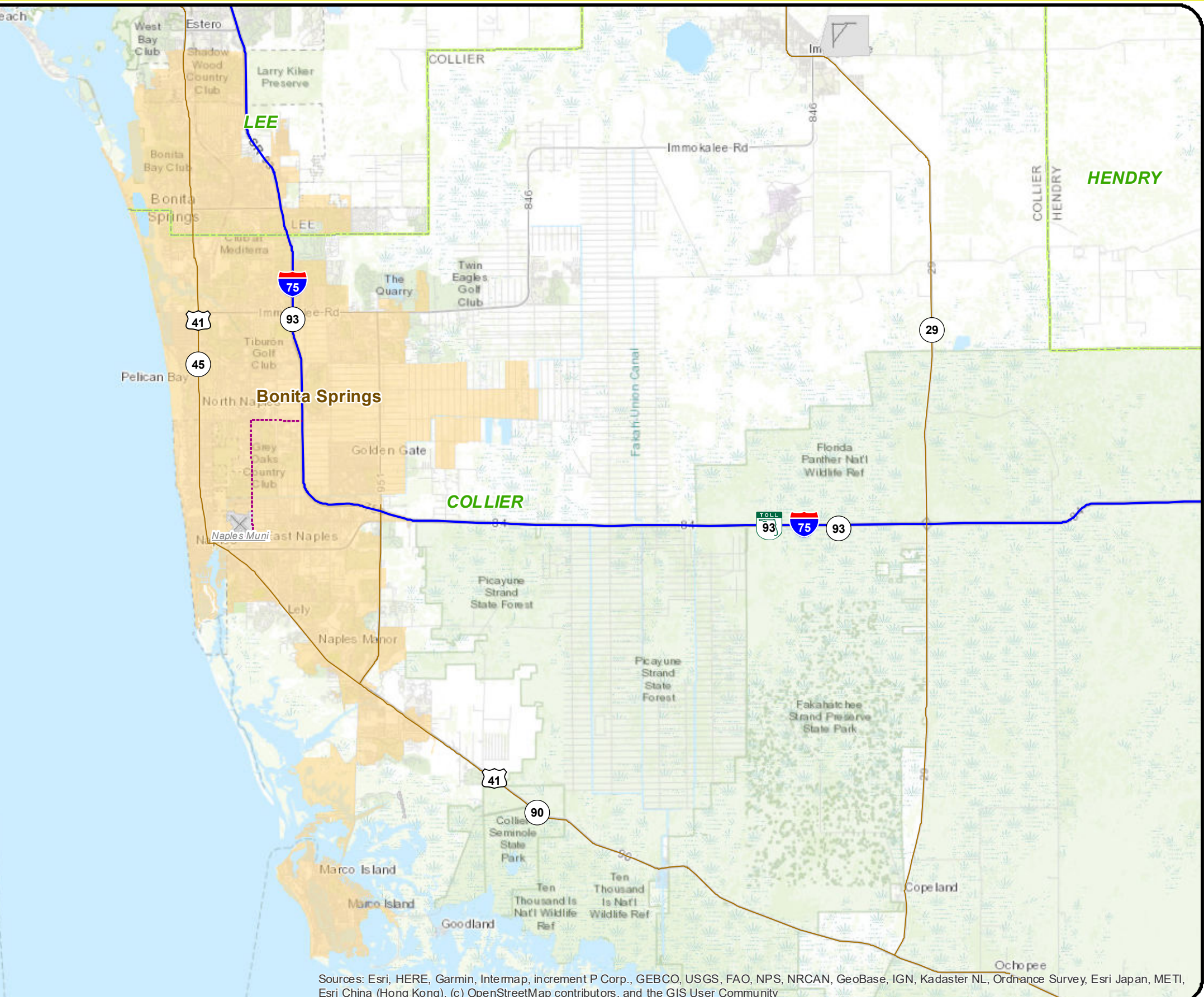
1. National Highway System Map – Collier County
2. FDOT PM2 and PM3 Statewide Targets for Second Performance Period

**Legend**

-  Interstate
-  STRAHNET Route
-  STRAHNET Connector
-  Unbuilt
-  Other Principal Arterials
-  Intermodal Connector
-  MAP-21 Principal Arterials
-  Urban areas



The "final" NHS is under review by the FHWA and the map may have minor revisions in the future.



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community



**STATEWIDE PAVEMENT AND BRIDGE CONDITION PERFORMANCE (PM2) TARGETS**

Performance Measures	2-year Statewide Target (2023)	4-year Statewide Target (2025)
<b>BRIDGE</b>		
Percent of NHS bridges (by deck area) in good condition	≥50%	≥50%
Percent of NHS bridges (by deck area) in poor condition	≤10%	≤10%
<b>PAVEMENT</b>		
Percent of Interstate pavements in good condition	≥60%	≥60%
Percent of Interstate pavements in poor condition	≤5%	≤5%
Percent of non-Interstate NHS pavements in good condition	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	≤5%	≤5%

Source: FDOT

**STATEWIDE SYSTEM PERFORMANCE AND FREIGHT (PM3) TARGETS**

Performance Measures	2-year Statewide Target (2023)	4-year Statewide Target (2025)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	≥75%	≥70%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	≥50%	≥50%
Truck travel time reliability (TTTR) Index	≤1.75	≤2

Source: FDOT

**EXECUTIVE SUMMARY**  
**DISTRIBUTION**  
**ITEM 10A**

**Administrative Modifications to the FY 2023-2027 Transportation Improvement Program (TIP)**

---

**OBJECTIVE:** For the Committee to receive copies of administrative modifications to the FY 2023-2027 TIP.

**CONSIDERATIONS:** FDOT has requested that Collier MPO administratively modify three projects in the 2023 – 2027 TIP:

**448065-2 Collier Area Transit Maintenance Building** – the MPO Board approved adding \$2,500,000 in SU funds in FY 2023 to this project at its December 9, 2022 meeting. (**Attachment 1**)

**441480-1 Eden Park Elementary** – the MPO Board approved adding \$800,000 in SU funds in FY 2023 to this Safe Routes to Schools sidewalk project at its October 13, 2022 meeting. (**Attachment 2**)

**417540-6 SR 29 from N of New Market Rd to SR 82** – FDOT has added funds Preliminary Engineering (PE) in FY23, for Right of Way (ROW), Railroad & Utilities (RRU) in FY25, and Construction in FY 2027. (**Attachment 3**)

FDOT’s letter, dated January 12, 2023, requesting the administrative modifications is shown in **Attachment 4**.

**STAFF RECOMMENDATION:** N/A (distributed for informational purposes)

Prepared By: Sean Kingston, MPO Principal Planner, MURP, AICP, CFM

**ATTACHMENT(S):**


1. Administrative Modification #1 Transit Maintenance Building
2. Administrative Modification #2 Eden Park Elementary
3. Administrative Modification #3 State Rd 29 N of New Market to SR82
4. FDOT Request Letter Dated 1/12/23

**TIP Administrative Modification #1 for MPO Executive Director  
Approval to the FY 2023 through FY 2027 TIP**

<u>Action</u>	<u>FPN</u>	<u>Project Name</u>	<u>Description &amp; Limits</u>	<u>Requested By</u>	<u>Fund</u>	<u>Phase</u>	<u>FY</u>	<u>Amount</u>
FTAT-FHWA Transfer to FTA SU	448065-2	Collier Area Transit Maintenance Building	N/A	MPO	FTAT	CST (94)	23	\$2,500,000
FTAT-FHWA Transfer to FTA SU	448065-2	Collier Area Transit Maintenance Building	N/A	MPO	SU	CST (94)	23	\$2,500,000
<b>Total</b>								\$2,500,000

Total Project Cost: TBD  
 Responsible Agency: Collier County  
 TIP Reference Page: H-6  
 LRTP Reference Page: Table 6-12 P6-24

COLLIER METROPOLITAN  
PLANNING ORGANIZATION

Approved By: 

Date: 12/9/22

Anne McLaughlin, MPO Executive Director

**COLLIER MPO FY 2023 - 27 TIP**

**448065-2 COLLIER AREA TRANSIT MAINTENANCE BUILDING**

**Project Description:** 2021 Transit Priority

Prior Years Cost: N/A

**Work Summary:** CONSTRUCTION

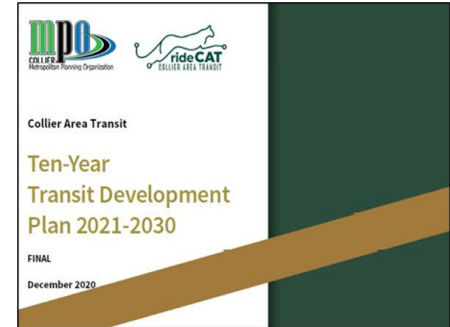
Future Years Cost: N/A

Total Project Cost: N/A

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

**2045 LRTP:** Table 6-12, P6-24

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST (94)	FTAT	5,500,000					5,500,000
CST (94)	SU	5,500,000					5,500,000
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
<b>Total</b>		<b>11,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,000,000</b>



**TIP Administrative Modification #2 for MPO Executive Director Approval  
to the FY 2023 through FY 2027 TIP**

<u>Action</u>	<u>FPN</u>	<u>Project Name</u>	<u>Description &amp; Limits</u>	<u>Requested By</u>	<u>Fund</u>	<u>Phase</u>	<u>FY</u>	<u>Amount</u>
Add SU funds to cover construction cost increase,	441480-1	Eden Park Elementary	N/A	MPO	SU	CST	23	\$800,000


Total Project Cost: \$1,465,171

Responsible Agency: Collier County

TIP Reference Page: B-1

L RTP Reference Page: P6-2, Table 6-1

COLLIER METROPOLITAN  
PLANNING ORGANIZATION

Approved By: 

Date: 1/24/23

Anne McLaughlin, MPO Executive Director

**COLLIER MPO FY 2023 - 27 TIP**

**4414801 EDEN PARK ELEMENTARY**

**Project Description:** SOUTH SIDE OF CARSON RD FROM WESTCLOX TO CARSON LAKES CIR 6' SW Prior Years Cost: 56,027

**Work Summary:** SIDEWALK Future Years Cost: 0

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

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	SR2T	608,595	0	0	0	0	608,595
CST	SU	800,000	0	0	0	0	800,000
PE	SR2T	549	0	0	0	0	549
		0	0	0	0	0	0
		0	0	0	0	0	0
<b>Total</b>		<b>1,409,144</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,409,144</b>




Admin Mod #2 1/24/23

**TIP Administrative Modification #3 for MPO Executive Director Approval  
to the FY 2023 through FY 2027 TIP**

<u>Action</u>	<u>FPN</u>	<u>Project Name</u>	<u>Description &amp; Limits</u>	<u>Requested By</u>	<u>Fund</u>	<u>Phase</u>	<u>FY</u>	<u>Amount</u>
Add PE funding to FY23; Add ROW & RRU Phases to FY25; add funds to CST in FY27	417540-6	SR 29	N of New Market Rd to SR 82	FDOT	ACSA	PE	23	\$38,392
					ACNP	ROW	25	\$318,956
					DI	ROW	25	\$803,000
					DI	RRU	25	\$576,000
:					ACNP	CST	27	\$424,015
					DI	CST	27	\$2,456,187

Total Project Cost: 43,628,348  
Responsible Agency: FDOT  
TIP Reference Page: A-3  
LRTP Reference Page: P6-2, Table 6-1

COLLIER METROPOLITAN  
PLANNING ORGANIZATION

Approved By: 

Date: 1/24/23

Anne McLaughlin, MPO Executive Director



**COLLIER MPO FY 2023 - 27 TIP**

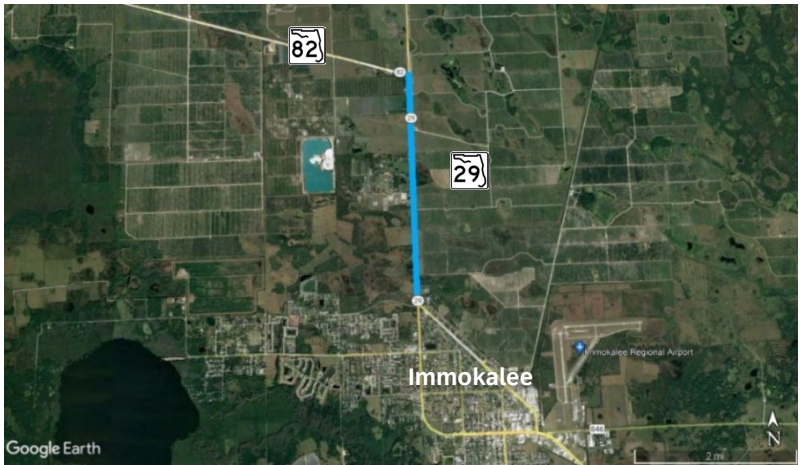
**4175406**                      **SR 29 FROM N OF NEW MARKET RD TO SR 82**                      **SIS**

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

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

**Lead Agency:**                FDOT    **Length:**                      3.307                      **2045 LRTP:**                      p6-2, Table 6-1

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	ACNP	0	0	0	0	4,504,002	4,504,002
CST	DI	0	0	0	0	32,128,568	32,128,568
ENV	TALT	380,000	0	75,000	0	0	455,000
PE	ACSA	38,392	0	0	0	0	38,392
ROW	ACNP	0	0	318,956	0	0	318,956
ROW	DI	0	0	803,000	0	0	803,000
RRU	D1	0	0	576,000	0	0	576,000
<b>Total</b>		<b>418,392</b>	<b>0</b>	<b>1,772,956</b>	<b>0</b>	<b>36,632,570</b>	<b>38,823,918</b>



Admin Mod #3 01/24/23



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

801 N. Broadway Ave, Bartow FL 33830

JARED W. PERDUE, P.E.  
SECRETARY

January 12, 2023

Mrs. Anne McLaughlin  
Executive Director  
Collier MPO  
2885 Horseshoe Dr S  
Naples, FL 34104

### RE: Request for Administrative Modification to Collier County Metropolitan Planning Organization's FY 2022/23 – FY 2026-27 Transportation Improvement Program (TIP).

Dear Mrs. McLaughlin:

The purpose of this letter is to request the Collier County Metropolitan Planning Organization (MPO) administratively modify the following projects in the FY2022/23 – 2026/27 TIP.

#### 441480-1 EDEN PARK ELEMENTARY

Please adjust the funding amounts currently listed in your TIP to align with the below funding amounts. Construction phase funding has been added (\$800,000 SU).

HIGHWAYS								
Item Number: 441480 1		Project Description: EDEN PARK ELEMENTARY						
District: 01	County: COLLIER	Type of Work: SIDEWALK				Project Length: 0.000		
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	>2026	All Years
<b>PRELIMINARY ENGINEERING / MANAGED BY COLLIER COUNTY</b>								
Fund Code:	DS-STATE PRIMARY HIGHWAYS & PTO	54,738						54,738
	SR2T-SAFE ROUTES - TRANSFER	1,289	549					1,838
Phase: PRELIMINARY ENGINEERING Totals		56,027	549					56,576
<b>CONSTRUCTION / MANAGED BY COLLIER COUNTY</b>								
Fund Code:	SR2T-SAFE ROUTES - TRANSFER		608,595					608,595
	SU-STP, URBAN AREAS > 200K		800,000					800,000
Phase: CONSTRUCTION Totals			1,408,595					1,408,595
Item: 441480 1 Totals		56,027	1,409,144					1,465,171

### 448065-2 COLLIER AREA TRANSIT MAINTENANCE BUILDING

Please adjust the funding amounts currently listed in your TIP to align with the below funding amounts. \$2,500,000 funds have been added.

Item Number: 448065 2		Project Description: COLLIER AREA TRANSIT MAINTENANCE BUILDING					
District: 01	County: COLLIER	Type of Work: TRANSIT IMPROVEMENT				Project Length: 0.000	
		Fiscal Year					
Phase / Responsible Agency	<2023	2023	2024	2025	2026	>2026	All Years
<b>CAPITAL / MANAGED BY COLLIER COUNTY</b>							
Fund Code: FTAT-FHWA TRANSFER TO FTA (NON-BUD)		5,500,000					5,500,000
SU-STP, URBAN AREAS > 200K		5,500,000					5,500,000
<b>Phase: CAPITAL Totals</b>		<b>11,000,000</b>					<b>11,000,000</b>
<b>Item: 448065 2 Totals</b>		<b>11,000,000</b>					<b>11,000,000</b>

### 417540-6 SR 29 FROM N OF NEW MARKET RD TO SR 82

Please adjust the funding amounts currently listed in your TIP to align with the below funding amounts.

Item Number: 417540 6		Project Description: SR 29 FROM N OF NEW MARKET RD TO SR 82					*SIS*
District: 01	County: COLLIER	Type of Work: ADD LANES & RECONSTRUCT				Project Length: 3.037MI	
		Fiscal Year					
Phase / Responsible Agency	<2023	2023	2024	2025	2026	>2026	All Years
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>							
Fund Code: ACSA-ADVANCE CONSTRUCTION (SA)	392,522	38,392					430,914
CM-CONGESTION MITIGATION - AQ	522,705						522,705
DDR-DISTRICT DEDICATED REVENUE	7,505						7,505
REPE-REPURPOSED FEDERAL EARMARKS	3,656,698						3,656,698
<b>Phase: PRELIMINARY ENGINEERING Totals</b>	<b>4,579,430</b>	<b>38,392</b>					<b>4,617,822</b>
<b>RIGHT OF WAY / MANAGED BY FDOT</b>							
Fund Code: ACNP-ADVANCE CONSTRUCTION NHPP				318,956			318,956
DI-ST. - S/W INTER/INTRASTATE HWY				803,000			803,000
<b>Phase: RIGHT OF WAY Totals</b>				<b>1,121,956</b>			<b>1,121,956</b>
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>							
Fund Code: DI-ST. - S/W INTER/INTRASTATE HWY				576,000			576,000
<b>CONSTRUCTION / MANAGED BY FDOT</b>							
Fund Code: ACNP-ADVANCE CONSTRUCTION NHPP						4,504,002	4,504,002
DI-ST. - S/W INTER/INTRASTATE HWY						32,128,568	32,128,568
<b>Phase: CONSTRUCTION Totals</b>						<b>36,632,570</b>	<b>36,632,570</b>
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>							
Fund Code: TALT-TRANSPORTATION ALTS- ANY AREA		380,000		75,000	225,000		680,000
<b>Item: 417540 6 Totals</b>	<b>4,579,430</b>	<b>418,392</b>		<b>1,772,956</b>	<b>225,000</b>	<b>36,632,570</b>	<b>43,628,348</b>

If you have any questions, please feel free to contact me at (863) 272-2368.

Sincerely,

DocuSigned by:

*Victoria Peters*

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Community Liaison